



# CITY OF SACRAMENTO

## CITY PLANNING DEPARTMENT

725 "J" STREET

SACRAMENTO, CALIF. 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

March 10, 1981

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: Parking Management and Alternative Transportation Incentive  
Program Report (M-395)

### SUMMARY

The Parking Management and Alternative Transportation Incentive Program was prepared by the City and County of Sacramento in coordination with the State Department of General Services and Regional Transit. The purpose of this program is to facilitate implementation for eight of the transportation control measures adopted by the City and County in the 1979 Air Quality Plan and the subsequent Addendum report.

This program is designed to discourage single-occupant automobile commuting and to encourage the use of alternative transportation modes (ridesharing, transit and bicycles) through implementation of low cost and readily available measures. Implementation of these proposed measures would require alterations to existing or establishment of new City parking policies; alternative transportation incentive programs and facility improvements; and zoning ordinances relating to parking, transit, and bicycle facilities at new developments. For a couple of measures, City endorsement of proposed actions by other agencies is all that is required for implementation. Most of these measures can be fully implemented within a year of adoption of this report, while other measures will require more gradual or phased implementation due to funding or manpower considerations.

This program has been closely coordinated with the Traffic Engineering Department and has received unanimous endorsement by the City Planning Commission and the Council's Planning and Community Development Committee. Presentations to various citizen groups has been ongoing since the program was initiated in 1979 without any major opposition setforth. Therefore, staff is recommending that the Council adopt the Parking Management and Alternative Transportation Incentive Program report in its entirety as proposed by the attached resolution. With the adoption of this program, approval of the other two resolutions attached which are needed to encourage action by other jurisdictions is also recommended.

APPROVED  
BY THE CITY COUNCIL

MAR 17 1981

OFFICE OF THE  
CITY CLERK

The new or amended zoning ordinances required for implementation of some of the proposed measures in this report will be developed and presented to the Council for action within the next six months.

#### BACKGROUND INFORMATION

The Parking Management and Alternative Transportation Incentive Program report was submitted to the Council at their January 20th meeting. The Council at that time referred this report to the Planning and Community Development Committee for their initial evaluation and recommendation. At the January 28th Committee meeting, the staff recommendations included in this report were unanimously approved (3 ayes, 1 absent). The Committee requested that staff provide a description of the implementation schedule for each measure proposed and to describe the relationship between this program and other related adopted or ongoing studies before final action is requested. The following discussion is provided to satisfy this request.

1979/1982 Air Quality Plans - The Parking Management Program was initiated in response to one of the 22 control measures adopted by the City as part of the 1979 Air Quality Plan. This program was originally developed to consider methods of discouraging single-occupant automobile use by increasing the cost of parking and controlling the use of existing parking spaces within the Central City as well as suburban areas. This program incorporates and expands upon the previous (1976) Parking Management Program report prepared by Wilbur Smith and Associates.

While this study was originally intended to develop solely parking related measures, it was recognized that suitable alternatives to single-occupant vehicle use should also be provided to accommodate displaced commuters and to encourage an even greater number of commuters to switch to an alternative transportation mode. As a result of the expanded focus of this program, other measures relating to promoting ridesharing, transit and bicycle use that were endorsed by the Council in either the 1979 Air Quality Plan or its Addendum report were also suggested. Therefore, with adoption of this report and development of the recommended measures, the City will have accomplished significant progress towards their responsibility in implementation of the 1979 Air Quality Plan.

In terms of the draft 1982 Air Quality Plan content, about forty preliminary transportation control measures have been developed for evaluation and possible inclusion in this plan, which is to be released in June. Given the purpose and extent of the proposed Parking Management Program, no further parking related measures are proposed. The preliminary transportation control measures suggested for the next Air Quality Plan are based primarily on providing incentives for use of alternative transportation modes or to reduce the number and length of

vehicle trips. As a result, a number of the incentive measures which were included in the previous 1979 Air Quality Plan and in this Parking Management and Alternative Transportation Incentive Program report are also proposed for inclusion in the 1982 Air Quality Plan. Therefore, the proposed Parking Management Program is consistent with the preliminary 1982 Air Quality Plan content; however, more extensive incentive measures will likely be required in the future.

The Central City Plan - The previous Parking Management Program developed by Wilbur Smith and Associates for use in preparation of the Central City Plan found that if past growth trends of unconstrained vehicular travel were projected to 1990, all the travel corridors entering the Central City would experience extensive peak period congestion. This is because almost 93 percent of all trips into the Central City are by the automobile and the number of carpools or vanpools within this group is only about 12 percent. The major recommendation within the Central City Plan in terms of parking was to restrain the use of existing parking supplies, while encouraging the use of public transit and carpools.

The Central City Plan also included an adopted policy that only 4,900 additional parking spaces should be allowed in the core area by 1990, and that such spaces would be provided to accommodate primarily visitor and shopper parking needs. However, this policy was based on a fourfold increase in transit fleet capacity. Since the sales tax initiative which would have generated enough revenues to facilitate such an increase was turned down by the voters, major transit capacity expansion won't occur until after 1986 at the earliest. Even this projected date of capacity expansion is tentative since it is based on the assumption that transit improvements would be part of the alternative selected for the Northeast Corridor Study.

The Parking Management Program as proposed does not attempt to limit the growth of public or private parking spaces developed. In terms of parking supplies however, the report does suggest that incentives be provided for reducing the number of new parking spaces developed throughout the City in exchange for providing monetary or other employee incentives to encourage the use of alternative transportation modes. In addition, the proposed parking requirement revisions for a few land uses would be based on the level of actual demand, not for arbitrarily influencing parking supply reductions or increases.

Regional Transit General Plan/Short Range Service Plan - The Regional Transit General Plan, like the Central City Plan, assumed a significant expansion of transit capacity would occur within the next five to ten years. With the failure of the sales tax initiative, the Short Range Service Plan projects no increase in transit capacity before 1986. There may be some level of transit capacity expansion provided between 1986 and 1990; however, the Parking Management and Alternative Transpor-

tation Incentive Program would provide incentives to encourage transit use both in the near and long-term future.

Even though existing transit capacity is limited, Regional Transit could still accommodate about 2,000 additional riders during the peak period since some bus lines are not yet filled to capacity. In addition, if a significant number of public and possibly private employees were offered flexible work schedules, the amount of transit capacity available during the peak commute period could be expanded even further.

Draft Alternative Transit Finance Study - Due to projected deficiencies in transit operational funds, Regional Transit and SACOG are preparing an analysis of the existing and potential funding sources that could be used for transit financing. It is important that new sources of transit subsidy funding can be found in order to both maintain the existing level of transit service and to expand and improve such services. The draft report is scheduled to be released in late March and one of the new funding sources being considered is a parking stall tax for non-residential uses.

Since a parking stall tax may result in a deterrent to vehicle use if the cost was directly passed on to the business customer, this proposal was one of the measures considered in this Parking Management Program report. However, due to the limited prospect of approval of this measure by the voters, the difficulty in determining parking space ownership counts, and administering the tax; this measure is not recommended for adoption by the City of Sacramento at this time as part of the Parking Management Program. Rather, staff feels that consideration of this measure should occur in conjunction with the City Council's review of the entire Alternative Transit Finance Study in April.

Program Implementation Schedule - With adoption of this report by resolution, all of the measures included in this program will only represent City policies. For some measures though, this action will constitute sufficient authority and staff direction for implementation of a particular policy measure as described in this report. The schedule for implementation of such measures will depend on the time needed for further analysis and program development by the responsible department and available manpower for execution of each measure. However, such efforts should not require longer than a year for full implementation of most measures. Once a measure has been completely implemented and in operation for at least six months to a year, it could be altered or discontinued if excessive impacts to commuters or a significant loss in parking revenues results.

Some measures will require subsequent preparation and adoption of an ordinance for implementation of the purpose and intent of an adopted policy. In such cases, the ordinances will be prepared within the next six months with adoption and enforcement of the ordinance to occur within the year. Both the City Planning Commission and Council, as well as interested citizen groups, will have ample opportunity to review these ordinances before their final adoption is scheduled. Attachment A which follows this staff report identifies more specifically the approval action required and the implementation schedule for each measure recommended for adoption.

In the case of only a few measures, jurisdictions or responsible agencies other than the City hold the authority for adoption and implementation of a particular measure. Therefore, a resolution by the City Council to these agencies encouraging that a particular action be taken is all that is required by the City for implementation. There are two measures which fall under this category for implementation and the necessary resolutions are attached for Council action.

#### FINANCIAL DATA

Most of the measures proposed for adoption in the Parking Management and Alternative Transportation Incentive Program report would not require any additional outlay of funds or manpower, rather implementation would be gradual based on the level of funding already allocated for a particular program or department. For Measure 4.5 which would initiate a comprehensive alternative transportation education program and possibly Measure 4.3 to provide bicycle parking facilities at major transit stops, implementation will be dependent on whether state or federal grants are received. With the subsequent adoption of a number of zoning ordinances proposed, the cost for providing transit and bicycle facilities to be required under Measures 1.12 and 1.10, respectively, will be the responsibility of private developers.

In terms of direct additional costs to the City, Measure 1.4 to upgrade the existing carpool verification program and Measure 1.8 to publicize and encourage greater participation in the City's Carpool Preferential Parking Program may require additional manpower and costs, respectively. However, the verification program could be tailored or coordinated with the Caltrans Ridesharing office so that at least all new carpool members could be surveyed within the first six months and established carpools possibly annually or biannually. If a significant number of new carpools were formed and took advantage of the City's 25 percent parking permit rate reduction, a loss in parking revenues could result. However, parking revenues currently exceed operation costs; therefore, some level of revenue loss due to issuance of additional carpool permits could be absorbed. Because of the current parking revenue surplus situation, Measure 1.6 which would increase the cost of non-carpool parking permits by 10 - 20% above inflation would have to be implemented gradually in order to avoid violating Proposition 4 limitations on revenue increases.

VOTE OF THE COMMISSION

At their special study session held on November 20, 1980, the City Planning Commission unanimously (8 ayes, 1 absent) endorsed the measures recommended for adoption by the City of Sacramento in the Parking Management and Alternative Transportation Incentive Program report.

ENVIRONMENTAL DETERMINATION

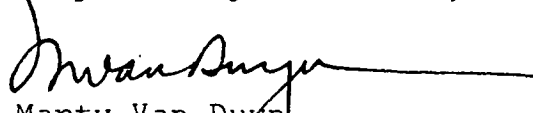
An initial study has been prepared and it has been determined that the program as proposed will not have a significant effect on the environment. Therefore, a Negative Declaration has been prepared.

RECOMMENDATIONS

Staff recommends that the Council:

- 1) Ratify the Negative Declaration prepared for this program;
- 2) Adopt the Parking Management and Alternative Transportation Incentive Program by resolution as attached, thereby endorsing implementation of the 28 measures recommended for City adoption found on Table I-1 of the report which is also attached;
- 3) Adopt the second resolution attached which requests that the Sacramento Municipal Court increase their parking fines; and
- 4) Adopt the third resolution attached which encourages that a joint study between Regional Transit and SACOG be conducted to determine the need for and feasibility of providing secure bicycle parking facilities at major transit stops.

Respectfully submitted,

  
Marty Van Durn  
Planning Director

FOR CITY COUNCIL INFORMATION  
WALTER J. SLIPE  
CITY MANAGER

March 17, 1981  
All Districts

MVD:SP:lo  
Attachments  
M-395

# RESOLUTION No. 81-188

Adopted by The Sacramento City Council on date of

MARCH 17, 1981

## RESOLUTION ADOPTING THE PARKING MANAGEMENT AND ALTERNATIVE TRANSPORTATION INCENTIVE PROGRAM REPORT (M-395)

WHEREAS, the City of Sacramento has adopted the 1979 Air Quality Plan designed to meet national ambient air quality standards for oxidants and carbon monoxide by 1987, as required by the Clean Air Act Amendments approved by Congress in 1977; and

WHEREAS, the City of Sacramento has adopted emission reduction targets for transportation control measures in order to achieve additional reductions in pollutants; and

WHEREAS, the Sacramento Area Council of Governments has determined that emission reductions of up to 0.3% for parking management strategies, 3.1% for ridesharing programs, 0.3% for bicycle and pedestrian incentives, and 0.2% for education programs could be achieved within the Sacramento area through implementation of various transportation control and alternative transportation incentive programs; and

WHEREAS, the Parking Management and Alternative Transportation Incentive Program report represents a comprehensive effort between the City and County of Sacramento, the State Department of General Services and the Regional Transit District to formulate disincentives for single-occupant vehicle use and incentives for the use of transit, ridesharing and bicycle transportation modes to assist in achieving these emission reduction targets.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sacramento approves the Parking Management and Alternative Transportation Incentive Program report and thereby commits to implementing those measures recommended for the City of Sacramento as identified in Pages I-10 and I-11 of this report.

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MAYOR

APPROVED  
BY THE CITY COUNCIL

MAR 17 1981

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CITY CLERK

ATTEST:

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CITY CLERK

M-395

Table I-1

RECOMMENDED CITY, COUNTY AND STATE PARKING MANAGEMENT AND  
ALTERNATIVE TRANSPORTATION INCENTIVE MEASURES

<u>Measures</u>	<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>State Dept. of General Services</u>
1.1 On-Street Unmetered Parking	X		
1.2 Limit Issuance of New Off-Street Single Occupant Monthly Parking Permits	X	X	X
1.3 Restrict the Amount of Off-Street Parking Available Between 7-9 A.M.	X		
1.4 Establish a Carpool Verification Program	X	X	X
1.5 Establish a Sliding Scale for Hourly Parking Rates	X	X	
1.6 Reduce the Monthly Permit Parking Rate Discount Over Daily Rates	X	X	X
1.7 Provide Flexible Work Hours for Public Employees	X	X	X
1.8 Expand Off-Street Carpool Preferential Parking Programs	X	X	X
1.9 Expand Public Employee Bicycle Fleet Programs	X	X	X
1.10 Amend the Zoning Code to Require Secure Bicycle Parking facilities at New Developments	X	X	
1.11 Provide Bus Tokens for Public Employee Business Travel	X	X	X
1.12 Amend the General Plan and Zoning Code to Require Transit Amenities at New Developments	X	X	
1.13 Establish Pedestrian/Transit Malls Along Appropriate Streets	X		X
1.14 Amend Parking Lot Design Standards to Improve Access/Flow	X	X	
1.15 Increase the Percentage of Compact Car Spaces Allowed	X	X	
1.16 Increase the Amount of Parking Lot Landscaping Required	X	X	
1.17 Revise Minimum Parking Requirements Based on Actual Demands	X	X	
1.18 Allow Substitutions of Required Parking for In-Lieu Measures	X	X	



Table I-1 (Cont.)

<u>Measures</u>	<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>State Dept. of General Services</u>
2.1 Request the Court to Increase Parking Violation Fines	X	X	
2.2 Subsidize Parking Management Programs with a Portion of the Parking Fine Increases	X	X	
3.1 Support and Expand Residential Preferential Parking Permit Programs	X	X	
3.2 Establish Non-Residential Site Plan Review Guidelines to Encourage Alternative Transportation Incentive Provisions	X	X	
3.3 Provide Bicycle Parking Facilities at Public Employee and Municipal Lots	X	X	X
3.4 Provide Shower and Locker Facilities for Public Employees at Government Offices			X
4.1 Provide Sufficient Right-of-Way Additions for Bicycle Lane Development	X	X	
4.2 Reprioritize Implementation of the Sacramento Bikeways Master Plan	X	X	
4.3 Provide Bicycle Parking Facilities Along Bus Routes, at Shelters and at Park and Ride Lots (SRAPC and RT are the responsible agencies)	X	X	X
4.4 Continue and Expand Support of CalTrans Ridesharing Program	X	X	
4.5 Prepare and Distribute a Multi-Agency Alternative Transportation Informational Package	X	X	X
4.6 Establish a Parking Stall Tax to Subsidize Transit Service Improvements		X	

**RESOLUTION No. 81-189**

**Adopted by The Sacramento City Council on date of**

**MARCH 17, 1981**

RESOLUTION REQUESTING THAT THE SACRAMENTO COUNTY MUNICIPAL COURT INCREASE THEIR ON-STREET PARKING FINES TO A LEVEL WHICH IS AT LEAST DOUBLE THE DAILY PARKING FEE AT AN OFF-STREET CITY LOT (M-395)

WHEREAS, on-street parking spaces within the Central City are designed to serve short-term visitors and shoppers rather than long-term employee parking; and

WHEREAS, the existing supply of on-street parking spaces reveal an occupancy rate of between 80 and 90 percent throughout the day; and

WHEREAS, the cost of feeding the meter allows a person a 30 percent parking rate reduction over the daily parking rate at a City off-street lot; and

WHEREAS, it is difficult to catch meter feeding and the penalties for meter feeding, expired meters, or overtime parking at time-limited spaces is only 11 percent higher than the cost for all day parking at an off-street City lot; and

WHEREAS, stronger penalties for illegal use of on-street parking spaces are needed to ensure that these spaces are properly used and available for the business customer and other short-term parkers.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sacramento hereby requests that the Sacramento County Municipal Court increase and maintain their parking fines to a level double the cost to park all day at an off-street City lot.

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MAYOR

ATTEST:

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CITY CLERK

M-395

**APPROVED**  
BY THE CITY COUNCIL

MAR 17 1981

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CITY CLERK

# RESOLUTION No. 81-190

Adopted by The Sacramento City Council on date of

MARCH 17, 1981

RESOLUTION REQUESTING THAT THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS AND THE REGIONAL TRANSIT DISTRICT JOINTLY STUDY THE FEASIBILITY OF AND ATTEMPT TO SECURE FUNDING FOR PROVIDING BICYCLE PARKING FACILITIES AT MAJOR TRANSIT STOPS (M-395)

WHEREAS, secure bicycle parking facilities are not provided at major transit stops which essentially prohibits the use of the bicycle rather than the automobile for access to the transit system; and

WHEREAS, the Regional Transit Districts General Plan included an adopted policy that a quarter-mile access to the transit system should be provided, however, most areas are located about a half-mile from the nearest transit stop which tends to inhibit transit use; and

WHEREAS, the use of the automobile for access to a transit stop creates significant "cold start" pollutant emissions and parking problems in residential or commercial areas; and

WHEREAS, studies have shown that provision of secure bicycle parking facilities are essential if bicycle use over automobile use is to be encouraged.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sacramento hereby requests that the Sacramento Area Council of Governments and the Regional Transit District jointly study the feasibility of and attempt to secure funding for providing bicycle parking facilities at major transit stops.

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MAYOR

ATTEST:

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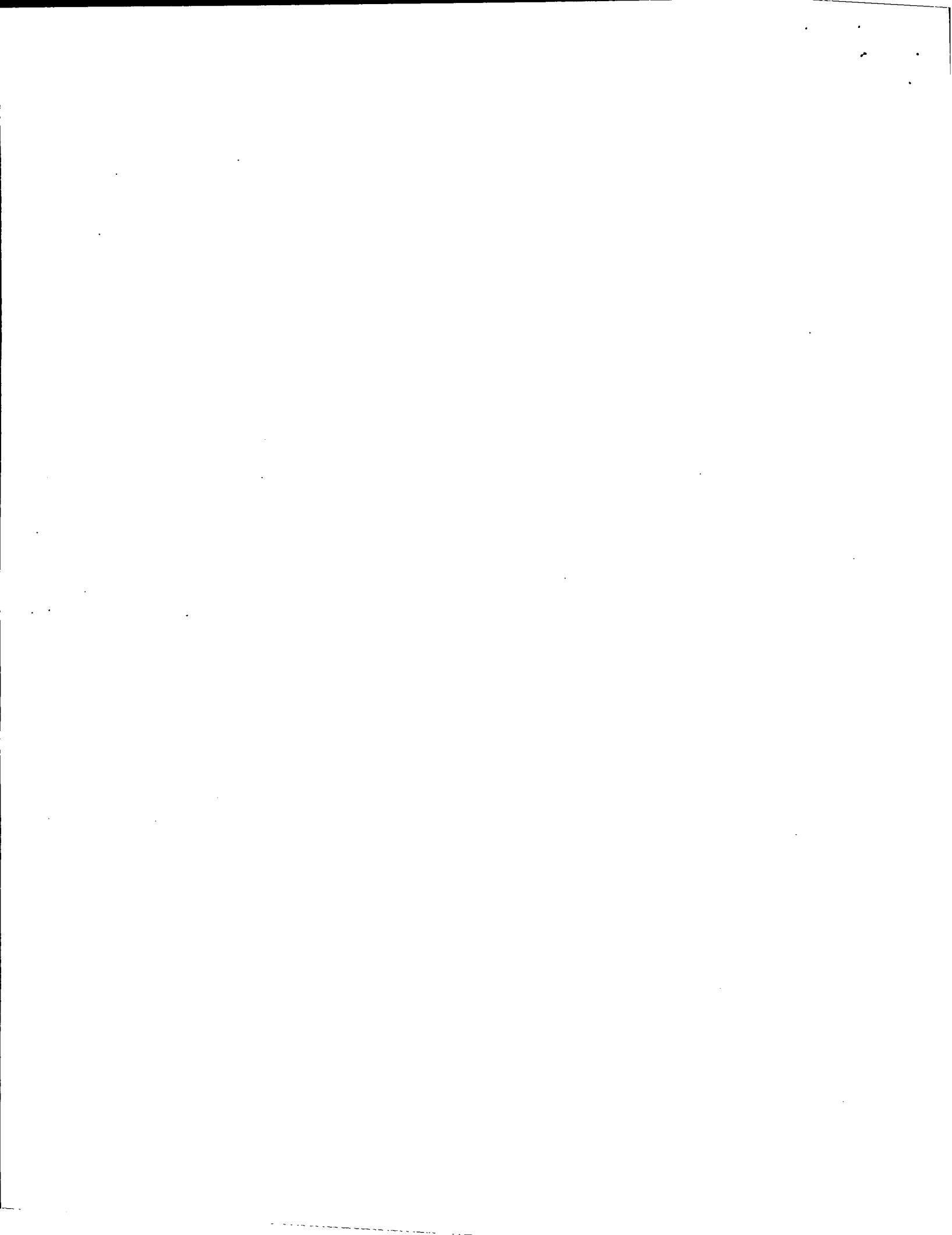
CITY CLERK

M-395

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MAR 17 1981

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CITY CLERK



Parking Management Program - Implementation Schedule

<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
1.1 On-street unmetered parking restrictions	Subsequent resolution identifying site plan review guidelines is needed.	Guidelines to be developed within six months; case-by-case basis for enforcement.
1.2 Limit issuance of new off-street non-carpool monthly parking permits to 56% of the total number of City-controlled parking spaces.	City policy established by adoption of PMP report. (About 1,200 new permits would be available until 1990 given the existing number of parking spaces, versus 3,011 existing non-carpool permits.)	Policy could be effective immediately with gradual implementation based on the level of permit demand in the future.
1.3 Restrict by 10-20% the amount of off-street parking available between 7-9 A.M. at CBD lots.	City policy established by adoption of PMP report (Between 300 and 600 spaces could be affected.)	Policy could be effective within six months; level of restriction based on analysis of short-term parking demand at CBD lots.
1.4 Modify existing carpool parking permit verification program to provide stronger enforcement.	Already an existing City program; expanded focus established by adoption of PMP report.	Program could be modified by surveying new carpool members within first six months and annually thereafter. Level of implementation based on available manpower.
1.5 Establish a sliding scale for hourly parking rates.	Already an existing City policy, no modifications are suggested.	Proposed parking rate structure is already established.
1.6 Reduce the monthly parking permit rate discount over daily rates by arbitrarily increasing permit rates on a one-time basis.	City policy established by adoption of PMP report.	Additional rate increase of 10-20% above inflation; could be established gradually during annual parking permit rate increases.
1.7 Provide flexible work hours for all City employees, with exceptions by job categories due to public service needs or other conflicting requirements.	City policy established by adoption of PMP report.	City is currently targeted to participate in CalTrans' Project Flex demonstration program. Continuance of a flexible work schedule program in the future will be based on results of demonstration project.
1.8 Encourage greater participation in the City's carpool preferential parking program.	City policy established by adoption of PMP report. (Program would include posting signs advertising space availability, 25% permit rate reductions and carpool info number at 12 City lots where permits are available)	Initial implementation could occur within six months. Other proposals may be suggested in the future.

<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
1.9 Encourage greater utilization of the City's employee bicycle fleet.	City policy established by adoption of PMP report. (Program would include assigning and distributing fleet bicycles to department offices located outside of City Hall if a parking space is available, and by publicizing the availability of fleet bicycles to employees).	Initial implementation could occur within six months. Other proposals may be suggested in the future.
1.10 Amend the Zoning Ordinance to require secure bicycle parking facilities at all new developments.	Subsequent ordinance establishing specific facility requirements is needed.	Development of ordinance within six months; adoption and enforcement of ordinance within a year.
1.11 Provide bus tokens for City employee business travel.	City policy established by adoption of PMP report. (Establish a bus token demonstration project by initially purchasing enough tokens to equal 10% of the average number of vehicle fleet check-outs per month (43). Distribute tokens and a bus book to the carpool dispatcher and City offices located outside of City Hall and publicize availability in employee newsletters.)	Program development and implementation could occur within six months. Continuing the program would be based on its level of use.
1.12 Establish General Plan policies and amend the Zoning Ordinance to require transit amenities be provided at new developments.	Subsequent ordinance establishing specific facility requirements based on type and size of a development is needed.	Development of ordinance within six months; adoption and enforcement of ordinance within a year if such an ordinance is legally feasible.
1.13 Establish pedestrian transit malls along appropriate streets.	General City policy in support of such street conversions established by adoption of PMP report.	Subsequent approval by the Council of any proposed street conversion would be required. Implementation on a case-by-case basis.
1.14 Amend Zoning Ordinance relating to parking lot design standards to improve vehicular access and flow.	Subsequent Zoning Ordinance amendment revising existing parking lot design regulations is needed. (Improving the design of access driveways, discourage dead-end aisles, and establish design guidelines for drive-up windows.)	Development of ordinance amendment within six months; adoption and enforcement of ordinance within a year.

<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
1.15 Increase the percentage of compact car spaces allowed to a maximum of 30% of the lot.	Subsequent Zoning Ordinance amendment establishing an allowable percentage of compact car spaces is needed.	Development of ordinance amendment within six months; adoption and enforcement of ordinance within a year.
1.16 Increase the amount of parking lot landscaping required based on a 50% shading of the lot.	Ordinance has already been prepared and adopted in conjunction with the City's Energy Program.	Already enacted and in effect.
1.17 Revise minimum parking requirements based on survey results of actual demand.	Subsequent zoning ordinance amendment needed. (Revise existing parking standards for possibly banks, business and professional offices and furniture stores.)	Development of ordinance within six months; adoption and enforcement of ordinance within a year.
1.18 Allow substitutions of required parking for in-lieu measures within all areas of the City.	Subsequent Zoning Ordinance amendment allowing parking space substitutions is needed.	Development of ordinance within six months; adoption and enforcement of ordinance within a year.
2.1 Request the County Municipal Court to increase parking violation fines.	Resolution encouraging the court to increase parking fines is needed.	Resolution has been prepared and attached to this staff report; schedule for fine increase based on court preference.
2.2 Subsidize parking management programs with a portion of the parking fine increase.	City policy established by adoption of PMP report. (Programs could include car-pool promotion and parking subsidies (1.8); additional manpower needed to reserve some CBD parking spaces for shoppers (1.3) residential preferential parking program (3.1), etc.)	Depends on whether the court significantly increases parking fines and competing need for such funds for enforcement of parking regulations.
3.1 Support and expand residential preferential parking programs.	Existing City program; included in this study to acknowledge its contribution to parking management goals.	Already enacted and in effect.
3.2 Establish non-residential site plan review guidelines to encourage alternative transportation incentive provisions.	Subsequent resolution identifying site plan review guidelines is needed. (Suggested incentives would be similar to voluntary measures included in Package 5 of report.)	Guidelines to be developed within six months; voluntary compliance envisioned. Guidelines are intended for employer educational purposes.

<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
3.3 Provide additional and more secure bicycle parking facilities at all City lots and public buildings.	City policy established by adoption of PMP report.	Gradual implementation based on amount of bicycle funds available per year and grant approvals. (The City has recently received a grant for 175 new Class II racks to be distributed to all City lots.)
4.1 Provide sufficient right-of-way additions for bicycle lane development along street designated as bicycle routes.	Existing City policy for all new streets; City policy established for existing streets by adoption of PMP report.	Gradual implementation based on development of new streets and when major road improvements are scheduled for existing streets designated as bicycle routes. (Joint road and bicycle improvement projects for existing streets has occurred in the past.)
4.2 Reprioritize implementation of the Sacramento Bikeway Master Plan to promote development of a commuter bicycle route system.	City policy established by adoption of PMP report.	Gradual development of routes identified in PMP report based on level of bicycle funds available.
4.3 Provide bicycle parking facilities along bus routes, at bus shelters, and park-and-ride lots.	Resolution encouraging RT and SACOG to study the need for and to acquire bicycle facilities at major transit stops.	Resolution has been prepared and attached to this staff report; schedule for implementation based on study and funding priorities of these agencies.
4.4 Continue and expand support for CalTrans' Ridesharing Program.	Reaffirmation of existing City policy of support for the Ridesharing Program by adoption of PMP report.	Level and type of support needed to be defined by the Ridesharing office. Possible request within the year to take over funding the City's three CETA's at the Ridesharing office if the CETA Program is discontinued.
4.5 Prepare and distribute a multi-agency alternative transportation informational/educational package.	City policy endorsing development of such a program established by adoption of PMP report.	Depends on priorities of other involved agencies and possibility of acquiring State or Federal grants to fund preparation and distribution of package.



SACRAMENTO CITY PLANNING COMMISSION

MEETING DATE 11/20/80  
 ITEM NO. 2 FILE NO. P-  
 M- 395

- GENERAL PLAN AMENDMENT
- COMMUNITY PLAN AMENDMENT
- REZONING
- SPECIAL PERMIT
- VARIANCE
- TENTATIVE MAP
- SUBDIVISION MODIFICATION
- EIR DETERMINATION
- OTHER Parking management program

Recommendation:

- Favorable
- Unfavorable
- Petition
- Correspondence

LOCATION: City wide

<u>PROPOSERS</u>		
<u>NAME</u>	<u>ADDRESS</u>	

<u>OPPOSERS</u>		
<u>NAME</u>	<u>ADDRESS</u>	

MOTION NO. \_\_\_\_\_

	YES	NO	MOTION	2ND
Augusta	✓			
Holloway	✓			
Goodin	✓			
Hunter	✓			
Larson	✓			
Muraki	<u>Absent</u>			
Simpson	✓			✓
Silva	✓		✓	
Fong	✓			

MOTION:

- TO APPROVE-
- TO DENY
- TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- INTENT TO APPROVE SUBJ. TO COND. & BASED ON FINDINGS OF FACT DUE \_\_\_\_\_
- TO RECOMMEND APPROVAL \_\_\_\_\_ & FORWARD TO CITY COUNCIL
- TO RATIFY NEGATIVE DECLARATION
- TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_

- EXHIBITS:
- A. Site Plan
  - B. Floor Plan
  - C. Elevation
  - D. Landscaping



# CITY OF SACRAMENTO

## CITY PLANNING DEPARTMENT

725 "J" STREET

SACRAMENTO, CALIF. 95814

TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

March 10, 1981

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: Parking Management and Alternative Transportation Incentive  
Program Report (M-395)

### SUMMARY

The Parking Management and Alternative Transportation Incentive Program was prepared by the City and County of Sacramento in coordination with the State Department of General Services and Regional Transit. The purpose of this program is to facilitate implementation for eight of the transportation control measures adopted by the City and County in the 1979 Air Quality Plan and the subsequent Addendum report.

This program is designed to discourage single-occupant automobile commuting and to encourage the use of alternative transportation modes (ridesharing, transit and bicycles) through implementation of low cost and readily available measures. Implementation of these proposed measures would require alterations to existing or establishment of new City parking policies; alternative transportation incentive programs and facility improvements; and zoning ordinances relating to parking, transit, and bicycle facilities at new developments. For a couple of measures, City endorsement of proposed actions by other agencies is all that is required for implementation. Most of these measures can be fully implemented within a year of adoption of this report, while other measures will require more gradual or phased implementation due to funding or manpower considerations.

This program has been closely coordinated with the Traffic Engineering Department and has received unanimous endorsement by the City Planning Commission and the Council's Planning and Community Development Committee. Presentations to various citizen groups has been ongoing since the program was initiated in 1979 without any major opposition set forth. Therefore, staff is recommending that the Council adopt the Parking Management and Alternative Transportation Incentive Program report in its entirety as proposed by the attached resolution. With the adoption of this program, approval of the other two resolutions attached which are needed to encourage action by other jurisdictions is also recommended.

The new or amended zoning ordinances required for implementation of some of the proposed measures in this report will be developed and presented to the Council for action within the next six months.

#### BACKGROUND INFORMATION

The Parking Management and Alternative Transportation Incentive Program report was submitted to the Council at their January 20th meeting. The Council at that time referred this report to the Planning and Community Development Committee for their initial evaluation and recommendation. At the January 28th Committee meeting, the staff recommendations included in this report were unanimously approved (3 ayes, 1 absent). The Committee requested that staff provide a description of the implementation schedule for each measure proposed and to describe the relationship between this program and other related adopted or ongoing studies before final action is requested. The following discussion is provided to satisfy this request.

1979/1982 Air Quality Plans - The Parking Management Program was initiated in response to one of the 22 control measures adopted by the City as part of the 1979 Air Quality Plan. This program was originally developed to consider methods of discouraging single-occupant automobile use by increasing the cost of parking and controlling the use of existing parking spaces within the Central City as well as suburban areas. This program incorporates and expands upon the previous (1976) Parking Management Program report prepared by Wilbur Smith and Associates.

While this study was originally intended to develop solely parking related measures, it was recognized that suitable alternatives to single-occupant vehicle use should also be provided to accommodate displaced commuters and to encourage an even greater number of commuters to switch to an alternative transportation mode. As a result of the expanded focus of this program, other measures relating to promoting ridesharing, transit and bicycle use that were endorsed by the Council in either the 1979 Air Quality Plan or its Addendum report were also suggested. Therefore, with adoption of this report and development of the recommended measures, the City will have accomplished significant progress towards their responsibility in implementation of the 1979 Air Quality Plan.

In terms of the draft 1982 Air Quality Plan content, about forty preliminary transportation control measures have been developed for evaluation and possible inclusion in this plan, which is to be released in June. Given the purpose and extent of the proposed Parking Management Program, no further parking related measures are proposed. The preliminary transportation control measures suggested for the next Air Quality Plan are based primarily on providing incentives for use of alternative transportation modes or to reduce the number and length of

vehicle trips. As a result, a number of the incentive measures which were included in the previous 1979 Air Quality Plan and in this Parking Management and Alternative Transportation Incentive Program report are also proposed for inclusion in the 1982 Air Quality Plan. Therefore, the proposed Parking Management Program is consistent with the preliminary 1982 Air Quality Plan content; however, more extensive incentive measures will likely be required in the future.

The Central City Plan - The previous Parking Management Program developed by Wilbur Smith and Associates for use in preparation of the Central City Plan found that if past growth trends of unconstrained vehicular travel were projected to 1990, all the travel corridors entering the Central City would experience extensive peak period congestion. This is because almost 93 percent of all trips into the Central City are by the automobile and the number of carpools or vanpools within this group is only about 12 percent. The major recommendation within the Central City Plan in terms of parking was to restrain the use of existing parking supplies, while encouraging the use of public transit and carpools.

The Central City Plan also included an adopted policy that only 4,900 additional parking spaces should be allowed in the core area by 1990, and that such spaces would be provided to accommodate primarily visitor and shopper parking needs. However, this policy was based on a fourfold increase in transit fleet capacity. Since the sales tax initiative which would have generated enough revenues to facilitate such an increase was turned down by the voters, major transit capacity expansion won't occur until after 1986 at the earliest. Even this projected date of capacity expansion is tentative since it is based on the assumption that transit improvements would be part of the alternative selected for the Northeast Corridor Study.

The Parking Management Program as proposed does not attempt to limit the growth of public or private parking spaces developed. In terms of parking supplies however, the report does suggest that incentives be provided for reducing the number of new parking spaces developed throughout the City in exchange for providing monetary or other employee incentives to encourage the use of alternative transportation modes. In addition, the proposed parking requirement revisions for a few land uses would be based on the level of actual demand, not for arbitrarily influencing parking supply reductions or increases.

Regional Transit General Plan/Short Range Service Plan - The Regional Transit General Plan, like the Central City Plan, assumed a significant expansion of transit capacity would occur within the next five to ten years. With the failure of the sales tax initiative, the Short Range Service Plan projects no increase in transit capacity before 1986. There may be some level of transit capacity expansion provided between 1986 and 1990; however, the Parking Management and Alternative Transpor-

tation Incentive Program would provide incentives to encourage transit use both in the near and long-term future.

Even though existing transit capacity is limited, Regional Transit could still accommodate about 2,000 additional riders during the peak period since some bus lines are not yet filled to capacity. In addition, if a significant number of public and possibly private employees were offered flexible work schedules, the amount of transit capacity available during the peak commute period could be expanded even further.

Draft Alternative Transit Finance Study - Due to projected deficiencies in transit operational funds, Regional Transit and SACOG are preparing an analysis of the existing and potential funding sources that could be used for transit financing. It is important that new sources of transit subsidy funding can be found in order to both maintain the existing level of transit service and to expand and improve such services. The draft report is scheduled to be released in late March and one of the new funding sources being considered is a parking stall tax for non-residential uses.

Since a parking stall tax may result in a deterrent to vehicle use if the cost was directly passed on to the business customer, this proposal was one of the measures considered in this Parking Management Program report. However, due to the limited prospect of approval of this measure by the voters, the difficulty in determining parking space ownership counts, and administering the tax; this measure is not recommended for adoption by the City of Sacramento at this time as part of the Parking Management Program. Rather, staff feels that consideration of this measure should occur in conjunction with the City Council's review of the entire Alternative Transit Finance Study in April.

Program Implementation Schedule - With adoption of this report by resolution, all of the measures included in this program will only represent City policies. For some measures though, this action will constitute sufficient authority and staff direction for implementation of a particular policy measure as described in this report. The schedule for implementation of such measures will depend on the time needed for further analysis and program development by the responsible department and available manpower for execution of each measure. However, such efforts should not require longer than a year for full implementation of most measures. Once a measure has been completely implemented and in operation for at least six months to a year, it could be altered or discontinued if excessive impacts to commuters or a significant loss in parking revenues results.

Some measures will require subsequent preparation and adoption of an ordinance for implementation of the purpose and intent of an adopted policy. In such cases, the ordinances will be prepared within the next six months with adoption and enforcement of the ordinance to occur within the year. Both the City Planning Commission and Council, as well as interested citizen groups, will have ample opportunity to review these ordinances before their final adoption is scheduled. Attachment A which follows this staff report identifies more specifically the approval action required and the implementation schedule for each measure recommended for adoption.

In the case of only a few measures, jurisdictions or responsible agencies other than the City hold the authority for adoption and implementation of a particular measure. Therefore, a resolution by the City Council to these agencies encouraging that a particular action be taken is all that is required by the City for implementation. There are two measures which fall under this category for implementation and the necessary resolutions are attached for Council action.

#### FINANCIAL DATA

Most of the measures proposed for adoption in the Parking Management and Alternative Transportation Incentive Program report would not require any additional outlay of funds or manpower, rather implementation would be gradual based on the level of funding already allocated for a particular program or department. For Measure 4.5 which would initiate a comprehensive alternative transportation education program and possibly Measure 4.3 to provide bicycle parking facilities at major transit stops, implementation will be dependent on whether state or federal grants are received. With the subsequent adoption of a number of zoning ordinances proposed, the cost for providing transit and bicycle facilities to be required under Measures 1.12 and 1.10, respectively, will be the responsibility of private developers.

In terms of direct additional costs to the City, Measure 1.4 to upgrade the existing carpool verification program and Measure 1.8 to publicize and encourage greater participation in the City's Carpool Preferential Parking Program may require additional manpower and costs, respectively. However, the verification program could be tailored or coordinated with the Caltrans Ridesharing office so that at least all new carpool members could be surveyed within the first six months and established carpools possibly annually or biannually. If a significant number of new carpools were formed and took advantage of the City's 25 percent parking permit rate reduction, a loss in parking revenues could result. However, parking revenues currently exceed operation costs; therefore, some level of revenue loss due to issuance of additional carpool permits could be absorbed. Because of the current parking revenue surplus situation, Measure 1.6 which would increase the cost of non-carpool parking permits by 10 - 20% above inflation would have to be implemented gradually in order to avoid violating Proposition 4 limitations on revenue increases.

VOTE OF THE COMMISSION

At their special study session held on November 20, 1980, the City Planning Commission unanimously (8 ayes, 1 absent) endorsed the measures recommended for adoption by the City of Sacramento in the Parking Management and Alternative Transportation Incentive Program report.

ENVIRONMENTAL DETERMINATION

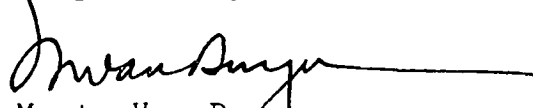
An initial study has been prepared and it has been determined that the program as proposed will not have a significant effect on the environment. Therefore, a Negative Declaration has been prepared.

RECOMMENDATIONS

Staff recommends that the Council:

- 1) Ratify the Negative Declaration prepared for this program;
- 2) Adopt the Parking Management and Alternative Transportation Incentive Program by resolution as attached, thereby endorsing implementation of the 28 measures recommended for City adoption found on Table F-1 of the report which is also attached;
- 3) Adopt the second resolution attached which requests that the Sacramento Municipal Court increase their parking fines; and
- 4) Adopt the third resolution attached which encourages that a joint study between Regional Transit and SACOG be conducted to determine the need for and feasibility of providing secure bicycle parking facilities at major transit stops.

Respectfully submitted,

  
Marty Van Durn  
Planning Director

FOR CITY COUNCIL INFORMATION  
WALTER J. SLIPE  
CITY MANAGER

March 17, 1981  
All Districts

MVD:SP:10  
Attachments  
M-395

# RESOLUTION No.

Adopted by The Sacramento City Council on date of

MARCH 17, 1981

RESOLUTION ADOPTING THE PARKING MANAGEMENT AND  
ALTERNATIVE TRANSPORTATION INCENTIVE PROGRAM  
REPORT (M-395)

WHEREAS, the City of Sacramento has adopted the 1979 Air Quality Plan designed to meet national ambient air quality standards for oxidants and carbon monoxide by 1987, as required by the Clean Air Act Amendments approved by Congress in 1977; and

WHEREAS, the City of Sacramento has adopted emission reduction targets for transportation control measures in order to achieve additional reductions in pollutants; and

WHEREAS, the Sacramento Area Council of Governments has determined that emission reductions of up to 0.3% for parking management strategies, 3.1% for ridesharing programs, 0.3% for bicycle and pedestrian incentives, and 0.2% for education programs could be achieved within the Sacramento area through implementation of various transportation control and alternative transportation incentive programs; and

WHEREAS, the Parking Management and Alternative Transportation Incentive Program report represents a comprehensive effort between the City and County of Sacramento, the State Department of General Services and the Regional Transit District to formulate disincentives for single-occupant vehicle use and incentives for the use of transit, ridesharing and bicycle transportation modes to assist in achieving these emission reduction targets.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sacramento approves the Parking Management and Alternative Transportation Incentive Program report and thereby commits to implementing those measures recommended for the City of Sacramento as identified in Pages I-10 and I-11 of this report.

.....  
\_\_\_\_\_  
MAYOR

ATTEST:

.....  
\_\_\_\_\_  
CITY CLERK

M-395





Table I-1

RECOMMENDED CITY, COUNTY AND STATE PARKING MANAGEMENT AND  
ALTERNATIVE TRANSPORTATION INCENTIVE MEASURES

<u>Measures</u>	<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>State Dept. of General Services</u>
1.1 On-Street Unmetered Parking	X		
1.2 Limit Issuance of New Off-Street Single Occupant Monthly Parking Permits	X	X	X
1.3 Restrict the Amount of Off-Street Parking Available Between 7-9 A.M.	X		
1.4 Establish a Carpool Verification Program	X	X	X
1.5 Establish a Sliding Scale for Hourly Parking Rates	X	X	
1.6 Reduce the Monthly Permit Parking Rate Discount Over Daily Rates	X	X	X
1.7 Provide Flexible Work Hours for Public Employees	X	X	X
1.8 Expand Off-Street Carpool Preferential Parking Programs	X	X	X
1.9 Expand Public Employee Bicycle Fleet Programs	X	X	X
1.10 Amend the Zoning Code to Require Secure Bicycle Parking facilities at New Developments	X	X	
1.11 Provide Bus Tokens for Public Employee Business Travel	X	X	X
1.12 Amend the General Plan and Zoning Code to Require Transit Amenities at New Developments	X	X	
1.13 Establish Pedestrian/Transit Malls Along Appropriate Streets	X		X
1.14 Amend Parking Lot Design Standards to Improve Access/Flow	X	X	
1.15 Increase the Percentage of Compact Car Spaces Allowed	X	X	
1.16 Increase the Amount of Parking Lot Landscaping Required	X	X	
1.17 Revise Minimum Parking Requirements Based on Actual Demands	X	X	
1.18 Allow Substitutions of Required Parking for In-Lieu Measures	X	X	

Table I-1 (Cont.)

<u>Measures</u>	<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>State Dept. of General Services</u>
2.1 Request the Court to Increase Parking Violation Fines	X	X	
2.2 Subsidize Parking Management Programs with a Portion of the Parking Fine Increases	X	X	
3.1 Support and Expand Residential Preferential Parking Permit Programs	X	X	
3.2 Establish Non-Residential Site Plan Review Guidelines to Encourage Alternative Transportation Incentive Provisions	X	X	
3.3 Provide Bicycle Parking Facilities at Public Employee and Municipal Lots	X	X	X
3.4 Provide Shower and Locker Facilities for Public Employees at Government Offices			X
4.1 Provide Sufficient Right-of-Way Additions for Bicycle Lane Development	X	X	
4.2 Reprioritize Implementation of the Sacramento Bikeways Master Plan	X	X	
4.3 Provide Bicycle Parking Facilities Along Bus Routes, at Shelters and at Park and Ride Lots (SRAPC and RT are the responsible agencies)	X	X	X
4.4 Continue and Expand Support of CalTrans Ridesharing Program	X	X	
4.5 Prepare and Distribute a Multi-Agency Alternative Transportation Informational Package	X	X	X
4.6 Establish a Parking Stall Tax to Subsidize Transit Service Improvements		X	

## RESOLUTION No.

Adopted by The Sacramento City Council on date of

MARCH 17, 1981

RESOLUTION REQUESTING THAT THE SACRAMENTO COUNTY MUNICIPAL COURT INCREASE THEIR ON-STREET PARKING FINES TO A LEVEL WHICH IS AT LEAST DOUBLE THE DAILY PARKING FEE AT AN OFF-STREET CITY LOT  
(M-395)

WHEREAS, on-street parking spaces within the Central City are designed to serve short-term visitors and shoppers rather than long-term employee parking; and

WHEREAS, the existing supply of on-street parking spaces reveal an occupancy rate of between 80 and 90 percent throughout the day; and

WHEREAS, the cost of feeding the meter allows a person a 30 percent parking rate reduction over the daily parking rate at a City off-street lot; and

WHEREAS, it is difficult to catch meter feeding and the penalties for meter feeding, expired meters, or overtime parking at time-limited spaces is only 11 percent higher than the cost for all day parking at an off-street City lot; and

WHEREAS, stronger penalties for illegal use of on-street parking spaces are needed to ensure that these spaces are properly used and available for the business customer and other short-term parkers.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sacramento hereby requests that the Sacramento County Municipal Court increase and maintain their parking fines to a level double the cost to park all day at an off-street City lot.

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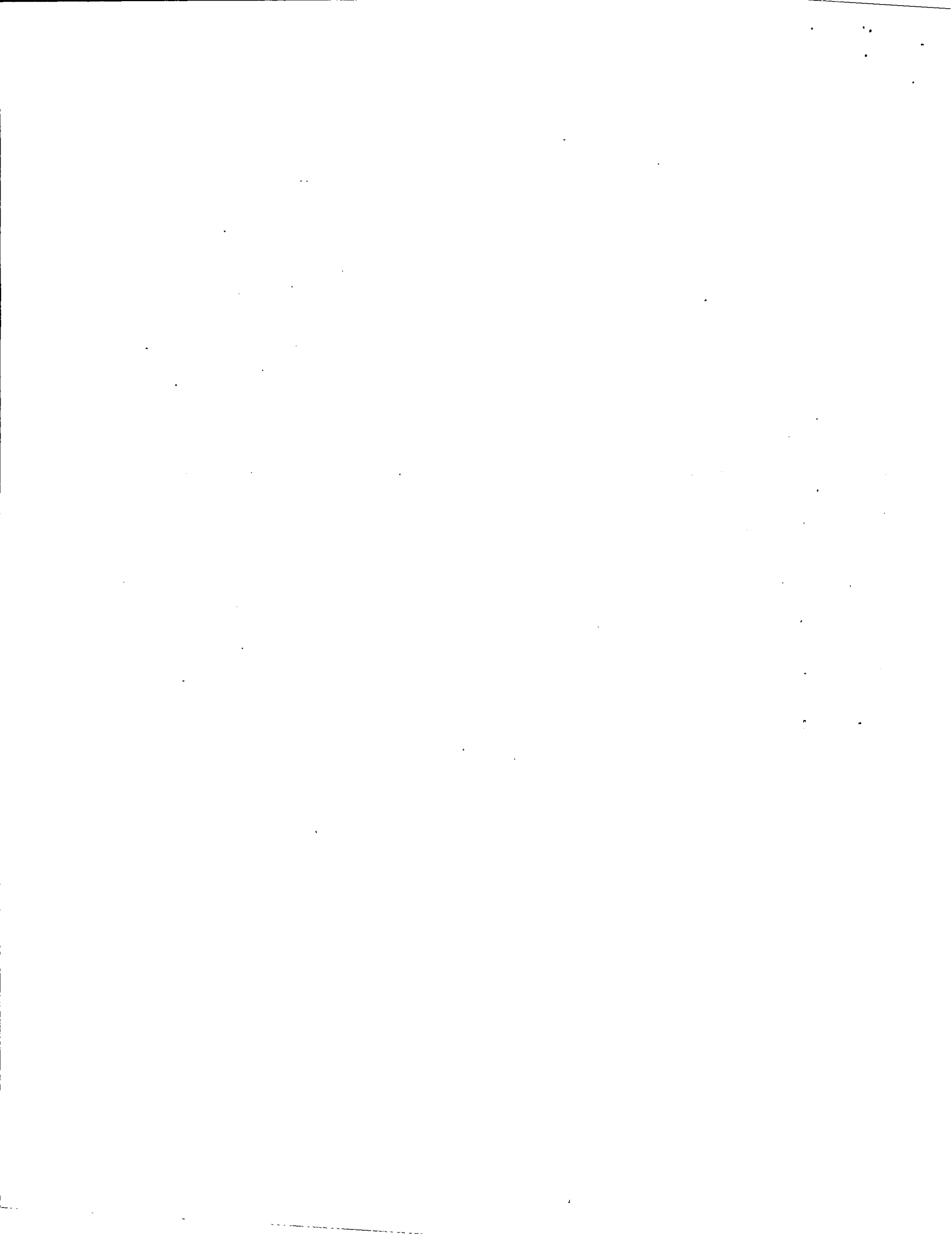
MAYOR

ATTEST:

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CITY CLERK

M-395



## RESOLUTION No.

Adopted by The Sacramento City Council on date of

MARCH 17, 1981

RESOLUTION REQUESTING THAT THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS AND THE REGIONAL TRANSIT DISTRICT JOINTLY STUDY THE FEASIBILITY OF AND ATTEMPT TO SECURE FUNDING FOR PROVIDING BICYCLE PARKING FACILITIES AT MAJOR TRANSIT STOPS (M-395)

WHEREAS, secure bicycle parking facilities are not provided at major transit stops which essentially prohibits the use of the bicycle rather than the automobile for access to the transit system; and

WHEREAS, the Regional Transit Districts General Plan included an adopted policy that a quarter-mile access to the transit system should be provided, however, most areas are located about a half-mile from the nearest transit stop which tends to inhibit transit use; and

WHEREAS, the use of the automobile for access to a transit stop creates significant "cold start" pollutant emissions and parking problems in residential or commercial areas; and

WHEREAS, studies have shown that provision of secure bicycle parking facilities are essential if bicycle use over automobile use is to be encouraged.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sacramento hereby requests that the Sacramento Area Council of Governments and the Regional Transit District jointly study the feasibility of and attempt to secure funding for providing bicycle parking facilities at major transit stops.

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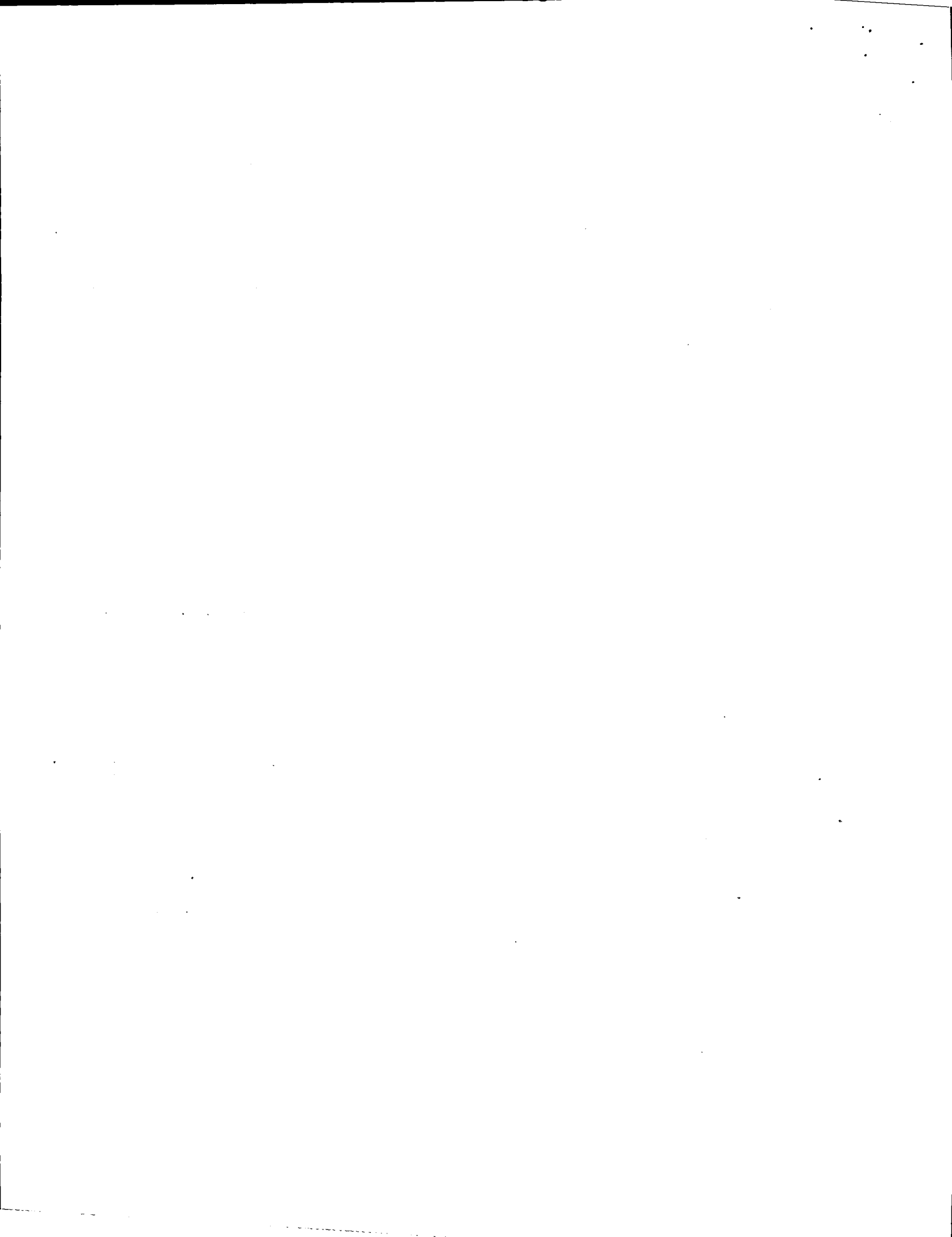
MAYOR

ATTEST:

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CITY CLERK

M-395



Parking Management Program - Implementation Schedule

<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
1.1 On-street unmetered parking restrictions	Subsequent resolution identifying site plan review guidelines is needed.	Guidelines to be developed within six months; case-by-case basis for enforcement.
1.2 Limit issuance of new off-street non-carpool monthly parking permits to 56% of the total number of City-controlled parking spaces.	City policy established by adoption of PMP report. (About 1,200 new permits would be available until 1990 given the existing number of parking spaces, versus 3,011 existing non-carpool permits.)	Policy could be effective immediately with gradual implementation based on the level of permit demand in the future.
1.3 Restrict by 10-20% the amount of off-street parking available between 7-9 A.M. at CBD lots.	City policy established by adoption of PMP report (Between 300 and 600 spaces could be affected.)	Policy could be effective within six months; level of restriction based on analysis of short-term parking demand at CBD lots.
1.4 Modify existing carpool parking permit verification program to provide stronger enforcement.	Already an existing City program; expanded focus established by adoption of PMP report.	Program could be modified by surveying new carpool members within first six months and annually thereafter. Level of implementation based on available manpower.
1.5 Establish a sliding scale for hourly parking rates.	Already an existing City policy, no modifications are suggested.	Proposed parking rate structure is already established.
1.6 Reduce the monthly parking permit rate discount over daily rates by arbitrarily increasing permit rates on a one-time basis.	City policy established by adoption of PMP report.	Additional rate increase of 10-20% above inflation; could be established gradually during annual parking permit rate increases.
1.7 Provide flexible work hours for all City employees, with exceptions by job categories due to public service needs or other conflicting requirements.	City policy established by adoption of PMP report.	City is currently targeted to participate in CalTrans' Project Flex demonstration program. Continuance of a flexible work schedule program in the future will be based on results of demonstration project.
1.8 Encourage greater participation in the City's carpool preferential parking program.	City policy established by adoption of PMP report. (Program would include posting signs advertising space availability, 25% permit rate reductions and carpool info number at 12 City lots where permits are available)	Initial implementation could occur within six months. Other proposals may be suggested in the future.



<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
1.9 Encourage greater utilization of the City's employee bicycle fleet.	City policy established by adoption of PMP report. (Program would include assigning and distributing fleet bicycles to department offices located outside of City Hall if a parking space is available, and by publicizing the availability of fleet bicycles to employees).	Initial implementation could occur within six months. Other proposals may be suggested in the future.
1.10 Amend the Zoning Ordinance to require secure bicycle parking facilities at all new developments.	Subsequent ordinance establishing specific facility requirements is needed.	Development of ordinance within six months; adoption and enforcement of ordinance within a year.
1.11 Provide bus tokens for City employee business travel.	City policy established by adoption of PMP report. (Establish a bus token demonstration project by initially purchasing enough tokens to equal 10% of the average number of vehicle fleet check-outs per month (43). Distribute tokens and a bus book to the carpool dispatcher and City offices located outside of City Hall and publicize availability in employee newsletters.)	Program development and implementation could occur within six months. Continuing the program would be based on its level of use.
1.12 Establish General Plan policies and amend the Zoning Ordinance to require transit amenities be provided at new developments.	Subsequent ordinance establishing specific facility requirements based on type and size of a development is needed.	Development of ordinance within six months; adoption and enforcement of ordinance within a year if such an ordinance is legally feasible.
1.13 Establish pedestrian transit malls along appropriate streets.	General City policy in support of such street conversions established by adoption of PMP report.	Subsequent approval by the Council of any proposed street conversion would be required. Implementation on a case-by-case basis.
1.14 Amend Zoning Ordinance relating to parking lot design standards to improve vehicular access and flow.	Subsequent Zoning Ordinance amendment revising existing parking lot design regulations is needed. (Improving the design of access driveways, discourage dead-end aisles, and establish design guidelines for drive-up windows.)	Development of ordinance amendment within six months; adoption and enforcement of ordinance within a year.

<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
1.15 Increase the percentage of compact car spaces allowed to a maximum of 30% of the lot.	Subsequent Zoning Ordinance amendment establishing an allowable percentage of compact car spaces is needed.	Development of ordinance amendment within six months; adoption and enforcement of ordinance within a year.
1.16 Increase the amount of parking lot landscaping required based on a 50% shading of the lot.	Ordinance has already been prepared and adopted in conjunction with the City's Energy Program.	Already enacted and in effect.
1.17 Revise minimum parking requirements based on survey results of actual demand.	Subsequent zoning ordinance amendment needed. (Revise existing parking standards for possibly banks, business and professional offices and furniture stores.)	Development of ordinance within six months; adoption and enforcement of ordinance within a year.
1.18 Allow substitutions of required parking for in-lieu measures within all areas of the City.	Subsequent Zoning Ordinance amendment allowing parking space substitutions is needed.	Development of ordinance within six months; adoption and enforcement of ordinance within a year.
2.1 Request the County Municipal Court to increase parking violation fines.	Resolution encouraging the court to increase parking fines is needed.	Resolution has been prepared and attached to this staff report; schedule for fine increase based on court preference.
2.2 Subsidize parking management programs with a portion of the parking fine increase.	City policy established by adoption of PMP report. (Programs could include car-pool promotion and parking subsidies (1.8); additional manpower needed to reserve some CBD parking spaces for shoppers (1.3) residential preferential parking program (3.1), etc.)	Depends on whether the court significantly increases parking fines and competing need for such funds for enforcement of parking regulations.
3.1 Support and expand residential preferential parking programs.	Existing City program; included in this study to acknowledge its contribution to parking management goals.	Already enacted and in effect.
3.2 Establish non-residential site plan review guidelines to encourage alternative transportation incentive provisions.	Subsequent resolution identifying site plan review guidelines is needed. (Suggested incentives would be similar to voluntary measures included in Package 5 of report.)	Guidelines to be developed within six months; voluntary compliance envisioned. Guidelines are intended for employer educational purposes.

<u>Policy Measure</u>	<u>Implementing Action Required</u>	<u>Schedule for Implementation</u>
3.3 Provide additional and more secure bicycle parking facilities at all City lots and public buildings.	City policy established by adoption of PMP report.	Gradual implementation based on amount of bicycle funds available per year and grant approvals. (The City has recently received a grant for 175 new Class II racks to be distributed to all City lots.)
4.1 Provide sufficient right-of-way additions for bicycle lane development along street designated as bicycle routes.	Existing City policy for all new streets; City policy established for existing streets by adoption of PMP report.	Gradual implementation based on development of new streets and when major road improvements are scheduled for existing streets designated as bicycle routes. (Joint road and bicycle improvement projects for existing streets has occurred in the past.)
4.2 Reprioritize implementation of the Sacramento Bikeway Master Plan to promote development of a commuter bicycle route system.	City policy established by adoption of PMP report.	Gradual development of routes identified in PMP report based on level of bicycle funds available.
4.3 Provide bicycle parking facilities along bus routes, at bus shelters, and park-and-ride lots.	Resolution encouraging RT and SACOG to study the need for and to acquire bicycle facilities at major transit stops.	Resolution has been prepared and attached to this staff report; schedule for implementation based on study and funding priorities of these agencies.
4.4 Continue and expand support for CalTrans' Ridesharing Program.	Reaffirmation of existing City policy of support for the Ridesharing Program by adoption of PMP report.	Level and type of support needed to be defined by the Ridesharing office. Possible request within the year to take over funding the City's three CETA's at the Ridesharing office if the CETA Program is discontinued.
4.5 Prepare and distribute a multi-agency alternative transportation informational/educational package.	City policy endorsing development of such a program established by adoption of PMP report.	Depends on priorities of other involved agencies and possibility of acquiring State or Federal grants to fund preparation and distribution of package.

SACRAMENTO CITY PLANNING COMMISSION

MEETING DATE 11/20/80  
 ITEM NO. 2 FILE NO. P-  
 M- 395

- GENERAL PLAN AMENDMENT
- COMMUNITY PLAN AMENDMENT
- REZONING
- SPECIAL PERMIT
- VARIANCE
- TENTATIVE MAP
- SUBDIVISION MODIFICATION
- EIR DETERMINATION
- OTHER Parking management Program

Recommendation:

LOCATION: CITY WIDE

- Favorable
- Unfavorable
- Petition
- Correspondence

PROPOSERS	
NAME	ADDRESS

OPPOSERS	
NAME	ADDRESS

MOTION NO. \_\_\_\_\_

	YES	NO	MOTION	2ND
Augusta	✓			
Holleyway	✓			
Goodin	✓			
Hunter	✓			
Larson	✓			
Muraki	<u>absent</u>			
Simpson	✓			✓
Silva	✓		✓	
Fong	✓			

MOTION:

- TO APPROVE-
- TO DENY
- TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- INTENT TO APPROVE SUBJ. TO COND. & BASED ON FINDINGS OF FACT DUE \_\_\_\_\_
- TO RECOMMEND APPROVAL \_\_\_\_\_ & FORWARD TO CITY COUNCIL
- TO RATIFY NEGATIVE DECLARATION
- TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_

- EXHIBITS:
- A. Site Plan
  - B. Floor Plan
  - C. Elevation
  - D. Landscaping