



DEPARTMENT OF
TRANSPORTATION

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City Council approves goals and objectives

The City Council approved goals and objectives developed for the Central City Parking Master Plan at its August 2nd meeting. The goals and objectives include the following:

1. Support the citywide goals of economic development, livable neighborhoods, achieving sustainability and improving public safety
 - a. Ensure that adequate parking is provided with new development to prevent adverse impacts on existing land uses and to support a synergistic mix of land uses including office, residential, retail, restaurant and entertainment
 - b. Adopt City policies and standards that support new development in the Central City
 - c. Allow flexibility in City policy to tailor requirements to the nature of new development proposed
2. Supply parking to meet need
 - a. Use parking minimum (ratios) to ensure developers provide most of the new parking needed
 - b. The City of Sacramento should act as a broker when feasible to supply parking when the private sector does not
 - c. Take a strategic approach to parking master planning that will allow short-term decisions to be made consistent with long-term strategies or plans
 - d. Provide adequate monitoring of parking supply and utilization to be able to identify deficiencies or conflicts when they develop.
 - e. Pursue opportunities to increase the amount of parking provided by existing facilities
3. Use time limits, rates and enforcement to manage parking supply efficiently
 - a. Establish priority for parkers for each type of parking
 - b. Use time limits to make sure priority parkers can find parking
 - c. Establish rates that encourage efficient use of spaces
 - d. Enforce parking restrictions and regulation to ensure the appropriate use of on-street parking
4. Modify the Residential Parking Program to manage the retail/residential interface
 - a. Operate Residential Permit Parking (RPP) areas in a way that protects the residential character of the neighborhoods and ensures adequate parking availability for residents while also supporting the needs of small, neighborhood-supporting business located in or adjacent to the areas

- b. Adopt policies that provide greater consistency and clarity in the Residential Permit Program areas
 - c. Provide employee permits in Residential Permit areas if there is a surplus of parking (criteria to be defined)
- 5. Minimize the negative impacts of parking
 - a. Minimize the visual intrusion and other negative environmental impacts of parking
 - b. Minimize the land devoted to parking in the Central City
 - c. Reduce the adverse impacts of commuter parking in residential neighborhoods
- 6. Make parking safe, secure, attractive and convenient
 - a. Provide adequate maintenance of City-owned parking so that it is safe, secure, clean and attractive for its users
 - b. Make the use of on-street and other City-owned parking easy and convenient through information, good signage, convenient payment options, and logical access and exit points
- 7. Operate City-owned parking in a financially sound manner
 - a. Ensure that the City's parking program is financially self-sufficient
 - b. Offer City-owned public parking at a rate that recognizes the cost of providing parking and the economic value of the parking
 - c. Provide parking discounts when they reflect appropriate incentives for the use of City-owned parking and when the discount is financially feasible
 - d. Structure the financial accounting from parking and parking enforcement with sufficient flexibility to allow maximum effectiveness in the parking program
 - e. Maintain all City-owned parking facilities and revenue collection equipment for maximum effectiveness and efficiency
 - f. Provide operational policies and procedures to ensure that the City's parking program is run effectively, efficiently and according to the highest standards of the parking profession
- 8. Promote alternative modes of transportation and walkable communities
 - a. Reduce parking requirements when transit service to an area or opportunities for shared parking may reduce the parking demand
 - b. Encourage use of RT services to and from the Central City
 - c. Support employer-based programs to reduce commute vehicle trips to the Central City
- 9. Provide transportation options to encourage use of existing parking supply
 - a. Use the Parking Fund to provide transportation services that link Central City areas with surplus parking with areas of high parking demand/deficiency.