City of SACRAMENTO

Public Review Draft

Parking Strategy for the City of Sacramento

Prepared in consultation with

W-Trans
in association with Nelson\Nygaard Associates, AIM Consulting, and Strategic Economics

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Introduction

The City of Sacramento has evolved rapidly in recent years, as the City's population has increased from roughly 400,000 residents in 2000 to approximately 525,000 in 2024. Sacramento has adopted clear policy direction to address the challenge of managing this growth sustainably while addressing its current equity, climate, mobility and housing needs. According to the *Sacramento 2040 General Plan* (adopted in 2024), half of renters and 34 percent of homeowners in Sacramento experience a high housing cost burden (i.e., spend over 30 percent of their income on housing). As renters, older adults, people with disabilities, and people of color are more likely to experience housing burden, housing security is an equity issue.

The City's climate and housing goals include decreasing the vehicle miles traveled (VMT) per person per year by about 30 percent by 2045. To achieve this, land use standards and policies focus new growth in the Central City, other neighborhood centers, near transit and along commercial corridors, with the goal of building nearly 62,000 new housing units along commercial and transit corridors by 2040. Reducing reliance on private vehicle ownership is a key approach to decreasing transportation costs for lower-income households already facing housing insecurity, carrying out the City's climate goals of lowering VMT and reducing transportation greenhouse gas (GHG) emissions, and curbing the negative effects of driving (such as noise, air pollution, delays imposed on transit, and reduced safety of walking and biking) that disproportionately impact disadvantaged communities.

While the City has historically mandated a minimum amount of new vehicle parking with new developments, the City has made progress since 2012 to reduce minimum parking requirements in Sacramento. Minimum parking requirements contributed to suburban development patterns and auto ownership throughout the City by mandating vehicle parking regardless of demand. Additionally, minimum parking requirements made housing less affordable by requiring developers to construct costly parking spaces, with that cost typically passed on to residents through the cost of the housing unit. The sizable number of denser, infill developments on smaller lot sizes that have been enabled by 2040 General Plan policies tend to be less feasible when the City requires parking spaces. Recognizing the damaging effect of minimum parking requirements, the 2040 General Plan removed minimum parking requirements Citywide and set direction to implement parking maximums along established transit corridors.

The *City of Sacramento Climate Action & Adaption Plan* (CAAP, 2024) cites parking maximums, which prohibit developers from building excess parking, as one of a suite of strategies to meet the City's climate goals by reducing VMT. To avoid creating "spillover" parking problems from developments supplying less parking on-site, the City must pair parking maximums with an informed approach to managing nearby on-street and off-street parking. Efforts to reduce auto ownership should simultaneously address improvements to other transportation options, such as through expanded and enhanced public and private bicycle parking facilities.

Overview

This report presents a comprehensive Parking Strategy Update for the City of Sacramento to advance the City's climate and housing goals, as well as goals related to vehicle and bicycle parking included in several City policy documents, including the following.

- The *Sacramento 2040 General Plan* prohibits the City from requiring vehicle parking with development and suggests implementing parking maximums along established transit corridors, as well as unbundling the cost of parking from the cost of housing. The General Plan also sets forth a robust set of goals and policies relating to bicycling and bicycle parking. For example, Policy M-1.11 states that "the City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability

goals". The General Plan also includes several policies related to parking management, including direction to encourage shared parking (M-2.16) and the continued deployment of a parking management strategy (M-2.17) to optimize the use of existing parking supply.

- Program H8 of the *City of Sacramento 2021-2029 Housing Element,* 2021, states that "the City shall consider further eliminating City-mandated parking minimums and explore instituting parking maximums along established transit corridors".
- *The City of Sacramento Climate Action & Adaption Plan (TR-2)* provides direction to develop parking maximums and require parking management for new developments in order to support increased use of public transportation and reduced VMT.

This Parking Strategy Update includes three primary chapters related to vehicle parking code revisions, bicycle parking code revisions, and a parking management toolkit designed to better manage parking where growth is occurring, and future growth is expected. Summarized below are key highlights from these chapters along with an overview of related standards, laws, and data that inform recommendations. Additional data regarding parking supplied with recent developments and feedback from developers is in Appendix A. Research into the best practices from peer cities used to inform the plan's recommendations is included in Appendix B.

Existing Conditions

Vehicle Code Requirements

Since 2012, the City Code has divided Sacramento into four parking districts with separate vehicle parking requirements for land uses in each district. The four districts, as shown in Plate 1, are the Central Business District and Arts & Entertainment (CBD), and the Urban, Traditional, and Suburban districts. Within the CBD, which makes up a relatively small portion of the Central City, the City has removed minimum vehicle parking requirements and maximum parking requirements were applied to multi-unit residential uses and several non-residential land uses. Minimum vehicle parking requirements were then removed citywide with the adoption of the 2040 General Plan in 2024.

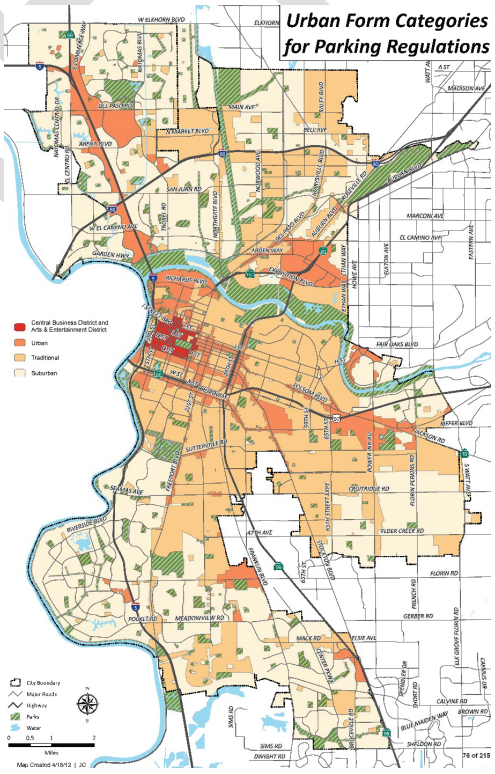


Plate 1 Map of Existing Parking Districts

Bicycle Parking Requirements and Standards

Also starting in 2012, the City Code included bicycle parking requirements for 29 different individual land uses, with separate ratios by parking district. The City Code also includes requirements and standards for the design and placement of off-street bicycle parking facilities, and additional design guidelines for bicycle parking to be in the public right-of-way at new developments, as defined in the separate *Bike Rack Design and Placement Design Standards* (2017). The City's *Bicycle Master Plan* (2016) describes the City's current bicycle parking program and shows a map of all publicly accessible bicycle parking in the City at that time.

Challenges and Opportunities

Currently, there is limited design guidance for bicycle parking in the City's code, and the code does not include a reference to the more detailed requirements from the *Bike Rack Design and Placement Design Standards.* Existing bicycle parking requirements are divided into too many land use categories and tend to require fewer spaces for certain land uses than in best practice or peer cities (e.g. Portland, Boston, Los Angeles, and Oakland). Additionally,

the City's current requirements and design guidelines do not address larger or newer styles of bicycles (such as cargo bicycles, trailers, E-bicycles, or adaptive bicycles), nor require adequate secure and weatherproof parking. The *Bike Rack Design and Placement Design Standards* could be expanded to include additional design information.

City's Current Approach to Managing Vehicle Parking

The City currently manages parking through a variety of tools, most of which are focused on the Central City.

- **Parking meters and SacPark:** Sacramento manages over 6,000 metered parking spaces with variable meter rates depending on a user's length of stay. SacPark is the City's parking reservation platform for parking in City-managed garages and parking lots which includes a discounted option for commuters (SacPass).
- **Employee parking programs:** Discounted parking passes and/or permits are available for low-income earners, eligible employees at educational institutions, businesses that buy parking coupons in bulk, and commuters that primarily commute by means other than driving.
- **Merchant permit parking (MPP):** Where off-street parking options for employees are not available, merchants may apply to designate on-street parking spaces as part of an MPP zone. Permitholders parking in MPP spaces are exempt from time restrictions and/or meter payments.
- **Discount deals:** Eligible carpool groups of employees working in Downtown, drivers of electric vehicles, and groups of more than 20 parkers may buy discounted parking in City-owned garages.
- **Parking client and business services:** The Managed Parking Solutions program aims to make privately owned parking facilities throughout the City available to the public by offering a suite of support services for owners, including parking enforcement, marketing, payment management, and an option for the City to manage all operational aspects of the facility. The Certified Partner Program allows owners of publicly accessible parking facilities to pay for additional support services during large events.
- **Parking enforcement:** The City enforces parking regulations using license plate reader (LPR) technology.
- **Residential permit parking (RPP):** Within the City's 20 established RPP zones, permit holders can park for up to 72 hours for free in any time-limited or metered space within three blocks of their registered address. Unlimited vehicle permits and one visitor permit are offered per household.

State Law

Several recently enacted California assembly bills (ABs) relate to parking management. AB 2097 (Friedman, 2022) prohibits an agency from imposing minimum parking requirements on most developments within a half-mile of a major transit stop, and it also allows a public agency to require any parking provided within the half-mile radius to be shared with the public, priced, and/or include spaces for car sharing. AB 1317 (Carrillo, 2023) requires that the price of parking be "unbundled", or separated from the rental price of certain residential properties in several California counties, including Sacramento County.

Equity and Vehicle Ownership

Policies encouraging more vehicle parking can negatively affect lower-income households that tend to own fewer vehicles, as they pay the costs of parking while receiving fewer of the benefits. More vehicle parking spaces increases housing and construction costs, which are typically passed on to the consumer or renter regardless of whether they own a vehicle. Greater parking supplies also induce more driving which impacts residents through noise, air pollution, delays imposed on transit, and reduced safety of walking and biking. Data from the 2022 National Household Travel Survey (NHTS) for the Pacific region, which includes Sacramento, supports that lower-income households own fewer vehicles. Plate 2 shows that the average number of vehicles per household increases with income, and the percentage of zero-vehicle households decreases with income.

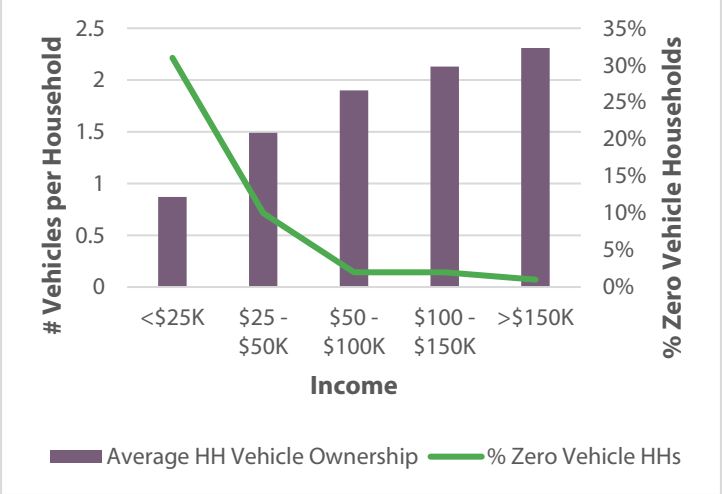


Plate 2 Average Number of Vehicles and % Zero Vehicle per Household by Income Group for Pacific Region (2022 NHTS)

Recent Development Data and Development Community Input

Parking data from Citywide developments approved from January 2021 to April 2024 showed that, of the 66 residential projects in the Central City and within a half mile walk of existing transit stops, ten projects (15 percent) supplied more than one space per unit and two projects (three percent) supplied more than two spaces per unit. Of the ten residential projects supplying more than one space per unit, all provided more parking spaces than the minimum requirement (if any spaces were required). Two of the 30 retail, commercial services, and office developments (seven percent) in the Central City or near transit supplied more than four spaces per 1,000 square feet. Table 1 includes results from the analysis of residential and non-residential development data.

Table 1 – Vehicle Parking Supplied with Recent Developments (2021-2024)

Land Use Types	**Residential Developments**		**Retail/Commercial Services/Office Development**	
Location	**Central City**	**TOD**	**Central City**	**TOD**
Number of sites (housing units)	40 (5,050 units)	26 (2,094 units)	18	12
Average spaces supplied	0.57 spaces/unit	0.75 spaces/unit	0.30 spaces/ksf	3.32 spaces/ksf
Number of sites supplying more than 1 space/unit or 1 space/ksf*	5 (13%)	5 (19%)	1 (6%)	8 (67%)
Number of sites supplying more than 2 spaces/unit or 4 spaces/ksf*	1 (3%)	1 (4%)	0	2 (17%)

Note: ksf = 1,000 square feet; TOD = Transit-Oriented Development; * = space/unit thresholds apply for residential developments and space/ksf thresholds apply for retail/commercial services/office development

Strategic Economics interviewed developers and lenders working in Sacramento and found that supplying "sufficient" parking is key to many developers in ensuring their products (i.e., developments) will be marketable. Developers preferred to supply at least 0.25 vehicle parking spaces per studio apartment along a transit line and one space per unit for two-bedroom units away from transit. Desired parking ratios for rental apartments in

suburban locations ranged from 1.4 to 1.5 spaces per unit, while a two-car garage was wanted for for-sale units in suburban parts of the City. Office developers aim to provide 1.5 spaces per 1,000 square feet in Central City locations and 2.5 to 3.0 spaces per 1,000 square feet in suburban locations. Appendix A has a memo detailing Strategic Economics' research and findings.

Vehicle Parking Code Changes

The following includes proposed vehicle parking code changes for the City of Sacramento.

Maximum Parking Requirements

The City should adopt a new parking district map and maximum parking requirements in two new districts: the Central City and Transit-Oriented Development (TOD) districts. The Central City is the Central City Community Plan Area Boundary, roughly bounded by the Sacramento River, American River, Broadway, and Alhambra Boulevard. The TOD district is defined as all parcels within a half-mile walk of a functioning high-frequency transit stop; the boundaries of the TOD district should be updated periodically to include new high-frequency transit stops as they are constructed, or as service at an existing stop is improved. Existing parking maximums for offices, warehousing, and manufacturing outside of the Central City and TOD districts should be maintained. Table 2 includes the recommended parking maximums for each district and Plate 3 shows the new Citywide parking district map.

Table 2 – Proposed Maximum Vehicle Parking Requirements by Parking District

Land Use	Central City	Transit-Oriented Development (TOD)	Rest of City
Residential (3 units or more)	1 space/unit	1.5 spaces/unit	-
Retail, Commercial Services	2.5 spaces/ksf	4 spaces/ksf	-
Offices	2.5 spaces/ksf	4 spaces/ksf	4 spaces/ksf*
Warehousing, Manufacturing	2 spaces/ksf	2 spaces/ksf	2 spaces/ksf*
Other Non-Residential	2.5 spaces/ksf	-	-

Note: All requirements represent parking maximums; ksf = 1,000 square feet; * = Existing maximum would continue to apply outside of the Central City and TOD districts

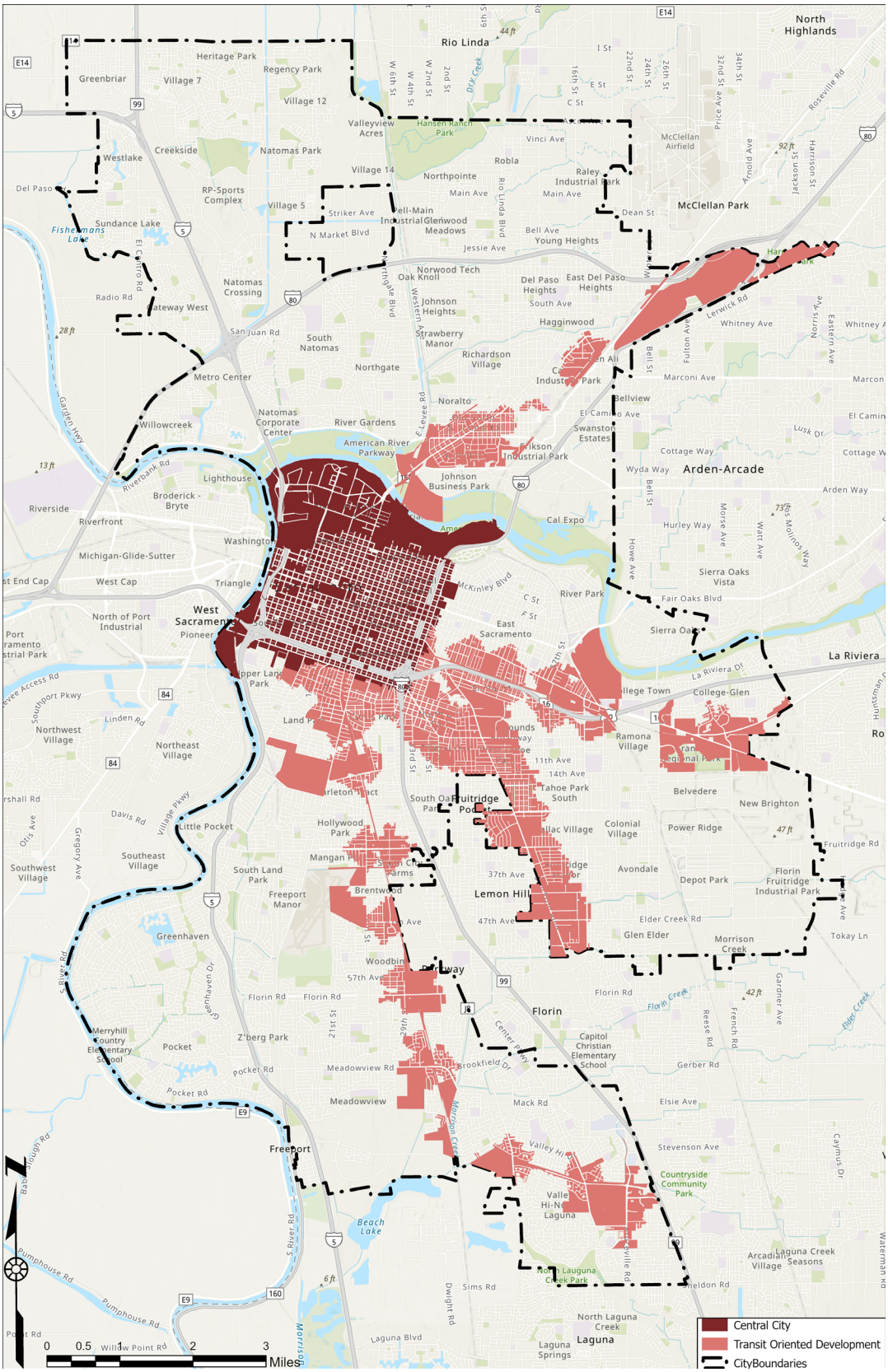


Plate 3 Proposed Map of Parking Districts

The proposed TOD district aligns with the City's Housing Element and General Plan policies to institute parking maximums along established transit corridors. Within the Central City and TOD districts, high-frequency transit and/or a dense and walkable urban form increases the likelihood that residents can live without a car, or own fewer cars, reducing the need for on-site parking spaces. Visitors can more easily access the businesses within the Central City and TOD districts via walking, bicycling, and transit rather than driving and parking. By reducing the oversupply of parking with new developments, parking maximums would support denser development, housing affordability, and more efficient use of parking within transit-rich areas.

The recommended parking maximums are based on multiple sources, including development examples within Sacramento, the Institute of Transportation Engineers (ITE) *Parking Generation*, 6th Edition, 2023 peak demand rates, best practices from other cities, interviews with developers, and the City's existing maximum parking requirements. To ensure that the proposed maximums do not deter new development (especially housing development), the proposed maximums sufficiently high to meet developers' typically desired parking ratios for multi-unit rental housing units and office developments, as well as the maximum parking demand from ITE for multi-unit residential and office land uses.

Allowances to Exceed Maximum Requirements

To provide flexibility to developers wishing to provide more vehicle parking to buyers and tenants, while offering a public benefit, it is recommended that the maximum vehicle parking requirements be allowed to be exceeded by up to 25 percent through an Administrative Permit process. Making the additional spaces beyond the maximum publicly accessible should be a primary pathway to exceed the maximum, preferably with the parking put under City management. The City may consider other pathways to exceed parking maximums during the Ordinance development process. A project could also exceed the maximum requirements by an additional 25 percent (i.e. provide 150 percent of the maximum) through a discretionary review process. Allowing developers to exceed the maximum parking allowed if the excess parking is publicly accessible would reduce the need to build other public parking spaces in the area and increase the utilization of the spaces.

Unbundled Parking

Per State law (AB 1317 (Carrillo, 2023)), parking spaces in rental residential developments of 16 or more units in Sacramento which are not 100-percent affordable must be leased or sold separate from the rental or purchase of dwelling units for the life of the dwelling unit, beginning January 1, 2025. AB 2898 (Carrillo, 2024) exempts housing units leased to tenants with federal Housing Choice Vouchers, including Veterans Affair Supportive Housing vouchers, from the requirement that parking costs must be unbundled from the cost of rental housing. By separating the cost of parking from the leasing cost of a unit, residents will only pay for spaces that they use. This has been proven to encourage lower vehicle ownership levels. The project team recommends that this requirement apply to all owner- and renter-occupied housing with three or more units to offer similar cost-saving opportunities to a wider pool of users. The project team also recommends that parking for authorized users (e.g., residents/visitors) in rental units must be unreserved (i.e., no assigned spaces per unit) to increase the efficiency of the lots.

Shared Parking

Per AB 2097, the City can already require that parking supplied by most developments within one-half mile of a major transit stop share with the public, price, and/or include spaces for car sharing. The project team recommends that the City be able to mandate any off-street vehicle parking spaces provided anywhere in the city by a new development be shared with the public. The Parking Services Division would likely sparingly use this provision in circumstances with demonstrated need, but it would give the City added flexibility to manage the public and private parking supply throughout the City, rather than only in areas near transit. The provision would only apply to discretionary projects.

Disabled Parking

The City should reference in its internal guidelines that if any changes are made to on-street vehicle parking on a road segment, the City must follow the *Public Right-of-Way Accessibility Guidelines* (PROWAG), United States Access Board, 2023, once they are officially adopted, if necessary, and provide the minimum number of on-street disabled parking spaces from Table R211. For projects affecting the on-street parking configuration of an adjacent roadway, the City should explore mandating that developers pay a share of the installation costs for disabled on-street parking spaces. The added disabled on-street parking spaces would improve access to new buildings for persons with disabilities.

Bicycle Parking Code Revisions

Recommended bicycle parking requirements and strategies are in two primary categories:

1. In the short-term, update key policies and the minimum bicycle parking requirements in the municipal code.
2. In the medium- to long-term, update the *Bike Rack Placement and Design Standards*.

Recommendation 1: In the short-term, update key policies and the minimum bicycle parking requirements in the municipal code.

1.1 Revise the bicycle parking requirements in Table C of Chapter 17.608.030. Table 3 shows revised bicycle parking requirements for "Central City & TODs" and the "Rest of City." The revised requirements also consolidate the existing list of land uses into a simplified set of categories (Table 9). Finally, they update the previous minimum required short-term and long-term bicycle parking requirements to reflect the City's climate and mobility goals.

1.2 Update requirements to include all bicycle types. The City's bicycle code should require that a portion of long-term bicycle parking spaces be designed for larger cargo and adaptive bicycles. The code should also mandate a portion of long-term bicycle spaces in new development projects provide charging infrastructure for e-bikes and/or their batteries.

1.3 Include a direct reference to the Bike Rack Placement and Design Standards in the municipal code.

Table 3 – Minimum Bicycle Parking and Amenity Requirements

Land Use (A)	Minimum Space Requirement (B, C, D, E)						Amenities	
	Central City & TODs		Rest of City		Cargo / Adaptive	E-bikes (F)	Shower	Locker
	Long Term	Short Term	Long Term	Short Term				
Single Unit, Duplex, ADU	None	None	None	None	N/A	N/A	N/A	N/A
Multi-Unit Dwelling (3+ units)	1.125 per unit	.375 per unit	.825 per unit	.275 per unit	10% of required LT spaces	1 outlet or other charging infrastructure for every 5 required LT spaces	N/A	N/A
Hotel, Motel, or Lodging	.1 per room	.1 per room	.05 per room	.05 per room	10% of required LT spaces		N/A	N/A
Restaurant	.167 per 1k GSF	.5 per 1k GSF	.083 per 1k GSF	.25 per 1k GSF	5% of required LT spaces		N/A	N/A
Retail Store	.167 per 1k GSF	.5 per 1k GSF	.083 per 1k GSF	.25 per 1k GSF	5% of required LT spaces		N/A	N/A
All other Retail & Commercial Services	.125 per 1k GSF	.375 per 1k GSF	.05 per 1k GSF	.15 per 1k GSF	5% of required LT spaces		N/A	N/A
Office	.2 per 1k GSF	.3 per 1k GSF	.1 per 1k GSF	.15 per 1k GSF	10% of required LT spaces		G	I
Industrial	.025 per 1k GSF	.075 per 1k GSF	.0167 per 1k GSF	.05 per 1k GSF	5% of required LT spaces		H	
Civic, cultural, religious, assembly, & commercial recreation	3.75% of max occ.	11.25% of max occ.	2.5% of max occ.	7.5% of max occ.	5% of required LT spaces		N/A	N/A
Other	Determined by the Zoning Administrator							

Note:
LT = Long-term bicycle parking space; ST = Short-term bicycle parking space

A. See Table 8 for a list of consolidated land uses from existing Chapter 17.608.030.
B. A minimum of 2 short-term spaces and 1 long-term space shall be provided for each site that has a non-residential use set forth in Table 3.
C. Bicycle Parking & Amenities shall be provided for changes of use above ten thousand (10,000) square feet, based on the requirements for the new use.
D. Bicycle Parking & Amenities Shall be Provided for Remodels. "Remodel" means any proposed physical improvement of an existing structure which requires a building permit but does not include New Facilities or Additions to Existing Facilities.
    a. Remodel projects that are over ten thousand (10,000) square feet and have an estimated construction cost, excluding seismic retrofit costs, greater than two hundred fifty thousand dollars ($250,000.00) shall provide the number of short-term bicycle parking spaces prescribed in Table 3. This amount shall be adjusted to account for changes in the Building Cost Index for the Sacramento Region, as reported in the Engineering

Table 3 – Minimum Bicycle Parking and Amenity Requirements

News Record. The adjustment shall be made annually, starting in 2025, no sooner than one year from adoption.

b. Remodel projects that are over fifty thousand (50,000) square feet and have an estimated construction cost, excluding seismic retrofit costs, over one million dollars ($1,000,000.00) shall provide, in addition to short-term bicycle parking, the number of long-term bicycle parking spaces and shower and locker facilities prescribed in Table 3. This amount shall be adjusted to account for changes in the Building Cost Index for the Sacramento Region, as reported in the Engineering News Record. The adjustment shall be made annually, starting in 2025, no sooner than one year from adoption.

E. If, after calculating the share or type of bicycle parking, a number is obtained containing a fraction of one-half (½) or more, an additional space shall be required; if such fraction is less than one-half (½), it may be disregarded.
F. Applies to new developments only.
G. 1 unisex for first 40k GSF + 1 unisex for each additional 20k GSF, or 2 (>)
H. 1 unisex per 100k GSF, or 1 (>)
I. 60% of required long-term bicycle parking spaces, or 2 (>)

Recommendation 2: In the medium- to long-term, update the *Bike Rack Placement and Design Standards*.

2.1 Include a comprehensive list of components for short-term and long-term bicycle parking. The City's design guidelines for short-term bicycle parking should include language addressing bicycle rack placement, visibility, wayfinding signage, and protection from weather. The design guidelines for long-term bicycle parking should note how access to bicycles is controlled and discuss security for users and bicycles, protection from weather, provision of lockers and showers, wayfinding signage, E-bicycle charging outlets, and the proportion of horizontal and floor-mounted racks.

2.2 Include guidance on bicycle parking wayfinding and signage.

2.3 Provide guidance on the accessibility of bicycle parking facilities. Provide design and placement guidelines to ensure bicycle parking is accessible for all ages and abilities, such as by requiring that a portion of space in bicycle rooms be horizontal or floor-mounted, rather than vertical racks.

2.4 Update guidance on facility siting and placement. Some cities maintain more specific siting and performance measures for bicycle parking placement than Sacramento does. The City's placement guidelines should decrease the required space between short-term bicycle parking and the building (a typical distance is 50 feet). Long-term parking should be easily accessible to the people it serves.

2.5 Include expanded dimensional guidelines for bicycle parking. To prevent developers from putting more bicycle parking spaces in a bike room that can fit, the City should update design guidelines to include space for maneuvering bicycles in a long-term parking facility.

Parking Management Toolkit

While the City of Sacramento currently uses an array of strategies, policies, programs, and permit offerings to ensure efficient management of public and private parking facilities, the City focuses most of these tools in the Central City. The City has not yet calibrated the tools to the needs and constraints found in other neighborhoods. This Parking Management Toolkit (Toolkit) includes seven strategies intended to calibrate downtown-focused solutions to other areas where growth is occurring or expected. The 2040 General Plan eliminated minimum vehicle parking requirements, which could increase demand for on-street parking from new developments in Sacramento. The Toolkit therefore also includes tools for anticipating and actively managing "spillover" effects of on-street parking.

1. Update the Residential Parking Permit (RPP) Program

The City should limit the number of permits issued per Residential Parking Permit (RPP) zone and per household to achieve its desired peak parking occupancy for the area (for example, 85 to 90 percent of all on-street spaces occupied at peak times). Permits are currently unlimited and free. To achieve cost-recovery for the program and discourage over-use, the City should create a price structure for RPP permits so that the marginal cost of each additional permit per household increases.

2. Evaluate and Expand the Supplemental Parking Permit (SPP) Program

Sacramento is conducting a pilot Supplemental Parking Permit (SPP) program at 1900 3rd Street, 1500 G Street, and throughout Township Nine. The SPP pilot allows residents to purchase a permit to be exempt from on-street parking time limits and meter payments. Plate 4 shows an example of a parking sign in the pilot SPP zone. After the pilot period, the City should evaluate the program, modify it as necessary, and expand it to TODs and other mixed-use areas. The City should establish a market rate for each SPP zone and update it regularly. Finally, the City could merge the SPP program with the RPP program to simplify the user experience.

Plate 4 Example Parking Sign in SPP Pilot Zone

3. Expand and Evolve the SacPark Meter Program

Over time, the City should evaluate expansion of the SacPark Meter Program beyond the Central City to other areas where curb space is limited, but demand for parking is growing. The City should regularly calibrate meter rates for each meter area to the lowest amount to achieve a target rate of turnover.

4. Expand Permit Offerings and Programs

The City should continue to expand and/or diversify its permit and subsidy offerings and tailor them to meet different user needs. The City could create a permit option for qualifying low-income residents to park in off-street facilities during off-peak hours. Additionally, one or more employee parking permit options could be offered to hybrid commuters.

5. (Re)invest in Parking Enforcement Services

While the City has recently implemented hiring bonuses to fill Parking Enforcement vacancies, a compensation audit should be finalized to ensure that competitive compensation is offered. The City should continue to look at ways to improve parking compliance and education.

6. Expand On-Street Carshare Parking

Carsharing lowers overall parking demand by reducing reliance on privately-owned vehicles. However, carshare services face challenges in many cities like Sacramento. To support the provision of carsharing services, spaces for on-street carshare parking should be incorporated in curb management plans, and guidelines for signage and wayfinding should be developed to direct customers to carshare locations. The City should continue to explore innovative carsharing partnerships with providers, electric carshare fleets, discounts for low-income households, and integration with transit and other trip reduction efforts.

7. Advance the Implementation of Context-Sensitive Mobility Hubs

Mobility hubs provide locations for travelers to seamlessly connect between transportation options to reach their destinations. Within the Sacramento region, SACOG is leading a comprehensive effort to provide high-level planning, siting, and design guidance to jurisdictions. The City should continue to participate and advise in the development of SACOG's draft and final design guidance, operationalize the guidelines in Sacramento's planning efforts, utilize SACOG's Suitability Assessment Map to identify potential pilot locations, and continue to partner with SACOG, developers, and shared mobility vendors to ensure the availability of local and regional services at future mobility hubs.

City of
SACRAMENTO

Public Review Draft

Parking Strategy

Full Report

Vehicle Parking Code Revisions

This chapter presents recommended vehicle parking code revisions for the City of Sacramento. To provide context for the revisions, it includes summaries of the City's existing code requirements, data on vehicle ownership and the amount of parking provided with recent developments, and lessons learned from developer interviews. Proposed vehicle parking code revisions include adopting a new map of parking districts; expanding the application of parking maximums; allowing developers to exceed new maximums if they satisfy criteria; and code provisions for unbundled and shared parking.

Existing Conditions

Current Code & State Law

History of Parking Mandates

The City of Sacramento passed its earliest known parking regulation in 1922 and the earliest Citywide minimum parking requirements in 1950. Sacramento made substantial updates to its parking requirements in 2012 to replace outdated requirements that were oriented toward suburban development and incompatible with the City's goal to foster reinvestment in urban and traditional neighborhoods. Highlights of the 2012 code changes included organizing vehicle and bicycle parking requirements into four districts, eliminating minimum vehicle parking requirements for the "Central Business District and Arts & Entertainment District," and allowing shared parking spaces and other types of parking spaces (such as carsharing spaces, scooter or motorcycle spaces, or additional bike parking) to count toward requirements. In 2017, the City instituted parking maximums for certain non-residential land uses in the "Central Business District and Arts & Entertainment District". Certain land uses, such as office and warehouse, have parking maximums citywide. One year later, the City eliminated or reduced by 50 percent parking minimums for properties close to a light rail station. Sacramento removed parking requirements for accessory dwelling units (ADUs) in 2017.

Current Code Requirements

Since the reforms of 2012, the City Code has divided Sacramento into four parking districts, with different vehicle parking requirements for land uses in each district. The four existing parking districts are the Central Business District and Arts & Entertainment (CBD), Urban, Traditional, and Suburban districts. Plate 5 shows a map of the existing parking districts.

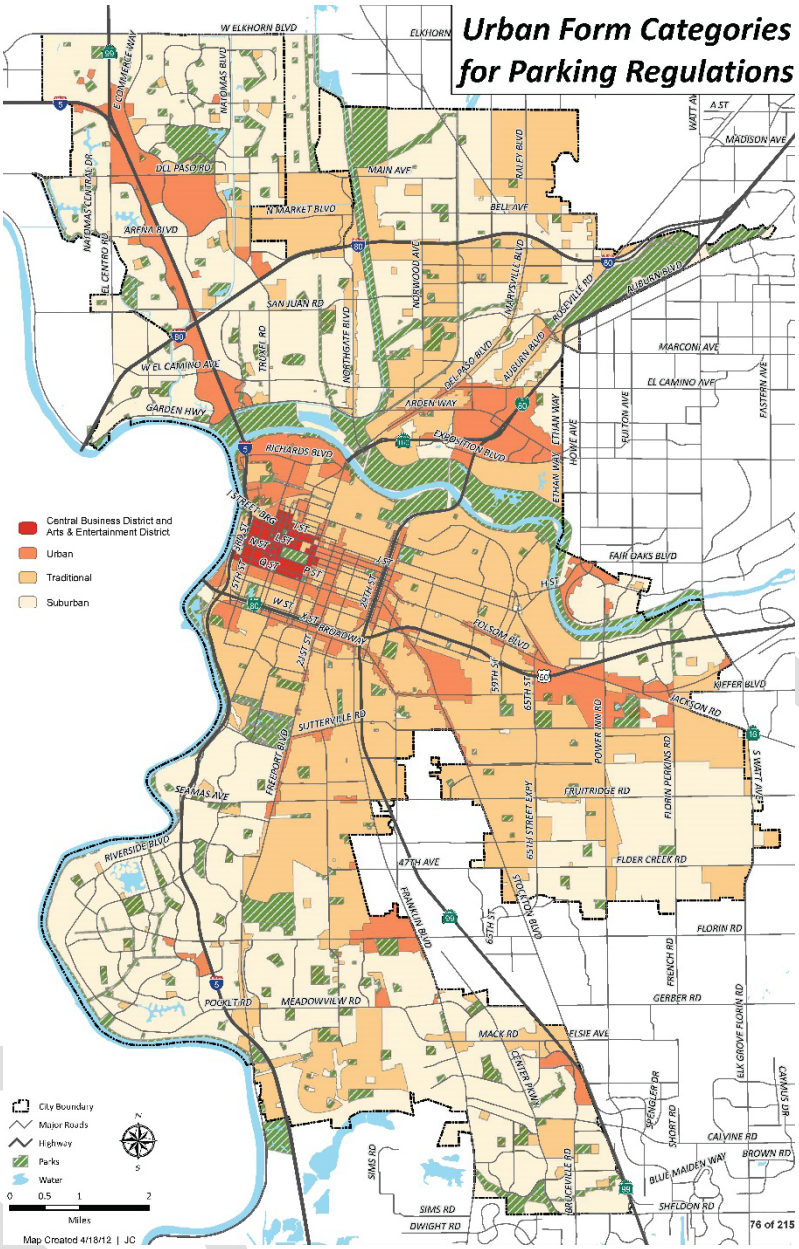


Plate 5 Map of Existing Parking Districts

The City is concurrently removing minimum vehicle parking mandates from the City Code, based on policy direction adopted in the 2040 General Plan in February, 2024. Regulations being revised to reflect the end of minimum parking requirements state that the City may reduce off-street vehicle parking requirements under specific circumstances. Affordable housing units, senior housing units, and uses located between a quarter mile and half mile from an existing or proposed light rail station were eligible for 50 percent reductions in parking requirements. The Code does not require vehicle parking for small lots (6,400 square feet or less), uses within a quarter mile of an existing or proposed light rail station, the nonresidential portion of mixed-use buildings with at least 50 percent of the square footage devoted to residential uses, restaurant outdoor seating, or adaptive reuse projects. Additionally, a development with an approved transportation demand management plan may reduce their required vehicle parking by 35 percent.

Developers may replace the vehicle parking previously required by the City Code with alternatives to on-site vehicle parking. For example, bicycle, shared bicycle, scooter, or motorcycle parking spaces may replace up to two required vehicle parking spaces or 10 percent of the required on-site vehicle parking spaces, whichever is greater. Car sharing spaces for zero-emission vehicles may replace a maximum of 20 percent of the required on-site vehicle parking spaces. The City accepts on-street parking next to properties to meet parking requirements, as well as parking spaces shared between separate uses provided that the different uses need the parking spaces at different times. Projects may add electric vehicle (EV) charging stations to substitute two required parking spaces. In districts where maximum vehicle parking requirements are currently in place, developers may exceed maximums provided that the spaces are in parking structures, shared or made publicly accessible during off-peak hours, and the parking structure incorporates active ground floor uses. Table 4 contains existing parking requirements, as of January 2024, from the City Code by parking district for some of the most common land uses. These minimum vehicle parking requirements are currently being removed from the City Code.

Table 4 – Summary of Existing Vehicle Parking Requirements

Land Use Type	**District Parking Requirements**			
	Central Business and Arts & Entertainment District	**Urban District**	**Traditional District**	**Suburban District**
Single-Unit, Duplex Dwelling	No minimum	1 space/unit*	1 space/unit*	1 space/unit
Multi-Unit Dwelling (3 units or more)	No minimum; maximum 1 space/ unit	0.5 spaces/unit	1 space/unit	1.5 space/unit
Hotel	No minimum; maximum 1 space/ 400 sf	No minimum	1 space/4 guest rooms**	1 space/2 guest rooms**
Office; Medical Clinic or Office	No minimum; maximum 1 space/ 400 sf	1 space/2,000 sf; maximum 1 space/ 250 sf	1 space/500 sf; maximum 1 space/ 250 sf	1 space per 400 sf; maximum 1 space/ 250 sf
Restaurant; Bar; Brew Pub; Wine Bar	No minimum; maximum 1 space/ 400 sf	1 space/2,000 sf	1 space/500 sf	1 space/125 sf
Retail Store	No minimum; maximum 1 space/ 400 sf	1 space/2,000 sf	1 space/500 sf	1 space/400 sf
Wholesale Warehousing and Manufacturing	No minimum	1 space/4,000 sf; maximum 1 space/ 500 sf	1 space per 2,000 sf; maximum 1 space/500 sf	1 space per 1,000 sf; maximum 1 space/per 500 sf

Note: sf = square foot; Current requirements are minimums unless otherwise stated; * = No minimum requirement on lots equal to or less than 3,200 square feet in the Central City; ** = Parking for additional services (conference center, restaurant etc.) should be calculated separately

State Law

Recently enacted California legislation relating to parking management include AB 2097 (Friedman, 2022) and AB 1317 (Carrillo, 2023) which remove minimum parking requirements near major transit stops and mandate unbundled parking costs for larger residential rental developments. AB 2898 (Carrillo, 2024) contains a minor amendment to the law requiring unbundled parking costs.

Assembly Bill (AB) 2097

AB 2097, which took effect in January 2023, prohibits a public agency from imposing minimum parking requirements on most developments within a half mile of a major transit stop. Sections 21155 and 21064.3 of the *Public Resources Code* define a major transit stop as a site containing an existing or planned rail or rapid bus station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with service intervals of 15 minutes or less during the morning and evening peak commute periods. AB 2097 allows public agencies to require that any parking provided within the half-mile radius share the parking with the public, price it, and/or include spaces for car sharing. Plate 8 shows the regions of Sacramento within a half mile of a major transit stop, which makes up 44 percent of the City's area.

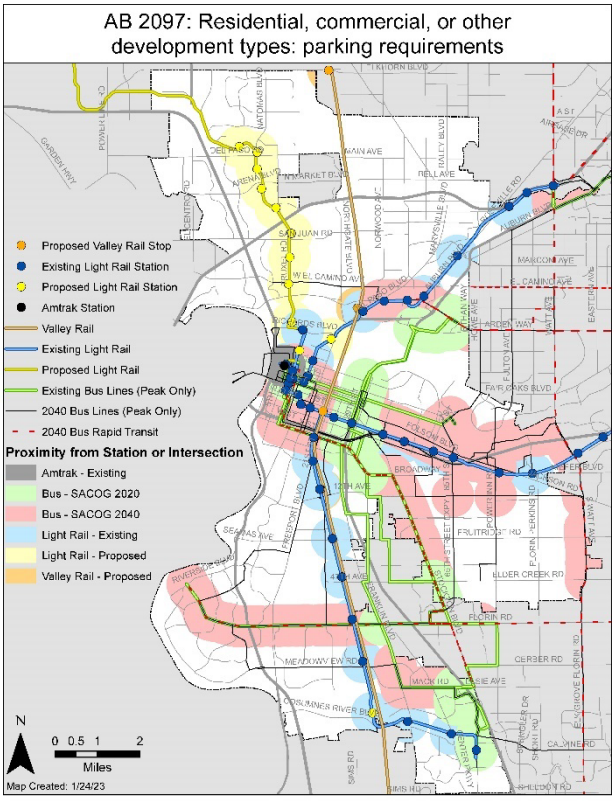


Plate 6 Map of Areas in Sacramento Under Influence of AB 2097

Assembly Bill (AB) 1317

AB 1317 became effective in January 2024 and requires that parking be "unbundled", or separated, from the rental price of certain residential properties. Qualifying residential properties include residences with a certificate of occupancy issued in 2025 or later, consisting of 16 or more dwelling units, and located within a subset of California counties, which includes Sacramento County. Fully affordable residential properties are exempt from the requirement as well as properties with individual garages for each unit. In practice, future developers of residential rental uses of 16 or more units in Sacramento must offer parking to tenants at a separate cost from rent.

Assembly Bill (AB) 2898

AB 2898, effective as of February 2024, amends AB 1317's requirement that parking costs be unbundled from the cost of rent for larger developments. Under AB 2898, residential units leased to tenants receiving a federal Housing Choice Voucher, including a Veterans Affairs Supportive Housing voucher, would be exempt from the requirement for unbundled parking costs.

Vehicle Ownership

There are many things that influence the number of vehicles a household decides to own, including geography, income, and the type of housing (rental or owner-occupied). Data show that vehicle ownership is lowest for Sacramento households that are renter-occupied, lower income, and closer to the Central City. Policies that encourage more vehicle parking can negatively impact lower-income households that tend to own fewer vehicles, as they pay the costs of parking while receiving fewer of the benefits. Adding more vehicle parking spaces increases construction and housing costs, and property owners typically pass the costs of parking onto the consumer or renter regardless of whether they own a vehicle or not. Greater parking supplies also induce more driving, which negatively affects residents, whether they drive or not, through increased noise and air pollution, delays imposed on transit, and reduced safety of walking and biking). This poses a significant issue of mobility equity for those who do not own a vehicle, whether they are low-income or rental households, or those in the more urban parts of Sacramento.

Plate 7 shows the average number of vehicles per household for each zip code in Sacramento, according to five-year data from the 2022 American Community Survey (ACS). In general, the number of vehicles per household increases with distance from Downtown. Vehicle ownership is lowest in Downtown Sacramento (0.8 vehicles per household) and highest in the outer, more suburban parts of the City such as North Natomas and Meadowview, where the average is more than two vehicles per household.

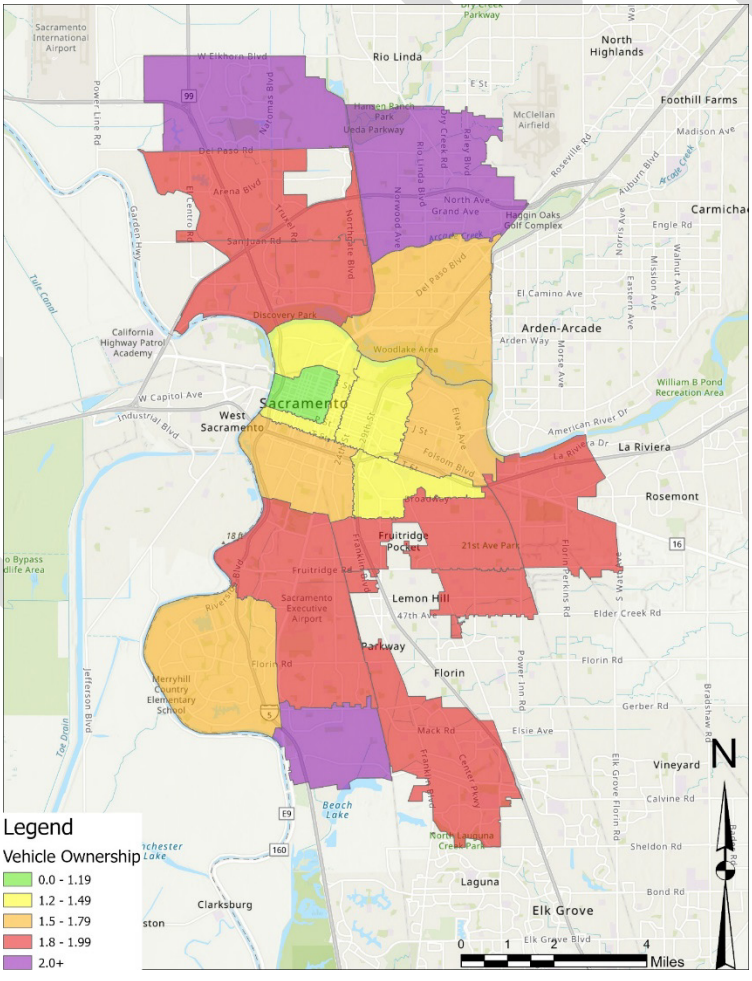


Plate 7 Average Number of Vehicles per Household by Zip Code (2022 5-Year Census ACS Data)

Households in owner-occupied units tend to have more vehicles than households in renter-occupied units. According to the five-year data from the 2022 ACS shown in Plate 8, the average vehicle ownership of all households in Sacramento zip codes is 1.8 vehicles, while households in owner-occupied units own 2.1 vehicles and households in rental units own 1.5 vehicles. The zip code with the highest number of vehicles per rental household (1.9 per unit in Meadowview) is less than the average for owner-occupied units across the City.

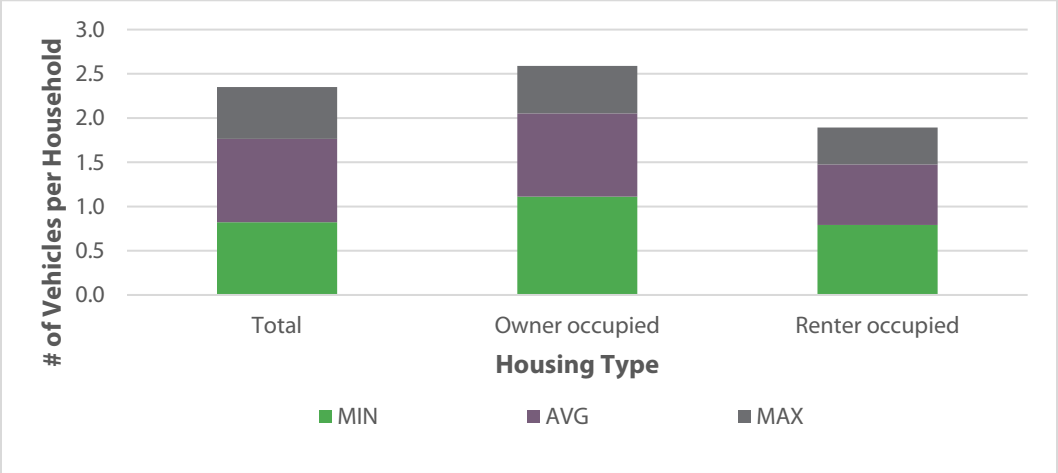


Plate 8 Vehicle Ownership in Zip Codes with the Lowest, Average, and Highest Vehicle Ownership (2022 5-Year Census ACS Data)

The five-year 2022 ACS data also shows that households in owner-occupied units have higher incomes than households in renter-occupied units, as Plate 9 displays. The zip code with the highest average income for owner-occupied households is $74,200 higher than the highest average income in a renter-occupied zip code. As with the data from Plate 8, the zip code with the highest average per rental household ($92,050 in East Sacramento) is less than the average for owner-occupied units across the City ($108,462).

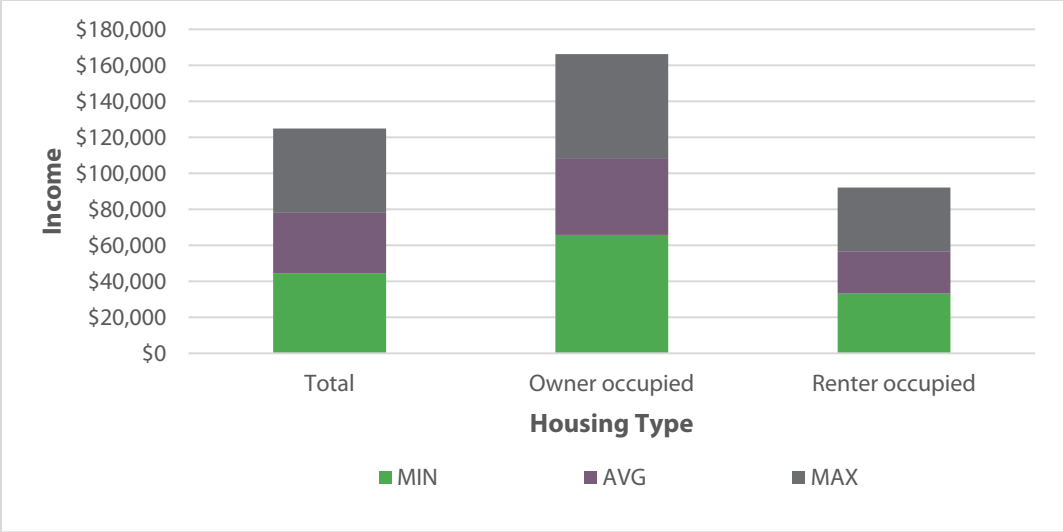


Plate 9 Incomes in Zip Codes with the Lowest, Average, and Highest Vehicle Ownership (2022 5-Year Census ACS Data)

Data from the 2022 National Household Travel Survey (NHTS) for the Pacific region, which includes Alaska, California, Hawaii, Oregon, and Washington, provides additional support that lower-income households own fewer vehicles. Plate 10 shows that the average number of vehicles per household increases with income, and the percentage of zero-vehicle households decreases with income. Households with incomes less than $25,000 per year own less than one vehicle on average, and over 30 percent are zero-vehicle households. In contrast, households with incomes greater than $150,000 per year tend to own more than two vehicles, and only one percent of these households have zero vehicles.

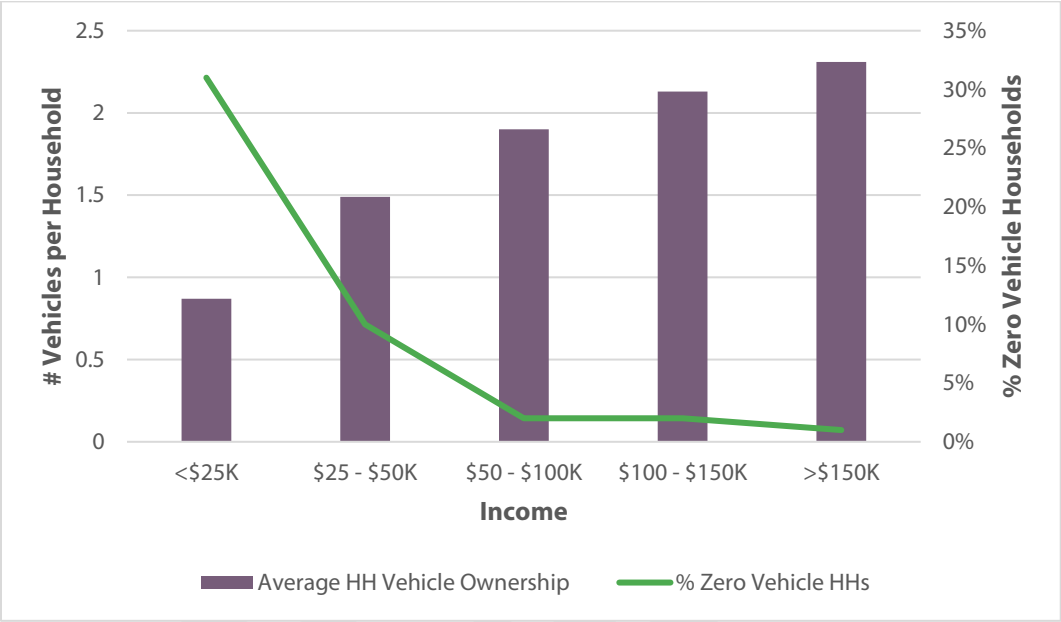


Plate 10 Average Number of Vehicles and % Zero Vehicle per Household by Income Group for Pacific Region (2022 NHTS)

Recent Development

Vehicle parking data from Citywide developments approved from January 2021 to April 2024 were collected and analyzed for the proposed Central City and the Transit-Oriented Development (TOD) districts that are proposed as part of a new Citywide parking district map shown in Plate 11 below. The Central City is the area within the Central City Community Plan Area Boundary, roughly bounded by the Sacramento River, American River, Broadway, and Alhambra Boulevard. The proposed TOD district includes parcels within a half-mile walk of a high-frequency transit stop as defined in the City's General Plan, including light rail stops and stops on high-frequency bus routes which currently include Sacramento Regional Transit District (SacRT) routes 1 and 51. By only recognizing uses near existing transit to be part of the TOD district, the proposed district map is in line with direction from the City's Housing Element and General Plan to institute parking maximums along established transit corridors (but not planned transit corridors for which service may not begin for several years). The City should update the TOD district boundaries regularly to include new high-frequency transit stops when SacRT or another transit agency constructs them, or when service at an existing stop is increased.

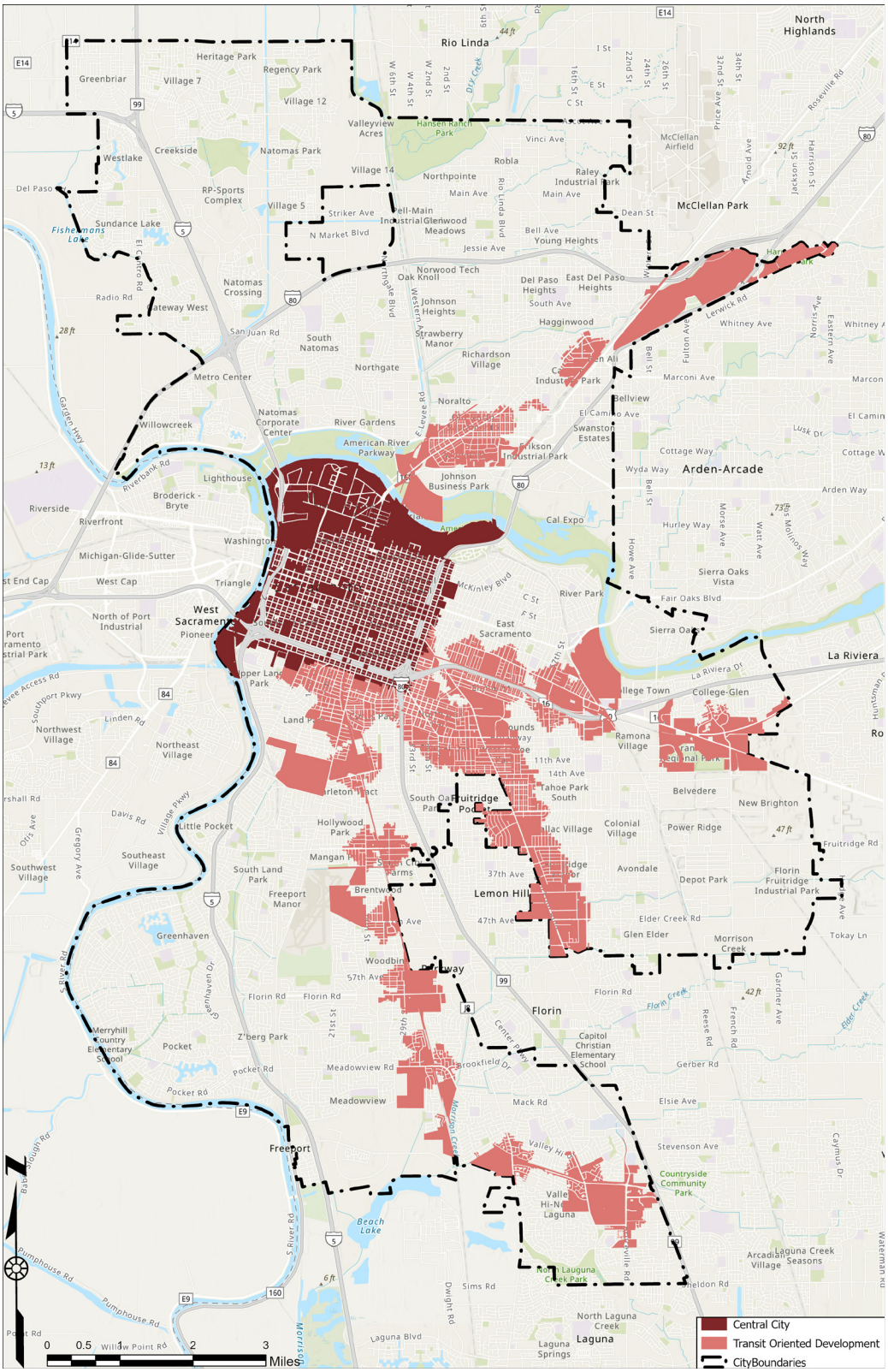


Plate 11 Proposed Map of Parking Districts

The 40 residential developments in the Central City and 26 residential developments in the TOD district supplied less than one space per unit on average. Of the ten residential projects supplying more than one space per unit, all provided more parking than the minimum requirement (if any spaces were required). Retail/commercial services/office developments in the Central City included 0.3 spaces per thousand square feet on average, while developments in the TOD district averaged slightly over 3.3 spaces per thousand square feet. Table 5 summarizes the residential and non-residential development data analyzed.

Table 5 – Vehicle Parking Supplied with Recent Developments (2021-2024)

Land Use Type	**Residential Developments**		**Retail/Commercial Services/ Office Developments**	
Location	**Central City**	**TOD**	**Central City**	**TOD**
Number of sites (housing units)	40 (5050 units)	26 (2094 units)	18	12
Average spaces supplied	0.57 spaces/unit	0.75 spaces/unit	0.30 spaces/ksf	3.32 spaces/ksf
Maximum spaces supplied	2.85 spaces/unit	2.02 spaces/unit	1.30 spaces/ksf	5.10 spaces/ksf
Number of sites supplying more than 1 space/unit or 1 space/ksf*	5 (13%)	5 (19%)	1 (6%)	8 (67%)
Number of sites supplying more than 1.5 space/unit or 2.5 spaces/ksf*	1 (3%)	2 (8%)	0	2 (17%)
Number of sites supplying more than 2 spaces/unit or 4 spaces/ksf*	1 (3%)	1 (4%)	0	2 (17%)

Note: ksf = 1,000 square feet; TOD = Transit-Oriented Development; * = space/unit thresholds apply for residential developments and space/ksf thresholds apply for retail/commercial services/office development

Development Community Input

The project team interviewed developers and lenders working in Sacramento (see Appendix A for full assessment) to learn and consider developers' preferred parking ratios for each land use type and part of the City to avoid setting parking maximums that could discourage new development. Key to many developers is supplying what they consider "sufficient" parking to ensure their products (i.e., developments) will be marketable. Similarly, a lender may consider a project too risky to finance if it includes too few parking spaces compared to similar projects.

According to the interviews, buyers of a for-sale housing unit expect a parking space to be included in the overall price, so the value of a one-car space or garage is difficult to establish. The value of a second parking space in a new for-sale product is $50,000 to $100,000 in any part of Sacramento, while a third garage space could cost up to $140,000 in South Natomas. Unbundled parking costs for newer rental housing units range from $100 to $300 per space per month in the Central City and from $50 to $125 per space per month in relatively suburban Sacramento neighborhoods. A resident of a rental housing unit might pay $120 to $200 per reserved space per month in an off-site, publicly owned Central City garage. A leased public parking space in the City's suburbs can cost between $60 and $80 per reserved space per month.

Based on the interviews, developers tend to tailor the ratio of parking spaces built to the needs and expectations of housing buyers and renters. For example, developers would provide less parking in areas with high-quality transit and active transportation options, popular car-sharing and ridesharing services, and a higher density of nearby destinations. They often supply more parking spaces if the expected tenants or homebuyers have higher incomes.

Developers' preferred parking ratios for residential units in the Central City ranged from 0.25 to 1 parking space per unit. 0.25 parking spaces per unit would be the minimum supply for studio apartments along a transit line, while developers wish to supply one parking space per unit for two-bedroom units away from transit. In more

suburban parts of Sacramento, developers prefer to include a two-car garage with each for-sale residential unit (condominiums, townhomes, single-unit homes). Desired parking ratios for rental apartments in suburban locations range from 1.4 to 1.5 spaces per unit. Office developers aim to provide 1.5 spaces per 1,000 square feet in Central City locations and 2.5 to 3.0 spaces per 1,000 square feet in suburban locations.

Lenders compare parking ratios of proposed projects with those of comparable recently built projects, as well as market conditions. Deviating from typical parking ratios is risky to lenders, and developers would need to show lenders a strong justification that their projects would be viable with less parking. The developers could justify lower parking ratios if the project were close to transit, includes transportation demand management (TDM) measures, and/or includes off-site parking solutions. They could also use successful comparable projects with similarly low parking ratios and/or robust market analyses as a justification for lower parking ratios.

Recommended Vehicle Parking Code Revisions

The following section details recommended Citywide vehicle parking code revisions. While City-mandated parking minimums have historically led to an oversupply of parking spaces, replacing minimums with maximums in transit-rich areas would encourage developers to provide only the amount of vehicle parking needed to meet demand. By reducing the amount of new parking built, expanding parking maximums would support Sacramento's transition to a denser, more walkable urban form in line with 2040 General Plan and CAAP policy direction, increasing the safety and functionality of active transportation and transit options. If property owners wish to provide a greater number of spaces to buyers or tenants, they would be able to do so by making these additional spaces publicly accessible, resulting in a more efficient utilization of parking in the city.

The recommended vehicle parking code revisions also support the City's broader goals of increasing housing affordability, reducing greenhouse gas emissions, and allowing more land for economic development. Program H8 of the City's Housing Element suggests replacing parking minimums with maximums along established corridors to reduce the amount of parking built and make more of each development site usable for housing. Additionally, mandating unbundled parking pricing from rent would make housing more affordable by giving tenants the option to pay less in rent by opting not to rent a parking space. The City's CAAP calls for parking maximums in Measures E-5 and TR-2 to increase infill development, encourage usage of public transportation, and support reductions in VMT and associated greenhouse gas emissions.

Maximum Parking Requirements

Code Section

17.608.030; Parking requirement by land use type and parking district.

Amendment

Eliminate all minimum parking requirements and adopt a new parking district map and maximum requirements in two districts: Central City and Transit-Oriented Development (TOD). The Central City is the area within the Central City Community Plan Area Boundary, roughly bounded by the Sacramento River, American River, Broadway, and Alhambra Boulevard. The TOD district contains all parcels within a half mile walk of a high-frequency transit stop. The City should update TOD district boundaries periodically to include new, high-frequency transit stops as they are constructed, or as service at an existing stop is improved. Existing maximum requirements for offices, warehousing, and manufacturing outside of the Central City and TOD districts should be maintained (i.e. maximums would continue to apply Citywide for these select land uses).

Table 6 is the revised table of maximum vehicle parking requirements for land uses in each parking district.

Table 6 – Proposed Maximum Vehicle Parking Requirements by Parking District

Land Use	Central City	Transit-Oriented Development (TOD)	Rest of City
Residential (3 units or more)	1 space/unit	1.5 spaces/unit	-
Retail, Commercial Services	2.5 spaces/ksf	4 spaces/ksf	-
Offices	2.5 spaces/ksf	4 spaces/ksf	4 spaces/ksf*
Warehousing, Manufacturing	2 spaces/ksf	2 spaces/ksf	2 spaces/ksf*
Other Non-Residential	2.5 spaces/ksf	-	-

Note: All requirements represent parking maximums; ksf = 1,000 square feet; * = Existing maximum would continue to apply outside of the Central City and TOD districts

Discussion

The recommended parking maximums would vary according to the new parking district map. This context-sensitive approach to parking requirements acknowledges that the needs and existing infrastructure differ depending on neighborhoods in the City. For example, the Central City has the high-quality transit, bicycle infrastructure, and dense walkable urban form needed to support effective transportation options despite more constrained vehicle parking maximums. In the Central City, renters who do not pay for a high-in-demand parking space could elect to live vehicle free without decreasing their quality of life. Patrons visiting a business with no or limited parking could choose to walk, bike, take transit, or pay a premium to park nearby. In contrast, those same maximums might be disruptive in suburban parts of the City, where residents have fewer active transportation and transit options and might be impacted by reduced mobility options without more than one car per household. Currently, businesses in these suburban areas are often dependent upon a larger attached parking lot to support customer visits, given the difficulty of visiting without a vehicle in these lower-density neighborhoods.

Within the TOD district, existing high-frequency transit enables residents to live without a car or to own fewer cars, while visitors to the area would be able to access destinations via transit or integrated active transportation corridors, reducing the need for on-site parking spaces. With time, parking maximums within transit-rich areas will support denser development and a more walkable environment by decreasing the amount of land allocated to parking. This denser TOD development will in turn increase ridership for the nearby transit lines and permit more households and businesses to locate close to transit and other amenities. By encouraging dense development and walkable urban form near transit, parking maximums reduce reliance on private vehicle ownership, resulting in lower household transportation costs, lower GHG emissions, and reduced externalities of driving (such as noise, air pollution, delays imposed on transit, and reduced safety of walking and biking) that disproportionately impact disadvantaged communities.

When parking spaces are underutilized, the high construction and land costs of excess parking can be passed onto residents through housing costs and onto tenants through leasing costs. Parking maximums support affordability (particularly housing affordability) by mandating that developers use their land efficiently and avoid building excessively large parking facilities. Constrained parking maximums would also encourage one-car households, as developers of multi-unit residential projects in the Center City or transit-adjacent areas would not be permitted to supply two spaces per residential unit. Without two spaces per unit available on-site, households may choose to own only one car and be more likely to walk, bicycle, or take transit if there is not a second car available for making trips.

Expanding vehicle parking maximums from the existing maximums in the CBD and existing Citywide maximums for limited land uses (offices, warehousing, and manufacturing), allows the City to reduce the oversupply of parking built with new developments in areas where transportation alternatives exist. Building too much parking

limits the amount of land available for other uses, impacts walkability and placemaking, all while increasing traffic congestion, VMT, and housing and transportation costs. Replacing parking minimums with parking maximums does not prohibit new parking. Instead, it offers flexibility to right-size the parking supply to meet the needs of individual projects and their prospective tenants. Developers wishing to supply more spaces than allowed by the maximum can do so by electing to share their own spaces with the public, encouraging more efficient use of parking resources within the city.

In comparison to the existing vehicle parking code, the recommended vehicle parking requirements include fewer land use categories. The reduction to five land use categories results in a more concise and understandable code, and it eases the transition of a property between different land uses. Further, many of the land use categories that were previously separate have overlapping parking demand rates, as is estimated in ITE's *Parking Generation*. In other words, establishing different parking maximums per 1,000 square feet of grocery store and office space is unnecessary if parking demand rates for grocery stores and offices are approximately the same.

The recommended parking maximums are based on multiple sources, including development examples within Sacramento, ITE's *Parking Generation* rates, best practices from other cities, interviews with developers, and the City's existing maximum parking requirements. These recommended maximums are relatively conservative and minimize the likelihood that new maximums would discourage development (especially housing development), while still preventing developments from oversupplying parking spaces in the transit-rich Central City and TOD districts where the City seeks to increase land use intensity and economic activity. The City would also retain the ability to lower its maximum requirements and/or expand them to other locations during periodic revisions to the code requirements.

There is an existing maximum vehicle parking requirement of one space per unit for multi-unit residential uses (with three units or more) in the CBD. It is recommended that this maximum of one space per unit in the CBD be expanded to the larger Central City district, which adds areas such as Midtown, Southern Pacific/Richards, and Broadway south of I-80 Business to the existing district. The parking maximums for residential uses would apply to single-room occupancy facilities, fraternities, sororities, and dormitories, which are included within the "Residential" category. According to interviews with developers, the preferred parking ratios for residential development within the Central City range from 0.25 to 1 space per unit, which the City would allow with the proposed maximum. The maximum parking demand from ITE's *Parking Generation* for a high-rise residential development (LU #222) close to rail transit in a city's central core is 0.67 spaces per unit; developers could supply enough parking to meet this peak demand rate without exceeding the proposed parking maximum.

Additionally, residential developments built in the Central City between 2021 and 2024 supplied an average of just 0.57 spaces per unit, though 13 percent of residential projects included more parking than the proposed maximum of one space per unit. If developers chose to exceed the maximum by up to 25 percent by making their excess parking publicly accessible, only three percent of residential developments completed between 2021 and 2024 would have exceeded the maximum requirements. Table 7 provides a comparison of the recommended maximum vehicle parking requirements to existing maximums, developer's preferred parking ratios, data from ITE's *Parking Generation*, and data from recent developments in Sacramento.

Table 7 – Comparison of Recommended Proposed Parking Requirements to Multiple Sources				
	Residential (3 units or more)		**Retail, Commercial Services, Offices**	
Parking Factor	**Central City**	**TOD**	**Central City**	**TOD**
Proposed maximum	1 space/unit	1.5 spaces/unit	2.5 spaces/ksf	4 spaces/ksf
Existing maximum	1 space/unit (CBD)	No maximum*	2.5 spaces/ksf (CBD)	4 spaces/ksf* (offices)
Developers' desired parking ratios	0.25-1 spaces/unit	1.4-1.5 spaces/unit (rentals); **2 spaces/unit* (owner-occupied)**	1.5 spaces/ksf (offices)	2.5-3 spaces/ksf* (offices)
Maximum parking demand per ITE Parking Generation	0.67 spaces/unit	1.5 spaces/unit	1.95 spaces/ksf	3.6 spaces/ksf
Average spaces supplied (2021-2024)	0.57 spaces/unit	0.75 spaces/unit	0.3 spaces/ksf	3.32 spaces/ksf
% of developments exceeding proposed maximum (2021-2024)	13%	8%	0%	17%
Maximum ratio with 25% ability to exceed	1.25 spaces/unit	1.875 spaces/unit	3.125 spaces/ksf	5 spaces/ksf
% of developments exceeding maximum ratio (2021-2024)	3%	4%	0%	8%

Note: ksf = 1,000 square feet; TOD = Transit-Oriented Development; CBD = Central Business District and Arts & Entertainment District; ITE = Institute of Transportation Engineers; * = Applies Citywide outside of the Central City district and/or Central Business District; Shaded = Proposed maximum vehicle parking requirements; **Bold** = parking ratio would not be accommodated by proposed maximum

As shown in Table 7, the recommended residential parking maximum of 1.5 spaces per unit in the TOD district would allow developers to build their desired parking ratios for rental units in suburban parts of the City. The proposed maximum would also be sufficient for developers to satisfy the maximum parking demand identified by ITE for low-rise, multi-unit housing (LU #220) in a dense multi-use urban area close to rail transit. The parking maximum of 1.5 spaces per unit would not permit developers to build their stated preferred parking ratio of 2 cars per owner-occupied unit; however, residential developments in the TOD district between 2021 and 2024 supplied 0.75 parking spaces per unit on average, which is significantly below the stated preference and the proposed maximum. In addition, feedback from residential stakeholders in Sacramento indicated that demand can typically be adequately met with 1.5 spaces per unit. An allowance to exceed the maximum by up to 25 percent by making the additional parking publicly accessible would give developers the flexibility to provide 1.875 spaces per unit, close to two spaces per unit. Eight percent of recent residential developments in the TOD zone provided over 1.5 spaces per unit, with just four percent exceeding 1.875.

Existing maximums for warehousing and manufacturing uses of two spaces per 1,000 square feet apply Citywide, except for in the CBD. The City should maintain these maximums for warehousing and manufacturing and expand them to include the entirety of the Central City, which the City currently excludes the CBD. There are also existing non-residential parking maximums within the CBD of 2.5 spaces per 1,000 square feet. The City should expand the area to include the larger Central City district. Within the rest of the city, a parking maximum of four spaces per 1,000 square feet is currently in place for office land uses. The City should maintain this requirement of four spaces per 1,000 square feet for office uses and expand it to retail and commercial services uses within the TOD district. Parking maximums in the TOD district for non-residential uses other than office, retail, and commercial services

(such as hotels and restaurants) are not currently recommended, as there is insufficient data to support maximum requirements for these uses.

Per Table 7, the proposed maximums would exceed developers' preferred parking ratios for offices, the average parking supply per 1,000 square feet with retail developments, and the maximum parking demand from a general office building (ITE LU #710) both within and outside of a dense multi-use urban area. None of the recent retail developments built in the Central City or TOD district between 2021 and 2024 included more parking than the recommended maximums.

Allowances to Exceed Maximum Requirements

Code Section

17.608.060; Alternatives to standard parking requirements; other modifications.

Amendment

Replace the provision for "exceeding maximum vehicle parking requirement in parking structure" with a provision that allows project applicants to exceed the maximum vehicle parking requirements by up to 25 percent through an Administrative Permit process. Making the additional spaces beyond the maximum publicly accessible should be a primary pathway to exceed the maximum (preferably with the publicly accessible parking managed by the City) while the City may consider other pathways to exceed maximums during the Ordinance development process. A project could exceed the maximum requirements by an additional 25 percent (i.e. provide 150 percent of the maximum) through a discretionary review process, given that these additional spaces are also publicly accessible.

Discussion

Currently, the City's Code permits parking maximums to be exceeded in structures that have shared or publicly accessible parking during off-peak hours, and incorporate active ground floor uses; however, the Code currently does not specify by what percentage the maximum can be exceeded. Removing this provision and allowing developers to exceed the maximum parking requirements by up to 25 percent if they meet certain criteria offers flexibility to property owners wishing to provide more vehicle parking to buyers and tenants, while still maintaining a cap on the number of spaces that can be built. This added flexibility could reduce the likelihood of parking maximums discouraging new development, as supplying what developers consider "sufficient" parking is important to developers in ensuring their products will be marketable. However, as building extra parking above the maximum requirements could induce more driving and negatively impact urban form and the walkability of an area, it is recommended that developers select measures to offset the effects of building more parking.

Making spaces above the maximum publicly accessible would increase the utilization of the spaces and reduce the need to build additional public parking spaces elsewhere in the area. Allowing projects to further exceed maximum parking requirements through a discretionary review process gives the City greater flexibility to approve unique developments that have demonstrated a need to supply excess vehicle parking. In the future, the City Code could reference multimodal incentives and programs such that, to provide additional parking spaces, a development could offer programs to decrease the vehicle miles traveled per capita of its occupants.

Unbundled Parking

Code Section

17.608.020; General provisions.

Amendment

Add the following requirements. For any new building with residential units or structures converted to a residential use, the City shall require sold or leased parking spaces, to be leased or sold separately from the rental or purchase of dwelling units for the life of the dwelling unit. The City may waive this requirement for projects that include financing for affordable housing or for units occupied by tenants that receive a federal Housing Choice Voucher, including a federal Veterans Affairs Supportive Housing voucher, issued under Section 8. For rental units, parking for authorized users (e.g., residents/visitors) must be unreserved (i.e., no assigned spaces per unit) to increase the efficient use of parking spaces.

Discussion

Typically, rental and purchase prices for residential units include the cost of parking. Doing so encourages auto ownership since residents must pay for parking regardless of whether they are using it or not. By requiring that new development "unbundle" the cost of parking from the price of residential units, residents can opt to pay for parking based on their need, in turn encouraging households with fewer vehicles to locate to these units based on their affordability. Mandating that new developments separate the costs of parking from rent or purchase price is in line with the City's goals for housing affordability, as unbundled parking allows residents without vehicles to avoid paying for parking they do not use.

Including unbundled parking in the City Code is also consistent with AB 1317 (2023) that already requires unbundled parking for most new rental units in Sacramento County, or those located in properties with 16 or more dwelling units. The recommended code amendment would effectively expand AB 1317 to include smaller rental properties and for-purchase units. By allowing the City to waive the requirement for units occupied by tenants receiving federal Housing Choice Vouchers, the code amendment would also be consistent with AB 2898 (2024) which amends AB 1317's requirement for unbundled parking to exclude residential units leased to tenants with Housing Choice Vouchers.

To maximize efficient use of rental property parking supplies, residential parking spaces should be unreserved, with no assigned spaces attached to rental units, assuming only residents and guests are allowed to park on-site, not the general public. Reserved spaces are empty whenever the assigned residents are away from home. As a result, guests of other residents cannot use those spaces even if they have permission to use the property's lot. Requiring that all spaces with residential rental properties be unreserved allows greater flexibility and utilization of the parking supply.

Shared Parking

Code Section

17.608.020; General provisions.

Amendment

Add a provision labeled "Shared Parking". The City can mandate that any off-street, vehicle parking spaces provided by a new development be shared with the public. This provision would only apply to discretionary projects and therefore would not apply to ministerial projects.

Discussion

AB 2097 (2022) allows public agencies to require that parking supplied by a development within one-half mile of a major transit stop be shared with the public, priced, and/or include spaces for car sharing. The proposed code change would grant the City discretionary authority to require that developers share new parking with the public in any region of the City, not just those within the influence of AB 2097. This would give the Parking Services Division added flexibility to manage the public and private parking supply throughout the City in certain cases

when there is demonstrated need for shared parking, although the provision would most likely be used sparingly. Mandating shared parking for some developments could be a valuable tool as it would promote better utilization of existing parking resources and reduce the need for new parking spaces.

Electric Vehicle and Disabled Parking

Amendment

Include in the City's internal guidelines that, if any changes are made to on-street vehicle parking on a road segment, the City must follow the *Public Right-of-Way Accessibility Guidelines* (PROWAG), United States Access Board, 2023, once they are officially adopted and provide the minimum number of on-street disabled parking spaces from Table R211 if necessary. Explore mandating that developers pay a share of the cost of installing disabled on-street parking spaces when modifications to on-street parking are a component of their projects.

Discussion

For off-street parking provided voluntarily by a development, the City Code will continue to require disabled parking and electric vehicle charging stations per the *California Building Code*, 2022, and the *California Green Building Standards Code*, 2022, and as updated in the 2025 code cycle that will take effect on January 1, 2026. In addition to these guidelines for off-street parking, new guidelines for on-street parking inform the amount of disabled and electric vehicle parking that a development supplies. The federal government recently updated the PROWAG guidelines to require that any modification of on-street vehicle parking must add disabled parking spaces to the curb per Table R211. Once the PROWAG guidelines are officially adopted by the United States Department of Transportation (USDOT), the City's internal guidelines should reference PROWAG such that City staff and developers are aware of the incoming requirements to add disabled on-street parking spaces. Although the installation of disabled parking spaces is carried out by the City, the City should explore mandating that developers of certain projects (projects affecting the on-street parking of an adjacent roadway) pay a share of the cost of installing disabled on-street spaces. Offering disabled on-street parking spaces would improve access to new buildings for people with disabilities, as these spaces would be located in a convenient location even if the development does not supply off-street parking.

Bicycle Parking Revisions

Introduction

This chapter includes proposed new bicycle parking requirements and a recommended framework for a future update to the City's *Bike Rack Design and Placement Design Standards*. The recommendations are based on a review of Sacramento's current bicycle parking code and design guidelines, existing planning documents, best practices, peer cities, industry guidelines, and feedback from stakeholders and City staff.

Current Policies, Plans, and Guidelines

General Plan and Climate Action & Adaptation Plan (CAAP)

The 2040 General Plan includes a robust set of goals and policies that relate to bicycling and bicycle parking, such as the following.

- Reduce reliance on single-occupant vehicles, prioritize and promote active transportation and high-occupancy transport. (Guiding Principles for the 2040 General Plan Update)
- Improve the efficiency of the multi-modal transportation system and plan infrastructure that can flexibly accommodate rapidly emerging modes of transportation. (Guiding Principles for the 2040 General Plan Update)
- The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. (LUP-2.5)
- The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for onsite parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping. (LUP-4.10)
- The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through providing long and short-term bicycle and scooter parking to minimize sidewalk obstructions. (M-1.16)
- The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city. (M-1.17)
- When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible. (M-1.18)
- The City shall support "first-mile, last-mile solutions" such as e-bikes/e-scooters as well as multimodal transportation services, public realm improvements (e.g., bicycle parking infrastructure), and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders. (M-1.25)

The CAAP builds on a sustainable transportation hierarchy that prioritizes investments in active transportation infrastructure, followed by public transit, shared vehicles, and single occupant vehicles as the lowest priority. The CAAP modal hierarchy is part of the City's efforts to mitigate the 57 percent of Sacramento's community GHG emissions that are produced by the transportation sector. The CAAP includes measures and actions to prioritize bicycling, with the goal of increasing active transportation mode share to six percent by 2030 and 12 percent by 2045. Key measures include:

- TR-1.1: Implement the *Bicycle Master Plan* (2016) by constructing a comprehensive, connected network of safe and accessible (low-stress) bikeways, on- and off-street, within and across neighborhoods totaling 40 miles of

bike lanes, 48 miles of bike routes, 40 miles of buffered bike lanes, 18 miles of separated bikeways, and 127 miles of shared-used paths.

- TR-1.2: Implement the improvements in the *Pedestrian Master Plan* (2006) by providing a connected, safe and accessible (low-stress) pedestrian network, prioritized based on High Injury Network (crash data), school access, equity and community needs. Low-stress pedestrian network includes crossings, sidewalks, and other paths.
- TR-1.3: Complete and adopt the *Streets for People: Active Transportation Plan*, which will consolidate the *Bicycle Master Plan* and *Pedestrian Master Plan* and identify the physical barriers to active transportation, including network gaps and other issues affecting pedestrian and bicyclist safety, by 2025.

Municipal Code

Bicycle Parking Definitions

The Municipal Code defines the types of bicycle parking facilities. Per Chapter 17.108.030, bicycle parking facilities are defined as either a long-term or short-term facility, as follows.

- "Long-term bicycle parking facility" means: (a) a bicycle locker comprised of an enclosed box or compartment with a locking door, where a bicyclist has access to a single bicycle storage compartment or (b) a short-term bicycle parking facility that is located in an area completely enclosed and covered and to which entry is secured by a locking door.
- "Short-term bicycle parking facility" means a stationary rack designed to support a bicycle upright in at least two places to prevent it from tipping over. The design of the rack shall allow the user to lock the frame and one or more wheels to the rack using a user-supplied U-lock. A bicycle rack design that solely supports the bicycle by a wheel does not meet the requirements of a short-term bicycle parking facility.

Minimum Required Bicycle Parking by Land Use

Chapter 17.608 of the Municipal Code establishes the bicycle parking requirements for new development. The requirements include three core components: minimum requirements by land use, facility standards, and alternatives to vehicle parking requirements.

Table C of Chapter 17.608.030 sets the minimum number of bicycle parking spaces developers must provide as part of new development (the complete Table C is in Appendix A). The City last updated bicycle parking space requirements in 2013.

Minimum bicycle parking requirements are specified for 29 different individual land uses spread across five broad categories. The code also includes an "Other" category, under which the Zoning Administrator would define bicycle parking requirements. For each individual land use, Table C specifies the required minimum number of both short- and long-term bicycle parking spaces. Table C includes two categories of requirements for each use depending on the parking district in which the project is located. The first category includes the Central Business and Arts & Entertainment, Urban, and Traditional districts. The second category includes Suburban districts. See a map of these parking districts in Plate 1.

Bicycle Parking Facility Requirements

Chapter 17.608.040 describes requirements and standards for the design and location of all off-street bicycle parking facilities, including the location of bicycle parking, minimum facility dimensions for both short- and long-term bicycle parking, and surface conditions and drainage requirements for bicycle parking areas. Additional criteria related to bicycle parking design and placement are established in the *Bike Rack Design and Placement Standards*, which is a separate policy and planning document, adopted by the City Council in 2017.

The complete requirements of Section 17.608.040 are as follows.

N. Bicycle parking facility requirements.

1. *Long-term bicycle parking.*

    a. Location. If a long-term bicycle parking facility is in an area not visible from the main entrance of the building it serves, a safe access route from the main entrance to the bicycle parking facility, with night-time lighting and directional signage, shall be provided.

    b. Minimum space dimensions for bicycle lockers. Bicycle lockers shall be situated to allow a minimum of five feet clear space at the door for access.

    c. Minimum space dimensions for secured enclosures. The stationary racks in a secured bicycle parking enclosure shall be adequately spaced to prevent conflicts with adjacent bicycle handlebars, rear racks, baskets, and the like. A minimum area of 2 feet wide, 6 feet long, and a 5-foot maneuvering space per bicycle, or alternative configuration providing comparable access and ease of use, shall be provided. When arranged in aisles, a minimum four-foot clear space is required when all the racks are in use.

2. *Short-term bicycle parking.*

    a. Location. The required short-term bicycle parking facilities shall be in an area visible from and within 200 feet of the primary entrance of the building, and may be located on site, off-site, or in the public right-of-way. Existing bicycle parking spaces located in the public right-of-way immediately adjacent to a parcel count towards the required bicycle parking requirement.

    b. Minimum dimensions. Short-term bicycle parking facilities shall provide a minimum area of 2 feet wide, 6 feet long, and a 5-foot maneuvering space per bicycle, or alternative configuration providing comparable access and ease of use and shall be placed to maintain a clear path of travel for pedestrians.

3. *Surface. Bicycle parking facilities shall be located on a well-drained ground surface.*

Bicycle Parking as an Alternative to Vehicle Parking Requirements

Chapter 17.608.060 of the Municipal Code establishes the ways in which developers may use bicycle parking as an alternative to fulfilling minimum vehicle parking requirements. Specifically, four non-required bicycle parking spaces could have replaced up to a maximum of two vehicle parking spaces or 10 percent of the previously required on-site vehicle parking, whichever was greater. A developer could have used shared bicycles on-site for the use of employee commutes and off-site trips, up to a maximum of two spaces or 10 percent of the previously required on-site vehicle parking spaces, whatever was greater. Two shared bicycles were equivalent to one on-site vehicle parking space.

This code provision is no longer applicable since the City ended minimum off-street vehicle parking mandates with the adoption of the 2040 General Plan, which was effective as of March 2024.

Bicycle Master Plan

The *Bicycle Master Plan* (2016) outlines a framework for an improved citywide bicycle network and includes a list of investments, policies, programs, and strategies to establish a complete bicycle system. The Master Plan also describes the City's current bicycle parking program, including an overview of bicycle parking provision (detailed in the *Bike Rack Design and Placement Design Standards*) and a map of all publicly accessible bicycle parking located in the City. The Master Plan included a recommendation for the City to develop bicycle parking design guidelines (see below) that include design specifications for bicycle racks and placement standards.

Bike Rack Design and Placement Standards

Per the recommendation of the 2016 Bicycle Master Plan, the *Bike Rack Design and Placement Design Standards* (2017) outline how bicycle parking shall be installed in Sacramento and provide specific design guidelines for the type of bicycle parking permitted. The document specifically addresses design criteria for bicycle parking that is located within the public right-of-way or at new developments. Bicycle parking in Sacramento is provided in three separate ways:

3. City installation as part of the Public Bicycle Rack Program;
4. Installation on public and private property with new development projects; and
5. Installation on public and private property at existing buildings by property/building owner.

The document includes:

- Bicycle rack design criteria;
- Recommended bicycle rack styles for short-term and long-term bicycle parking;
- Unapproved rack styles; and
- Placement of short-term and long-term bicycle parking.

Challenges and Opportunities

Limited Design Guidance in the Municipal Code

Challenge: The current Municipal Code includes minimal specificity and guidance about bicycle parking design and placement. Instead, the City relies on a separate policy document, the *Bike Rack Design and Placement Standards*, to specify additional details and recommendations for bicycle parking design and implementation. The Municipal Code does not refer to this separate policy document.

The approach of maintaining detailed requirements in a separate policy document - rather than in the Municipal Code itself - has both pros and cons. Placing additional detail within the Municipal Code consolidates key information for developers in a single location and proactively links specific design details to the overall development code. However, updating or revising the Municipal Code to reflect changes in best practices or to incorporate new bicycle parking solutions as they become available can be a more involved and lengthy process compared with updating a policy document at the administrative level.

Opportunities:

- Maintain comprehensive bicycle parking design guidelines outside the Municipal Code. In the medium to long-term, update the design guidelines to reflect current best practices and solutions. Include user-friendly visuals and diagrams to communicate specifics. Ensure clarity on what is an objective standard that must be adhered to, versus a design guideline.
- Update the Municipal Code to specifically reference the design guidelines as the source for required details related to bicycle parking design and placement.

Number of Land Use Categories in the Municipal Code

Challenge: Sacramento's current bicycle parking code is too granular by land use category, which can make it confusing or difficult for developers and stakeholders to understand and follow. Further, there is limited evidence of differences in bicycle parking demand between different land uses in the same general land use category (such as residential uses). For less common land uses, such as a pool hall or an indoor sports facility, there is limited evidence or practical purpose to justify specifying different bicycle parking requirements.

Opportunities:

- Consolidate the land use categories and simplify requirements (see Table 8). For questions on specific/undefined land uses, staff can analyze the land use and/or the Zoning Administrator can make the determination.

Table 8 – Proposed Bicycle Parking Requirement Land Use Categories

Consolidated Land Use	Existing Land Uses
Single Unit, Duplex, Accessory Dwelling Unit (ADU)	Single Unit, Duplex, Accessory Dwelling Unit (ADU)
Multi-Unit Dwelling (3+ units)	Multi-unit dwelling (3 units or more) with or without garage
Hotel, Motel, or other Lodging	Hotel; motel; bed and breakfast inn
Restaurant	Restaurant; bar; brew pub; wine bar
Retail Store	Retail Store
All other Retail & Commercial Services	Commercial services; stand-alone parking facility; athletic club; fitness studio; bowling alley; card room, bingo, and similar uses with seating; pool hall, billiard hall; Auto sales lot, service; kennel; tutoring center
Office	Office; medical clinic or office; tutoring center
Industrial	Wholesale warehousing and manufacturing; towing service; vehicle storage yard; mini storage; locker building
Civic, cultural, religious, assembly, and commercial recreation	Courts for games with 4 or fewer players, such as racquetball, tennis, handball; indoor fields such as soccer, volleyball, hockey; batting cages; golf driving range; assembly – cultural, religious, social; amusement center; theater; night club; nursing home; childcare center; all other assembly uses
Other	K-12 school; college & university; vocational school; all other educational or school requiring a conditional use permit; hospital; major event center or venue; transit facilities; parks; open space; and all other uses

Minimum Bicycle Parking Requirements

Challenge: Compared with other best practice or peer cities, some of Sacramento's current minimum bicycle parking requirements are low. For example, Portland currently requires 0.56 long-term bicycle parking spaces per 1,000 square feet of general office space, while Sacramento requires only 0.15, roughly a quarter of what Portland requires.

Opportunities:

- Increase minimum bicycle parking requirements for many land uses, especially in denser land use typologies.

Larger or Newer Styles of Bicycles

Challenge: Sacramento's current Municipal Code and bicycle parking design guidelines do not address alternative or newer types of bicycles like cargo bicycles, trailers, e-bicycles, or adaptive bicycles. These bicycles

are often larger than traditional two-wheeled bicycles, require more space and clear access paths, and electrical outlets.

Opportunities:

- Include minimum parking requirements for larger bikes and e-bicycles.
- Future-proof bicycle parking and design guidelines by including design specifications for spaces for e-bicycles, cargo bicycles, bicycles and trailers, and accessible bicycles.

Requirements for Secure and Weatherproof Parking

Challenge: Sacramento's current design guidelines state that "Long-term bike parking includes bike lockers and secure parking areas (SPAs)". Additionally, the only mention of weather protection reads "weather protection, such as covered bike parking, makes travel by bicycle more viable year-round, and should be considered".

There is no definition of a secure parking area or what standards bicycle facilities must meet for security or weather protection. Developers in Sacramento have submitted proposals within multi-unit developments that include uncovered, cage enclosures which provide physically secure protection but lack any weather protection. Additionally, "covered bike parking" implies only a roof, and as such, may not provide protection along the edges of the facilities.

Opportunities:

- Develop design specifications for weather-proof and secure bicycle parking.

Recommendations

Two primary categories of recommendations are proposed.

1. In the short-term, update key policies and minimum bicycle parking requirements in the Municipal Code.
2. In the medium- to long-term, update and expand the bicycle parking design guidelines.

Developing the Recommendations

Recommendations were developed using examples from the best practice and peer cities, best practice guidance like the Association of Pedestrian and Bicycle Professionals (APBP) *Bicycle Parking Guidelines*, and other cities who have begun to implement cargo bike parking or electric bicycle charging infrastructure.

Developing revised bicycle parking ratios is not an exact science. Without detailed supply and demand data from Sacramento projects, the proposed ratios were informed by both peer and aspirational cities, as well as professional judgement. The ratios seek a balance between practical and aspirational, while also recognizing the variation in need for bicycle parking by land uses within each category and typology.

Recommendation 1: In the short-term, update key policies and the minimum bicycle parking requirements in the Municipal Code.

1.1: Revise the bicycle parking requirements in Table C of Chapter 17.608.030.

Sacramento's current bicycle parking requirements for some land uses are low compared with some peer cities, and do not reflect the City's ambitious bicycle mode share goals. The requirements are based on an extensive list

of land uses that are too granular and complex. A revised table of proposed bicycle parking requirements is in Table 9.

Recommended changes include the following.

- Increase the minimum required short-term and long-term bicycle parking for certain land uses. Require a minimum of at least two short-term bicycle parking spaces and one long-term bicycle parking space regardless of project size or typology.
- Consolidate and simplify land use categories to better reflect the limited variation in bicycle use and bicycle parking needs between minor land use categories.
- Update the land use typologies as closely as possible to align with the vehicle parking requirements section in the municipal code.
- Require parking for newer types of bikes and require bicycle-supportive amenities such as lockers and showers to encourage bicycle use and amplify its benefits, especially at places of employment.
- Apply the requirements to remodels and changes of use above a certain size.

AB 2863 Legislation

California recently passed AB 2863 (Wilson, 2022) to require the Department of Housing and Community Development to create standards for bicycle parking in new residential buildings in the next triennial update of their standards. It also requires the California Building Standards Commission to update its standards for parking in commercial buildings and specifies that the requirements must be independent of the number of vehicle parking spaces. Once these standards are updated in the 2025 edition, the City should review its bicycle parking standards to ensure compliance with state regulations.

Table 9 – Minimum Bicycle Parking and Amenity Requirements

Land Use (A)	Minimum Space Requirement (B, C, D, E)						Amenities	
	Central City + TODs		Rest of City		Cargo / Adaptive	E-Bikes (F)	Shower	Locker
	Long Term	Short Term	Long Term	Short Term				
Single Unit, Duplex, ADU	None	None	None	None	N/A	N/A	N/A	N/A
Multi-Unit Dwelling (3+ units)	1.125 per unit	.375 per unit	.825 per unit	.275 per unit	10% of required LT spaces	1 outlet or other charging infrastructure for every 5 required LT spaces	N/A	N/A
Hotel, Motel, or Lodging	.1 per room	.1 per room	.05 per room	.05 per room	10% of required LT spaces		N/A	N/A
Restaurant	.167 per 1k GSF	.5 per 1k GSF	.083 per 1k GSF	.25 per 1k GSF	5% of required LT spaces		N/A	N/A
Retail Store	.167 per 1k GSF	.5 per 1k GSF	.083 per 1k GSF	.25 per 1k GSF	5% of required LT spaces		N/A	N/A
All other Retail & Commercial Services	.125 per 1k GSF	.375 per 1k GSF	.05 per 1k GSF	.15 per 1k GSF	5% of required LT spaces		N/A	N/A
Office	.2 per 1k GSF	.3 per 1k GSF	.1 per 1k GSF	.15 per 1k GSF	10% of required LT spaces		G	I
Industrial	.025 per 1k GSF	.075 per 1k GSF	.0167 per 1k GSF	.05 per 1k GSF	5% of required LT spaces		H	
Civic, cultural, religious, assembly, & commercial recreation	3.75% of max occ.	11.25% of max occ.	2.5% of max occ.	7.5% of max occ.	5% of required LT spaces		N/A	N/A
Other	Determined by the Zoning Administrator							

Note: LT = Long-term bicycle parking space; ST = Short-term bicycle parking space

A. See Table 8 for a list of consolidated land uses from existing Chapter 17.608.030.

B. A minimum of 2 short-term spaces and 1 long-term space shall be provided for each site that has a non-residential use set forth in Table 9.

C. Bicycle Parking & Amenities shall be provided for changes of use above ten thousand (10,000) square feet, based on the requirements for the new use.

D. Bicycle Parking & Amenities Shall be Provided for Remodels. "Remodel" means any proposed physical improvement of an existing structure which requires a building permit but does not include New Facilities or Additions to Existing Facilities.

   a. Remodel projects that are over ten thousand (10,000) square feet and have an estimated construction cost, excluding seismic retrofit costs, greater than two hundred fifty thousand dollars ($250,000.00) shall provide the number of short-term bicycle parking spaces prescribed in Table 9. This amount shall be adjusted to account for changes in the Building Cost Index for the Sacramento Region, as reported in the Engineering News Record. The adjustment shall be made annually, starting in 2025, no sooner than one year from adoption.

Table 9 – Minimum Bicycle Parking and Amenity Requirements

b. Remodel projects that are over fifty thousand (50,000) square feet and have an estimated construction cost, excluding seismic retrofit costs, over one million dollars ($1,000,000.00) shall provide, in addition to short-term bicycle parking, the number of long-term bicycle parking spaces and shower and locker facilities prescribed in Table 9. This amount shall be adjusted to account for changes in the Building Cost Index for the Sacramento Region, as reported in the Engineering News Record. The adjustment shall be made annually, starting in 2025, no sooner than one year from adoption.

E. If, after calculating the total or share of bicycle parking by facility type, a number is obtained containing a fraction of one-half (½) or more, an additional space shall be required; if such fraction is less than one-half (½), it may be disregarded.

F. Applies to new developments only.

G. 1 unisex for first 40k GSF + 1 unisex for each additional 20k GSF, or 2 (>)

H. 1 unisex per 100k GSF, or 1 (>)

I. 60% of required long-term bicycle parking spaces, or 2 (>)

Table 10 shows how current and proposed requirements would have been applied to six development projects approved in various parts of the City since 2021.

Table 10 – Effects of Current and Proposed Bicycle Requirements

Land Use	Address	Units / Sqft	Current Minimum Requirement		Actual Provided Parking		Proposed Requirements			
			Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Cargo / Adapt.	E-Bike
Multi-Unit Dwelling	2000 16th St	134 units	13	67	13	67	50	151	15	30
Multi-Unit Dwelling	2450 Natomas Park Dr	190 units	10	95	19	95	52	157	16	31
Multi-Unit Dwelling	1891 Royal Oaks Dr	73 units	8	37	8	64	27	82	8	16
Commercial Services	1629 S St	8,692 sf	4	2	4	2	3	1	0	0
Retail	3441 Stockton Blvd	1,200 sf	2	2	2	2	2	1	0	0
Office	4100 Northgate Blvd	170,412 sf	10	27	10	27	26	17	2	3

Note: Units/Sqft = Housing units/square footage; sf = square feet

1.2: Update requirements to include all bicycle types.

The Municipal Code can support the needs of all bicyclists by including requirements for larger bicycle types and e-bicycles. New and emerging types of bicycles such as cargo bicycles, bicycles with trailers, and adaptive bicycles are becoming increasingly popular. These bicycles, or bicycle/trailer combinations, often require more space than traditional bicycles. Many cities are starting to address these types of bicycles in the design guidelines. For example, Portland, Seattle, and Boston require project applicants to reserve five percent of parking spaces in bicycle rooms for larger bicycles like cargo bicycles or adaptive bicycles.

E-bicycles are also increasingly popular, and some cities have begun to include requirements for electric bicycle charging infrastructure. Montgomery County, Maryland's 2019 zoning ordinance update included a requirement that all long-term bicycle parking facilities include at least one electrical outlet per every five spaces for charging electric bicycle batteries. As highlighted below, Portland, Oregon and Coquitlam, British Columbia provide additional examples of code requirements.

Code Examples: Montgomery County, MD; Portland, OR; and Coquitlam, BC

Montgomery County, MD, includes requirements for e-bicycle charging infrastructure:

All long-term bicycle parking facilities must be equipped with at least one outlet for every five spaces, evenly distributed throughout the long-term bicycle parking facility.

Portland, OR includes requirements for horizontal or floor racks:

When more than 20 long-term bicycle parking spaces are required, the types of racks have additional requirements.

At least 30 percent of the spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack.

At least 5 percent of spaces must accommodate a larger bicycle space, placed in a horizontal rack.

At least 5 percent of spaces must have electrical sockets accessible to the spaces. Each electrical socket must be accessible to horizontal bicycle spaces.

Coquitlam, British Columbia's bicycle parking design guidelines include futureproofing for electric vehicles.

In British Columbia, e-bicycles are defined as two-or three-wheeled bicycles with a small electric motor (500 watts or less) and a maximum speed of 32km/hr on flat ground without pedaling. Most bicycles are available as 'e-assist' or can be retrofitted as such. Fully charging an e-bicycle takes about two to six hours, depending on the capacity of the battery. To accommodate e-bike parking, the following is required:

- *A standard electrical receptacle for charging, with the most common method of charging utilizing a 120V electrical wall outlet*
- *Electrical plug setup and locations that will accommodate multiple bicycles and avoid wire-tripping hazards across nearby access pathways*
- *The following minimum ratios within the on-site parking rooms:*

***Residential**: 10% of the number of required bicycle spaces*

***Non-Residential:** 20% of the number of required bicycle spaces*

1.3: Include a direct reference to the Bike Rack Placement and Design Standards in the Municipal Code.

Sacramento's current Municipal Code does not include a reference to the *Bike Rack Placement and Design Standards*. It is recommended that a section be added to Chapter 17.608 to specifically reference this document, and that all proposed bicycle parking meet the guidelines.

One option would be to replace the current language in Chapter 17.608.040.N with the following statement, or similar: "Bicycle parking design and placement must comply with the Sacramento *Bike Rack Design and Placement Design Standards*, as adopted by City Council". The language in the code and the standards are largely the same.

Therefore, replacing the language in Chapter 17.608.040.N may help simplify future updates and minimize confusion.

Recommendation 2: In the medium- to long-term, update the Bike Rack Placement and Design Standards.

The following sub-recommendations include areas of focus for a future update to the City's existing *Bike Rack Placement and Design Standards* (2017). The areas of focus merit further discussion, refinement, and definition as part of a future update.

2.1: Include a comprehensive list of components for short-term and long-term bicycle parking.

Requirements for short-term parking in the design guidelines should go beyond the type of rack. It should include language addressing some or all of the following.

- Placed within 50 feet of the main entrance of a bicyclist's destination
- Visible to the destination
- Located in a high-traffic area with passive surveillance
- Identified by a sign at the visitor entrance
- Located along the "desire line" or path of most likely bicycle travel
- Sited under existing structures or in free-standing structures to provide weather protection

Long-term parking in the design guidelines should include language addressing some of all of the following.

- Controlled access
  a. Leased (keyed or smartcard) lockers
  b. On-demand (self-lock or smartcard) lockers
  c. Keycode or card access garage cage or bicycle room
- Higher security from controlled access to cages, rooms, or lockers
- Safeguards for users such as effective lighting and visible surveillance cameras or security guards
- Weather protection
  a. Free-standing shelters
  b. Indoor cage or room
- Lockers and showers for longer commuters or inclement climates
- Easy access via effective wayfinding signage and outreach to users to educate them about the presence of facilities
- Horizontal and floor-mounted racks
- E-bicycle charging

Design Guidelines Example: Boston, MA

The City of Boston includes sections on short-term and long-term parking in its Bike Parking Guidelines.

Section 4 of Boston's guidelines on short-term bicycle parking reads as follows:

Choose locations that are visible and accessible from the public right-of-way and close to major building entrances—ideally less than 25' away and never more than 50'. Ensure that the area is well-lit during both daytime and nighttime hours. Areas with a high incidence of bike theft may justify specific security measures such as active surveillance. Though not required, we encourage siting visitor parking in sheltered locations wherever possible. This facilitates year-round use, even during inclement weather.

Section 5 of Boston's guidelines on long-term bicycle parking reads as follows:

Provide employee/resident bike parking behind locked doors, with access limited to authorized users (e.g., building employees, residents, and other regular occupants). Options for access control include keys, fobs, and smart cards. Install motion-activated security lights in tamper-proof cases and, whenever possible, ensure that the entire area is visible from the entry door and video surveillance cameras.

2.2: Include guidance on bicycle parking, wayfinding and signage.

Sacramento's current bicycle parking design guidelines do not include guidance on wayfinding or other signage. Wayfinding signage is crucial for bicyclists, especially for finding long-term parking or parking locations situated away from the main entrance of the building. In locations where the City requires bicycle parking, property owners shall place bicycle parking signs at each entrance to direct visitors to the bicycle parking. To address concerns around the maximum number of signs allowed in each zone, amend Section 15.148.600, Exempt Signs Generally, to add bicycle parking signs to the list of exempt signs.

Design Guidelines Example: Boston, MA and Washington, DC

The City of Boston includes a section on bicycle parking signage. It reads:

Where employee/resident bike parking is not visible from the public right-of-way, install directional signage. Such signage must be visible from all adjacent on-street bike facilities. In building directories, describe the location of bike parking wherever you describe the location of car parking.

Washington, DC's bicycle parking guidelines state that:

When bicycle parking spaces are required, signs must be posted in a prominent place at each entrance to the building or structure stating where bicycle parking spaces are located. The sign must have a white background with black lettering that is at least 2 inches in height.

2.3: Provide guidance on accessibility of bicycle parking facilities.

Sacramento's current bicycle parking design guidelines outline approved short-term and long-term facility types and styles. However, the guidelines do not address accessible bicycle parking. Provide design and placement guidelines to ensure that bicycle parking is accessible for all ages and abilities. For example, in many bicycle rooms, long-term parking is in the form of vertical bicycle racks. Vertical bicycle racks require less usable space than

horizontal or floor racks. However, not all potential or current riders are able to physically lift their bicycles onto the vertical racks. To accommodate bicyclists of all ages and abilities, horizontal or floor-mounted racks should be required as a portion, such as 30 percent, of long-term spaces.

Design Guidelines Example: Boston, MA and Washington, DC

The City of Boston includes a section on bicycle parking accessibility. It reads:

Post-and-ring and inverted U racks should be used to provide as many long-term bicycle parking spaces as possible. In constrained long-term parking locations, like a bicycle room, it may be appropriate to include two-tier racks. To avoid excluding people because of age, ability, or bicycle type, accompany any two-tier racks with on-ground spaces secured by post-and-ring or inverted U racks, especially to encourage biking among older adults and people with mobility disabilities. A portion of these on-ground spaces should be extra-large to accommodate wider and longer bicycles and trailers. Clearly demarcate these spaces with text reading "big bikes only" on both the rack and the pavement.

Washington, DC includes guidance on selecting accessible locations for bicycle parking:

Each required bicycle parking space shall be accessible without moving another bicycle. Accessible locations for short-term parking have these characteristics:

- They are located between building entrances and roads, bike lanes, and paths.
- The pedestrian access route is at least 48 inches wide (60 inches or more is preferred).
- The pedestrian access route does not have a slope greater than 5 percent (8 percent if level landing is provided every 30 feet of linear distance).

Code Example: Portland, OR

Portland, OR includes requirements for horizontal or floor racks:

When more than 20 long-term bicycle parking spaces are required, the types of racks have additional requirements:

At least 30 percent of the spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack.

2.4: Update guidance on facility siting and placement.

Sacramento's current facility and siting placement guidelines leave substantial flexibility for the developer to choose where to place bicycle parking. While some flexibility is needed, other cities have established more specific siting and performance measures for bicycle parking placement. An example from Boston's Bike Parking Guidelines is included below.

Table 11 – Boston Bicycle Parking Guidelines Performance Criteria		
Criteria		**Details**
A	Route is free of obstructions	Route is easily navigated with common bikes and bike accessories. Impermissible obstructions include objects, motor vehicle spaces, and loading areas.
B	Route is at least five feet wide, with no more than two doors or other constriction points	Constriction points are no narrower than three feet wide and extend no more than one foot of distance.
C	Doorways along the route are accessible and self-opening	Doors are manufactured to meet accessibility requirements and guidelines. They are self-opening, either automatically or triggered by a button or key fob.
D	Route has no stairs, steep ramps, or small elevators	Changes in grade require either a ramp or an elevator. Ramps have a slope less than five percent. Elevators area at least six feet, eight inches long and four feet, six inches wide.
E	Route is well-lit	The route must be well-lit and include, as appropriate, motion-activated lighting.

Short-term Facilities

Sacramento's current guidelines allow placement of short-term parking within 200 feet of the destination that they serve. This distance is longer than many other cities require. A future set of standards should update placement guidelines to decrease the space between short-term bicycle parking and the building. Typical distances are within 50 feet.

Design Guidelines Example: Los Angeles, CA and Boston, MA

Los Angeles, CA includes placement guidelines in the city's Guide to the City of Los Angeles Bicycle Parking Ordinance:

For new construction, short-term bicycle parking should be located outside buildings. For existing buildings where exterior space is inadequate, short-term bicycle parking may be located inside the building or on the level of the parking garage closest to the ground floor with direct access to a public street. Short-term bicycle parking spaces shall be located no farther than 50 feet of walking distance from a main pedestrian entrance or the walking distance from a main pedestrian entrance to the nearest off-street automobile parking space, whichever is closer.

Boston, MA provides similar guidance:

Choose locations that are visible and accessible from the public right-of-way and close to major building entrances—ideally less than 25' away and never more than 50'. Ensure that the area is well-lit during both daytime and nighttime hours.

Long-term Facilities

Current placement guidelines state that "long term or high-density bicycle parking should be located in an area visible to the building it serves, or a visible, safe, and signed access route should be provided". These guidelines allow for flexibility but do lead to the placement and design of facilities that are not ideal.

For example, City staff shared that developers occasionally place bike rooms in areas that are not easy for bicyclists to access, such as deep within a parking garage or far from a building entrance. Wherever possible, long-term parking should be located inside the same building as the people it is intended to serve (e.g. in each building of a multi-building development), within a proximate distance to entrances, and/or at-grade with the public right-of-way. If parking is not in the building, developers should site long-term bicycle parking within 100 feet of the primary entrance and no more than one level above or below grade, with elevator access if not provided at the entry level.

Code Example: Washington, DC

Washington, DC includes standards for long-term parking locations:

Bicycle parking must be designed for convenient daily use, not simply for short-term storage of bicycles. All required long-term bicycle parking spaces must be located within the building for which they are required. Required long-term bicycle parking must be no lower than the first cellar level or the first complete parking level below ground, and no higher than the first above-ground level. Access may be provided by an elevator with interior dimensions of 80 inches by 54 inches.

Code Example: Los Angeles, CA

LADOT includes extensive siting requirements for bicycle parking:

Location. Required bicycle parking shall be provided on the same lot as the use for which it is intended to serve, or in a parking facility serving that use. Bicycle parking shall be located to allow bicyclists safe and convenient access to and from the site. Bicyclists shall not be required to rely on stairways or escalators for access or to share access with motor vehicles. Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).

Unreasonable Rules Prohibited. A building, lot, or garage shall not establish unreasonable rules that interfere with the ability of bicyclists to safely and conveniently access bicycle parking. Such rules include shorter operating hours than those of the building or those of the automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. The provisions of this section do not prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

Long-Term Bicycle Parking. Long-term bicycle parking spaces shall be provided in one of the following locations, or in a combination thereof:

(a) On the ground floor within 100 feet of the major entrance to the lobby. There shall be safe and convenient access between the public right- of-way, the bicycle parking space, and the lobby area.

(b) In the off-street automobile parking area, subject to the following limitations:

(1) Long-term bicycle parking inside a parking garage shall be no more than 200 feet from a pedestrian entrance to the main building and located so as to provide reasonably convenient access from the bicycle parking to the nearest walkway, ramp, or elevator providing access to the building.

(2) Long-term bicycle parking inside a parking garage shall be located within the space available on the building's pedestrian entry level, after required handicapped- accessible parking stalls and other required elements have been provided. Remaining long-term bicycle parking may be provided on other levels of the parking garage in accordance with the provisions of this Subparagraph (iv).

(c) One level above or below the ground floor, within 100 feet of the elevator, ramp, walkway, or other building entrance on that story. In such cases, elevator or ramp access to the building shall be provided.

(d) Residential long-term bicycle parking may be provided in common storage facilities on residential floors in accordance with Sections 12.21 A.16.(d) and (e). If residential long-term bicycle parking is provided on residential floors, the amount of bicycle parking on each floor shall be equal to or greater than 50 percent of the number of dwelling units on the same floor.

(vi) Combination of Uses. Where there is a combination of uses on a lot, long-term bicycle parking may be provided in one or more bicycle parking facilities within 200 feet of each use.

(vii) Multiple Buildings. For a development site with multiple buildings, required bicycle parking may be sited in one or more bicycle parking facilities within 200 feet of each building.

2.5 Include expanded dimensional requirements for bicycle parking.

Sacramento's current bicycle parking design guidelines include a brief section on placement guidelines. However, Sacramento City staff shared that many developers try to put more bicycle parking spaces in a bike room that can

reasonably fit. Update design guidelines to include space for maneuvering bicycles in a long-term bicycle parking facility. Racks must be in a safe and accessible place with adequate space to maneuver a bicycle in and out. Each bicycle parking space required must be accessible without moving another bicycle.

Code Example: Washington, DC

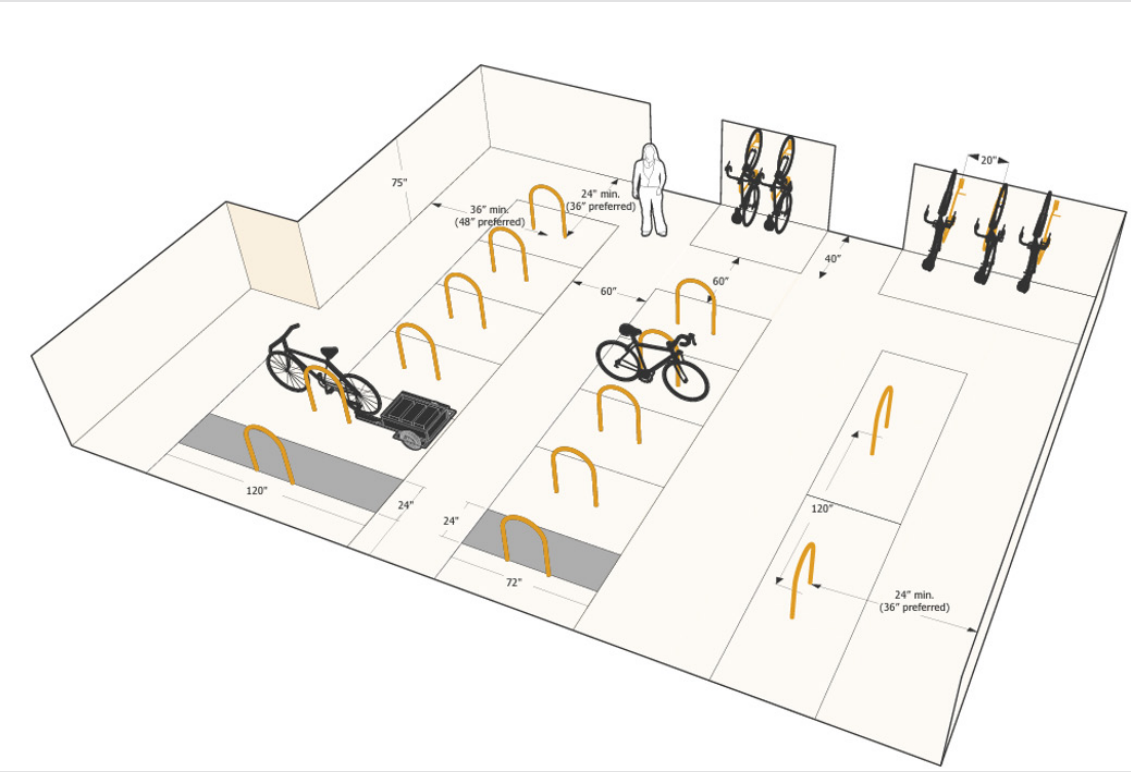
Washington, DC includes layout dimensions to ensure safe and convenient spaces to accommodate bicycles:

Distance to Other Racks:

Rack units aligned parallel to each other (side by side) must be at least 30 inches apart; 48 inches is recommended. This includes racks that are sold as multiple rack units attached together. Rack units aligned end to end must be at least 96 inches apart (120 inches from center to center), leaving a 48-inch clear space between bicycles.

Indoor Parking:

For long-term parking, a 60-inch-wide pedestrian aisle must be provided, measured from the perimeter of the 72-inch bike parking space. Where 20 or more bicycle parking spaces are required, at least 5 percent of the spaces should be 120 inches long to allow space for tandems and trailers. Rack units placed perpendicular to a wall should be at least 48 inches from the wall to the center of the rack; 36 inches is the minimum required. Rack units parallel to a wall should be at least 36 inches from the rack to the wall; 24 inches is the minimum required.



Parking Management Toolkit

Introduction and Context

What is the Parking Management Toolkit?

The Parking Management Toolkit is a flexible package of seven parking strategies and program recommendations. The strategies in the Toolkit are not formal policies or requirements - rather, they are a set of updated and expanded practices and tactics. The Toolkit is designed to be flexible, context-sensitive, and can be phased in over time and in various parts of the City. In fact, the City deploys many of the Toolkit recommendations in some form today in the downtown area. This Toolkit provides a roadmap for calibrating those downtown-focused solutions to other areas where the City is planning for ongoing and future growth.

Why do a Parking Management Toolkit?

The seven Toolkit strategies will address a range of challenges and needs facing the City, including the following.

- Supporting **zoning code reforms** by providing tools for anticipating and actively managing increased demand for on-street parking.
- More effectively using **existing off-street parking** to meet the needs of more users.
- Innovating and improving existing programs by **learning from best practices and peers**.
- Calibrating existing programs **to new parts of the city** where parking demand continues to grow, and the broader mobility network continues to change and evolve.
- Better **communicating key parking strategies** to help decision-makers and key stakeholders understand the City's priorities and approaches.
- Better equipping the City to support other key planning initiatives, including **achieving the housing production and affordability goals**.

What does Sacramento currently do to manage parking?

Today, Sacramento uses an array of strategies, policies, programs, and permit offerings to ensure that both public and privately-owned parking lots and garages are efficiently managed. However, most of these tools are focused on the Central City and are not yet calibrated to the different needs and constraints found in other neighborhoods. A summary of current management practices is in Table 12.

Table 12 – City of Sacramento Parking Management, Selected Current Practices	
Management Practice	**Summary**
Parking Meters & SacPark	• SacPass: Commuter-oriented daily parking reservation program available to downtown employees for use in City-managed parking garages. • SacPark: Parking reservation platform operated by the City's Parking Services Division. • Customers can view prices and reserve spaces at daily and monthly rates in City managed downtown garages. Discounts and special rates are available (see below). • Parking Meters: Sacramento has over 6,000 metered parking spaces, all of which are in the downtown area. Hourly rates range from $2.00 to $4.50, depending on the length of stay.
Employee Parking Programs	• Alternative Mode Commuters: Flexible book of 12 discounted daily parking passes for eligible commuters who drive occasionally but primarily commute by other means. • Discounts Based on Earnings: Annual parking permits available to low-income earners that they can use in downtown garages. Discounted rates are $1.50 per ½ hour. • Educational Institution Parking Permits: Permit for eligible employees at educational institutions, exempting permitholders from on-street time limits and meter rates. • Merchant Parking Permits: Bulk discount coupons available for purchase by local businesses. Each coupon, available to customers spending at least $5, provides up to a $5 deduction on parking charges in City-owned parking garages.
Discount Deals	• Carpool Discounts: Permits for eligible carpool groups that provide discounts in City owned garages. Only available for employees who work in a part of downtown. • EV Discount: Monthly parking passes for use in City-owned garages that offer 50% discount for electric vehicles. • Group Discounts: Discounted bulk (20+) daily parking passes for use in City-owned garages for events. The City discounts passes by up to 20% compared with the base rate.
Parking Client & Business Services	• Certified Partner Program: Owners of publicly accessible parking facilities in the downtown area can pay the City for more services during large events including marketing, operational support, and use of the City's parking reservation platform. • Managed Parking Solutions: Program that aims to unlock privately-owned parking in the downtown area for public use by offering a suite of support services for owners, including parking enforcement, marketing, payment management, and an option for the City to manage all operational aspects of the parking facility.
Parking Enforcement	• The City uses license plate reader (LPR) technology to enforce parking regulations and permits. Citation rates for common infractions range from $35 to $100.
Residential Permit Parking (RPP)	• Permit-based program that allows RPP holders to park for up to 72 hours for free in any time-limited or metered space within three blocks of their registered address. Number of permits per household: unlimited vehicle permits, 1 visitor permit. • Council approval is needed for creating new or expanding existing RPP zones. • Residents can request to create or expand an RPP. City staff will then analyze traffic and parking demand to determine feasibility. In some cases, property owners must vote.

Parking Management Goals

The seven strategies included in the Toolkit support **five core parking management goals**. The goals were developed based on the following:

- Sacramento's 2040 General Plan and Mobility Element, which highlights sustainability, equity, reduced reliance on single-occupancy vehicles, safety, and connectivity.
- Sacramento's Climate Action & Adaptation Plan (CAAP), which sets includes measures and actions to support reductions in community greenhouse gas emissions in Sacramento, including by prioritizing active transportation and transit over single-occupancy vehicles. The CAAP also includes goals and actions to support adaptation to climate change impacts, including extreme heat and flooding, both of which have historically been negatively correlated with surface parking.
- Input and direction received from stakeholders and through interviews, discussions, and guidance from City staff.
- Coordination with other related and ongoing planning efforts, including updating the City's housing element and developing a citywide TDM plan and framework.

A summary of how each of the seven strategies align with each of these five goals is in Table 13.

Table 13 – Toolkit Strategies and Parking Management Goals

Parking Strategy	Efficient and Equitable Use of Curb Space	Shared Use of Off-Street Parking	Support Affordable Housing	Maximize Multimodal Options	Update and Adapt Parking Management Tools
1. Update the Residential Parking Permit (RPP) program	☒			☒	☒
2. Evaluate and expand the Preferential Parking Permit (SPP) program	☒		☒		☒
3. Expand the parking meter program	☒			☒	☒
4. Expand permit offerings and programs		☒	☒		☒
5. (Re)Invest in parking enforcement services	☒	☒			
6. Expand on-street carshare parking	☒		☒		☒
7. Advance the implementation of context-sensitive mobility hubs	☒		☒	☒	

1. Update the Residential Parking Permit (RPP) Program

Strategy Overview

The Residential Parking Permit (RPP) program helps manage spillover parking demand in residential areas that are close to busy destinations, such as popular commercial, retail/dining, and employment districts. Sacramento's RPP program has been in place since 1978, and works well for some zones, but its current rules and policies present challenges for achieving the City's broader parking management goals. The following innovations to the RPP program are recommended.

1. **Limit the number of permits issued per RPP zone.** Cap permits by zone, allowing the City to equitably distribute on-street public parking and achieve a target peak parking occupancy for the area (for example, 85 to 90 percent of all on-street spaces occupied at peak times). Each zone may include a locally calibrated "oversell" factor.
2. **Phase in a permit cap per household and a tiered price structure.** Today, RPP permits per household are unlimited and free. Phasing in a price structure for RPP permits would help the City achieve cost-recovery for the program's management and enforcement, while also disincentivizing over-use. The marginal cost of each additional permit per household should increase, and the total number of permits per household should be capped. Where applicable, the price structure should include discounted options for low-income households. Table 14 shows a potential pricing structure.

Table 13 – Concept to Evaluate: RPP Permit Price Structure

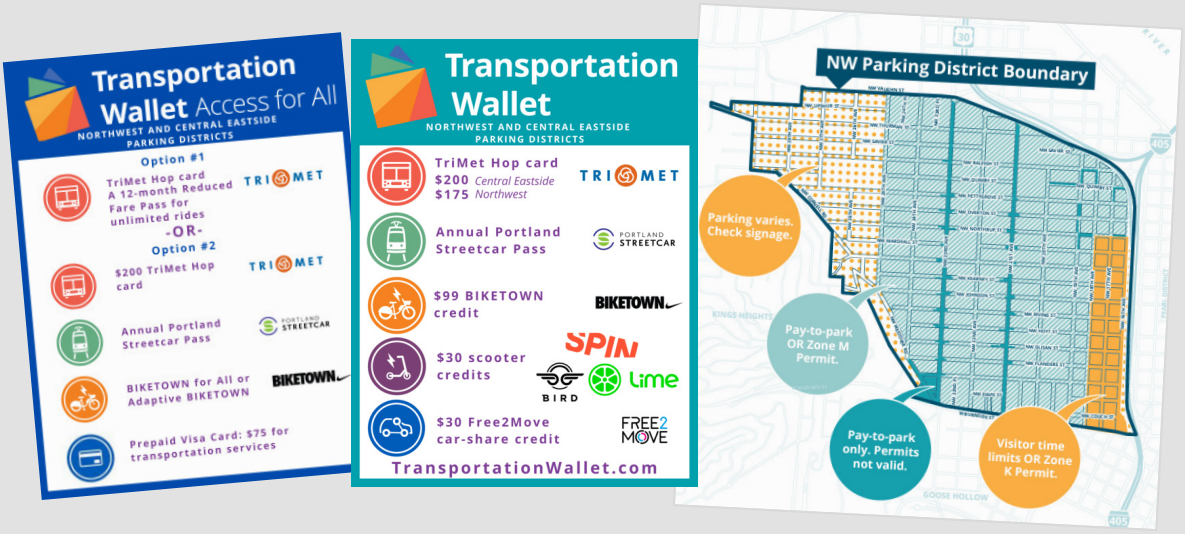
Permits Per Household	Annual Price (Baseline)	Annual Price (Low-Income Residents)	Multimodal Incentives
0 permits	n/a	n/a	+++
1st permit	$50-100	$10	+
2nd permit	$100-150	$20	n/a
3rd permit	$150-200	$30	n/a
4th permit	$200-250	$40	n/a
5+ permits	PROHIBITED		

3. **Explore linking RPP permits to future efforts to reduce vehicle trips.** For example, households that give up one or more of their RPP permits, or forgo them altogether, could be eligible for multimodal incentives and programs.
4. **Expand and diversify permit options.** Where parking supply allows in a RPP zone, evaluate making a limited number of RPP permits available for people who work at nearby businesses. Build on lessons learned through the Educational Institution Parking Permit pilot. Pricing for employee permits should be calibrated so that non-driving options are still competitive with driving.

Best Practice Spotlight: Portland, Oregon

The City of Portland manages a zone-based, on-street parking program that includes demand-based pricing and ties RPP access to multimodal incentives and programs. For 2024, zone-based permit prices range from about $202 to $377. In areas where parking is especially constrained, the City restricts permit access to residents who do not have access to an off-street parking space.

In the Northwest and Central Eastside Parking Districts, revenue from permits provides funding for Portland's Transportation Wallet program. The Transportation Wallet includes a flexible, deeply discounted package of credits and passes for transit, bike share membership, e-scooter services, and car share services. The wallet is available to anyone who lives or works in the district for a base price of $99 but is available free of charge for those who forgo a parking permit. The Access for All Wallet option provides a Transportation Wallet free of charge to qualifying low-income residents who live anywhere in the city.



2. Evaluate and Expand the Supplemental Parking Permit (SPP) program

Strategy Overview

In Spring 2024, Sacramento initiated a pilot of the Supplemental Parking Permit (SPP) program. The SPP pilot allows residents to buy an on-street parking permit that exempts the permit holder from hourly time limits and parking meters in the area. Proposed permit prices are at 120 percent of market parking rates, as set up by the Parking Manager.

The SPP program helps the City encourage turnover for limited on-street parking spaces and reduces the likelihood that new developments in the area will rely entirely on free street parking to address the parking and transportation needs of their project and tenants. After the pilot period, the City should evaluate the program, modify it as necessary, and expand it to TODs and other mixed-use areas. Key steps for expansion may include:

1. **Identify applicable zones for SPP expansion.** TODs and mixed-use areas, where residents, workers, and visitors are all vying for access to limited on-street spaces are prime candidates for a potential SPP permit program expansion.
2. **Establish "market" rates by zone.** The price of an on-street parking permit should always be higher than the cost of an off-street space. Where a market price is not available, the City should establish a minimum SPP price. As market prices for off-street spaces in each zone change over time, the price for SPPs in those zones should change accordingly. Evaluate market prices at regular intervals (for example, once per year) and adjust as needed based on occupancy targets.
3. **Evaluate integration with the RPP program.** The SPP and the RPP programs are similar tools that help the City manage private access to public curb spaces. Over time, merging the two programs into a single permit option may be beneficial. From a user perspective, a single permit system is easier to understand and access. From the City's perspective, a single permit system may be easier or more cost effective to manage and implement.

Supplemental Parking Permit (SPP) Pilot Program: 3rd Street and S Street Area

Like many cities in the U.S., Sacramento is reforming the regulations and requirements that govern how much private parking developers must build to meet the needs of new projects. In 2022, California adopted AB 2097, which exempts developments within ½ mile of high-quality transit service from minimum parking requirements. In 2024, Sacramento eliminated minimum vehicle parking requirements across the city. Sacramento has begun developing new parking management tools to address potential impacts of these changes, such as overflow parking demand in on-street parking on blocks near new developments that provide little or no on-site parking for tenants.

The **Supplemental Parking Permit (SPP)** pilot program was implemented in Spring 2024 to test a new approach for actively managing the use of on-street spaces for adjacent developments. Under the program, the owners of two new developments in downtown (Township 9 and the Bernice Apartments) near the intersection of 3rd and S Streets will be able to purchase limited number of SPP permits that exempt permit holders from time limits and meters in designated on-street spaces within the pilot zone. The number of permits issued will be based on on-street parking availability and occupancy. Permit prices will be calibrated based on the local market price for monthly off-street parking spaces plus an additional percentage surcharge.

The program will run through at least December 31, 2024. Success of the program will be evaluated based on stated pilot goals that include:

- Creating a balanced parking supply for residents.
- Supporting non-driving mobility options and reducing reliance on driving.
- Leveraging underutilized on-street spaces to support new development.
- Improving safety for residents.
- Reducing the frequency of parking infractions by providing more effective options.
- Meeting the needs of new residents while maintaining short-term parking options.

3. Expand and Evolve the SacPark Meter Program

Strategy Overview

Today, the SacPark meter program sets the rates and structures for priced on-street parking in the Central City. A base rate of $2.00 is charged for the first 1 to 4 hours (depending on the zone), and the price per hour increases for longer stays, up to a maximum rate of $4.50 per hour. As of July 1, 2024, meter areas are enforced seven days a week, beginning at 8 a.m. in most places and ending between 6 p.m. and 10 p.m. depending on the location.

As Sacramento continues to grow, SacPark should expand into areas beyond the Central City. In densifying TODs with limited curb space and where demand for parking is growing, SacPark will help incentivize use of non-driving modes, encourage equitable use of public parking spaces, incentivize use of off-street parking, and increase turnover in the most prime, centrally located on-street spaces.

Parking meter rates should be calibrated to the local level of demand, patterns of use throughout the day, and the price of nearby off-street parking. Rates should be set to achieve a target rate of turnover and/or occupancy. For many cities, this target is set at about 85 to 90 percent of spaces full at peak times. Once per year, City staff should review local meter rates and adjust hourly rates based on performance. The City should conduct a citywide assessment of parking meter hours and, if necessary, expand the hours of meter enforcement to align with demand. Table 15 shows a potential pricing structure.

Table 14 – Concept to Evaluate: Revised Meter Price Structure for a "1-Hour" Zone

Hour	Current Price (1-hr. zone)	Potential Changes by Typology		
		Central City	TODs	Rest of City
1ST hour	$2.00	$2.00	$1.50	n/a
2nd hour	$3.50	$3.50	$2.00	n/a
3rd hour+	$4.50	$4.50	$3.50	n/a

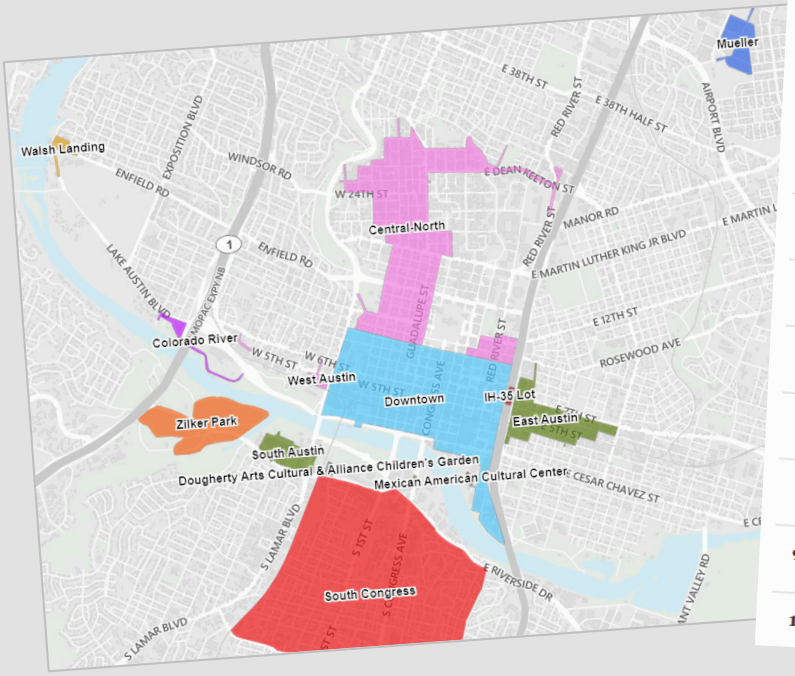
Note: Shaded cells show changes or additions to SacPark's current parking meter rate structure

As SacPark expands into new areas, the City should continue to offer a suite of user-friendly payment options and discounts that support local needs, including reservations, carpool discounts, and accommodation for events or institutions.

Best Practice Spotlight: Austin, TX

Over the past decade, the City of Austin has expanded its parking meter program beyond the downtown core into other high-demand areas. As part of this expansion, Austin adopted a new graduated hourly rate structure in which hourly rates increase from $2.00 per hour for shorter stays of 1-2 hours up to $5.00 per hour for longer stays of 7 hours or more.

Alongside the parking meter program, Austin has deployed a range of management tools via parking benefit districts to help reinvest a portion of parking meter revenue locally and support the needs of neighborhood residents, workers, and businesses.



Parking Session	Hourly Rate
1st hour	$2.00
2nd hour	$2.00
3rd hour	$3.00
4th hour	$3.50
5th hour	$4.00
6th hour	$4.50
7th hour	$5.00
8th hour	$5.00
9th hour	$5.00
10th (maximum time	$5.00

4. Expand Permit Offerings and Programs

Strategy Overview

Today, Sacramento offers a suite of different parking permit and subsidy programs that are tailored to meet different user needs, including the SacPass program, the Discounted Employee Parking Program (DEPP) program, and the Alternative Mode Commute Option (AMCO) program.

The City should continue to expand and/or diversify these permit and subsidy offerings to meet the needs of new customers as the City's parking management program expands beyond the Central City. The price and availability of these options should align with and support the City's ability to manage and enforce the program. New offerings should be supported by targeted marketing and information campaigns that educate new potential customers about their options. In addition to expansion of current programs, two potential new offerings are suggested.

Concept #1: Affordable Residential Permit Option

1. Create a permit option for qualifying low-income residents that provides monthly access to off-street parking facilities during off-peak hours.
2. Use a structure like the DEPP, which offers affordable monthly permits in off-street facilities to qualifying low-income employees. Participants must submit a simple application that proves program eligibility.
3. Design the program to support and align with new affordable housing construction. Establish income thresholds and other criteria for permit eligibility that align with affordable housing goals.
4. Identify publicly managed facilities with available parking capacity during overnight hours. In areas where affordable housing is a priority, but few/no public parking facilities are available, engage with private parking owners to find opportunities for new partnerships or public management agreements.

Concept #2: Hybrid Commuter Parking Option

1. Using a structure like AMCO and SacPass, create one or more new employee-oriented permit offerings designed to support the needs of hybrid commuters who do not commute to work every day of the week.
2. Enhanced hybrid commuter parking options could include:
    a. Pay-by-the-day options that are pro-rated each month based on use, which would cater to the needs of hybrid commuters whose schedules change from week to week; and
    b. Fixed hybrid passes that only grant access on certain days of the week (for example, Tuesday-Wednesday-Thursday), which would provide added flexibility and a discount for commuters while maintaining a level of day-to-day predictability to help parking management efforts.

Best Practice Spotlight: Boise, ID

The City of Boise manages a network of public off-street parking options in the downtown called ParkBOI. ParkBOI recently implemented a parking permit option to meet the changing needs of downtown employers who have more and more hybrid employees. Employers pay a monthly per-space fee for their employees to access public parking spaces during the time periods when employees are expected to be at work. Employees who park outside of the prearranged time periods, or above the allocated number of spaces, incur an hourly rate.

5. (Re)Invest in Parking Enforcement Services

Strategy Overview

No one wants a parking ticket, but enforcement is an essential part of a healthy parking system. It ensures that all motorists follow posted rates and restrictions, which are essential for supporting fair and equitable use of parking spaces. However, enforcement can be time-intensive and expensive, as well as a potential point of conflict between parking customers and the City.

While improving, the City's enforcement division remains understaffed. With limited personnel, it is challenging to implement comprehensive and equitable parking enforcement; instead, enforcement priorities are complaint-driven or ad-hoc. Enforcement staff are also left with limited time or ability to provide essential customer-friendly functions, such as customer education. To address these issues, the City should implement the following.

1. **Finalize a compensation and work conditions audit.** While the City has recently implemented hiring bonuses to fill Parking Enforcement vacancies, a compensation and work conditions audit should be finalized to ensure that competitive compensation is being offered. Hiring and keeping enforcement officers requires offering competitive compensation that reflects the required range of skills. Beyond compensation, hiring and retention depends on supporting a healthy and satisfying work environment with adequate training, flexible work schedules, and employee support resources.
2. **Explore modifications to enforcement-only services offered to partners.** Today, the City partly directs enforcement efforts towards managing privately-owned, publicly accessible parking facilities. If needed to support expansion of parking management programs, consider modified agreements or removing the "enforcement only" partnership offering.
3. **Implement consistent enforcement routing.** As parking management expands citywide, transition away from "complaint-driven" enforcement to more consistent routing and rule compliance, especially in high-demand areas.
4. **Expand low-conflict enforcement practices.** Parking enforcement can be a point of conflict between enforcement officers and frustrated members of the public. Where appropriate, shift practices towards low-conflict enforcement tools, such as first-time warnings or citations by mail.
5. **Review parking citation rates and consider increasing rates.** When the cost of a parking citation is too low, it creates an incentive for motorists to risk a (potential) ticket rather than pay for parking or follow posted regulations. Citation rates should be high enough to ensure compliance for most users without being excessively punitive or creating undue hardship.

   Today, most parking citations in Sacramento range from $35 to $40, depending on the offense. Table 16 shows a selection of citation rates for different parking infractions in Sacramento compared with the equivalent citation rates in peer cities. Shaded cells show a citation rate that is higher than those charged in Sacramento for the same violation.

Table 15 – Comparison of Parking Violations and Citation Rates*					
Violation	**Sacramento**	**Davis**	**San Jose**	**Santa Rosa**	**Los Angeles**
Parking in a posted no parking zone	$40.00	$50.00	$47.50	$70.00	$93.00
Parking longer than the posted time limit	$35.00	$50.00	$27.50	$40.00	$58.00
Parking in a passenger loading zone	$40.00	$50.00	$32.50	$50.00	$58.00
Expired parking meter	$50.00	$50.00	$27.50	$35.00	$63.00
Parked without permit in RPP zone	$40.00	$50.00	$57.50	$40.00	$68.00

Note: * As of February 2024. Rates do not include California state surcharges of $12.50 per violation;
Shaded cells show a citation rate that is higher than those charged in Sacramento for the same violation.

6. Expand On-street Carshare Parking

Strategy Overview

Carshare services lower overall parking demand by reducing reliance on privately-owned vehicles. For some households, this may mean giving up a second or third car while for others it may mean forgoing a car entirely. However, carsharing is still an emerging market that faces challenges in many cities like Sacramento, and may require new operating models, public partnerships, and supportive city policies to support sustainable long-term operations and growth.

To provide a competitive and reliable alternative to vehicle ownership, carshare services rely on convenient, accessible, and widely distributed parking opportunities. On-street spaces, which are visible to any potential carshare customer, are often preferrable to off-street spaces in private facilities. To support provision of carshare services in alignment with Sacramento's long-term mobility and development goals, the City should take the following actions.

1. **Incorporate carshare in curb management plans.** As part of citywide or district-level curb management and access planning, find additional spaces for on-street carshare parking. Prioritize centrally located, easy-to-access spaces in secure and well-lit areas.
2. **Plan for charging access.** Consider opportunities to locate carshare spaces in places with access to charging infrastructure to support shared electric vehicles (EVs). Align with planning for other shared mobility charging needs (such as bicycle share services).
3. **Support with wayfinding.** Develop and implement guidelines for signage and wayfinding that help customers find and access carshare locations.
4. **Support partnerships with carshare providers to expand service offerings.** Continue to explore and expand innovative carsharing partnerships that offer a combination of:
   a. Free-floating carshare service and permit program in which people can park vehicles on-street;
   b. EVs carshare fleets;
   c. Discount memberships and pricing for low-income households; and
   d. Integration with TODs, transit network, multimodal facilities, and trip reduction efforts.

Best Practice Spotlight: BlueLA – Los Angeles, CA

BlueLA is a carshare service that began operating in 2018 and serves the communities of Westlake, Koreatown, Pico-Union, Downtown, Echo Park, Boyle Heights, and Chinatown. Initially funded through a grant from the California Air Resources Board, the service was acquired in 2020 by Blink Mobility. Blink Mobility now operates the service with support from the City of Los Angeles, the Shared Use Mobility Center, and local community non-profits.

Today, the BlueLA fleet consists of 100 electric vehicles that can be parked at any of 40 on-street station areas, each of which includes multiple chargers. Ongoing expansion efforts aim to grow the fleet to 300 vehicles and the charging network to 100 stations (with 500 total chargers).

BlueLA offers reduced rates of $5 per hour for income-qualified users. Research evaluating the impacts of BlueLA highlights the impact of subsidized rates on expanding mobility for low-income residents, while noting the limitations of the current service area within the expanse of the Los Angeles region.

Best Practice Spotlight: Free-floating Carshare Permits - Oakland, CA and Berkeley, CA

Both Oakland and Berkeley have adopted ordinances allowing free-floating carsharing. Their respective permit programs allow approved carshare operators and their vehicles to park at any metered or unmetered parking space with a parking limit of two-hours or more, in residential parking permits zones, or both. GIG carshare is the free-floating operator in both Oakland and Berkeley, and previously operated in Sacramento. However, GIG announced in summer of 2024 that it will discontinue operations by December 27, 2024.

Key elements of the existing permit programs include:

- Permits are required for both the fleet and individual cars.
- Requirements for distribution of vehicles, including within MTC's Communities of Concern, and consistent rebalancing.
- Ability to pre-pay estimated parking fees within the calendar month, with City invoicing (or reimbursing) each month for any shortfall (or surplus).
- Caps on permits and fleet size.
- Permit fees based on the anticipated average number of vehicles in the fleet, calculated each year based on an estimate of the average number of vehicles which will park overnight, the share of parking meters, the share of parking spaces, or the share of the area within each area of the multi-jurisdiction free-floating zone area.
- Data reporting requirements, on a monthly or quarterly basis, including: number of vehicles in fleet; parking locations of vehicles; fleet usage; total number of members; and member survey and demographics.
- Open data requirements, including anonymized real-time data in Mobility Data Standard (MDS) format.

Find out more: City of Oakland and City of Berkeley

7. Advance the Implementation of Context-Sensitive Mobility Hubs

Strategy Overview

Mobility hubs provide locations for travelers to seamlessly connect between transportation options—transit, bikes, walking, shared mobility services, carpooling/vanpooling, and on-demand services—to reach their destinations. Mobility hubs can vary substantially in both form and function, often calibrated to the local land use context, density, demographics, and existing and proposed modal networks.

Within the Sacramento region, SACOG is leading a comprehensive effort to provide high-level planning, siting, and design guidance to jurisdictions with the vision of creating "…a network of regional mobility hubs that prioritizes people through universal accessibility, safety and community integration." To date, the project has a Vision, Goals, and Objectives, as well as a framework for the forthcoming design guidance. The mobility hub framework includes the following five typologies:

- Major Transit-Focused
- Local Connector
- Commuter
- Neighborhood
- Seasonal

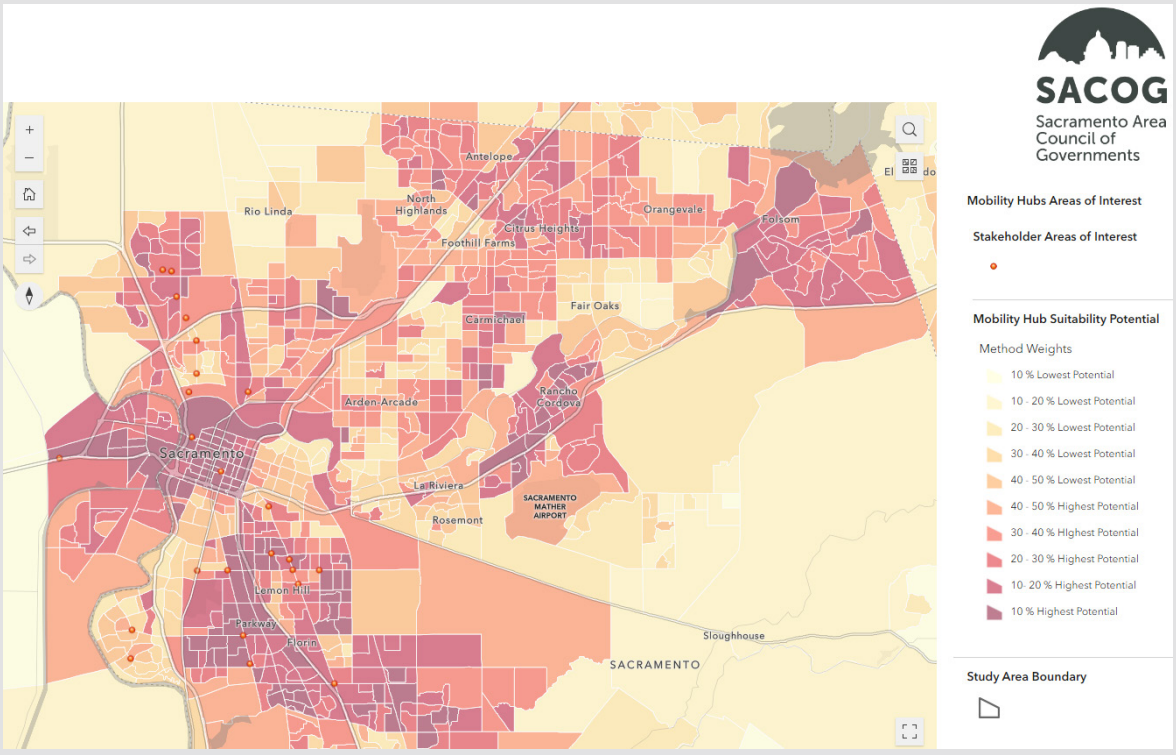
To support the creation and development of mobility hubs in Sacramento, the City should:

1. Continue to participate and advise in the development of the SACOG's draft and final design guidance.
2. Once adopted, operationalize the guidelines in Sacramento's planning efforts. The City may need to modify and expand the regional guidance to specific conditions in Sacramento. For example, local requirements related to bicycle parking, TDM services, transit facility design, or other facility designs may be more robust and/or specific than regional guidance.
3. Utilize SACOG's Suitability Assessment Map to identify potential locations to pilot the creation of mobility hubs. Identify high-priority locations across a range of hub typologies and Sacramento geographies.
4. Continue to partner with SACOG, neighboring jurisdictions, developers, and shared mobility vendors to ensure the availability of local and regional services at future mobility hubs.

Regional Spotlight: SACOG Mobility Hub Suitability Assessment Map

As part of its development of the regional design guidance for mobility hubs, the SACOG project team conducted a spatial analysis (at the Census block group level) to identify the most suitable locations for future hubs. Many of the most suitable block groups are located within the City of Sacramento. The analysis methods considered a variety of inputs and factors across four areas, including:

- Integrated Mobility, including first-/last-mile connectivity, active transportation networks, and shared mobility options.
- Equitable Mobility, including equity-based demographic data.
- Economic Growth, including various population and employment densities.
- Climate Adaptation, including proximity to EV charging and regionally-defined "green" zones.



Find out more: SACOG

STRATEGICECONOMICS

MEMORANDUM

To: Ryan Dodge, Associate Planner, City of Sacramento
Brian Canepa, Principal, W-Trans

From: Derek W. Braun, Principal
Arpita Banerjee, Associate

Date: October 2, 2023

Project: Sacramento Revisions to Vehicle and Bicycle Parking Requirements

Subject: Economic Conditions and Housing Development Funding Assessment (project subtasks 2.2 and 5)

INTRODUCTION

This memorandum summarizes the findings of research and analysis completed by Strategic Economics to inform the "Revisions to Vehicle and Bicycle Parking Requirements" project. The City of Sacramento is considering revisions to its vehicle and bicycle parking requirements and is interested in understanding the impact of eliminating minimum automobile parking requirements for new development in the city. As part of a larger study led by W-Trans, Strategic Economics examined a variety of economic and market considerations between parking supply and the financial feasibility of new development projects.

In 2021, the City of Sacramento's City Council approved a General Plan update strategy to pursue elimination of City-mandated minimum parking requirements and introduce maximum parking requirements. Elimination of minimum parking requirements was bolstered through policies in Sacramento's 2021-2029 Housing Element. The Housing Element also stressed increasing the financial feasibility of residential developments by increasing the area of the site that can be used for housing instead of parking spaces.

In support of these policies, this memorandum describes different aspects of how parking supply, market demand for parking, and public policies influence development outcomes in Sacramento. Topics include:

1. The cost of constructing parking in different formats;
2. The value of off-street residential parking spaces;
3. Developer perspectives on the amounts and types of parking or alternatives to parking that are required to ensure marketability of new housing units and support the financial feasibility of new development;
4. The influence of housing development project lenders' construction loan underwriting standards on the amount of parking included by developers in new projects;
5. What can be done to encourage lenders to pursue projects with reduced on-site parking ratios.

Research and analysis completed for this effort included a combination of interviews and data analyses. Developers of for-sale and rental products with projects in different parts of Sacramento were interviewed to obtain perspectives on construction costs, preferred parking formats, and the impact of loan underwriters' assessment of project risk on the ability to obtain project financing.

Strategic Economics interviewed a total of 14 developers, two project lenders and a general contractor. Interviewees' experience and expertise included the following:

- Among the interviewed developers, nine had development experience in the Central City area (comprising Midtown, Downtown, and adjacent neighborhoods) and six had development experience in relatively suburban locations within Sacramento (such as Meadowview and North Natomas).
- 12 out of the 14 interviewed developers had built apartment buildings, while two had experience in developing single-unit homes.
- Four of the 14 interviewed developers had experience in developing affordable housing projects.
- Three developers had experience with mixed-use projects and two developers had experience with commercial developments including office and standalone retail development.

Interviews with the two development construction lenders were used to examine loan underwriting standards and risk assessment. Sections of this report also rely on data from sources such as home sales transactions across different neighborhoods in Sacramento from Redfin, and Strategic Economics' past experience in examining construction costs for development projects throughout Northern California communities.

Broad key conclusions are listed beginning on page 14 of this memo.

Parking Format Definitions

"Parking format" refers to the way in which parking is provided for residential or nonresidential use. Throughout this memorandum, several key terms are used to describe the format of on-site parking spaces. These terms and their definitions follow:

- Surface Parking: A surface parking lot is an uncovered, outdoor parking lot, such as that found in a suburban shopping center.

- Covered Surface Parking: Covered surface parking includes an unenclosed covering or roof to protect the parked cars, such as carports often found in suburban multi-unit apartment communities.

- Standalone Parking Structure: A standalone parking structure is a multilevel concrete parking structure with little or no connection to adjacent buildings.

- Wrap Parking Structure: A wrap parking structure is a central multilevel concrete parking structure found at the center of a "wrap" housing product in which up to six stories of housing units surround the parking. The top level of the parking structure is often built as an amenity space for building residents with features such as an outdoor lounge and pool.

- Podium Parking Structure: A parking podium is a concrete single-story or multilevel parking structure that forms the base for housing units built above. These podium housing

developments are typically between six and eight stories tall and are found in relatively dense urban areas.

- Subterranean Parking: Subterranean parking refers to below grade or underground parking.

- Mechanical Lifts: Mechanical lifts are built within the shell of a parking structure and allow two to four vehicles to be stacked within an area that would normally be occupied by a single vehicle.

PARKING SPACE CONSTRUCTION COSTS AND VALUE

The following section describes construction costs for building parking in different formats for residential and commercial uses, and the value attributed to residential parking spaces. Residential uses include both for sale residential products such as single-unit homes, townhomes, and condominiums, as well as rental housing products like multi-unit apartments. Commercial uses include office and retail buildings.

Parking construction costs and values for spaces influence the financial viability of new development projects. Each parking space represents an additional construction cost and foregone opportunities to build additional rentable or sellable residential or commercial uses. At the same time, the value assigned to parking spaces by residents—as reflected in the rents or sales prices they are willing to pay—indicates the relative need for developers to provide parking to market their units.

Construction Costs for Residential Parking Spaces

Construction costs for residential and commercial parking spaces were obtained through interviews with local real estate developers and a general contractor, with further vetting based on Strategic Economics' recent experience completing pro forma financial analyses for projects in Northern California. The construction costs are provided as a range for each parking format, while also indicating a common typical cost within that range. The findings define each parking format and briefly explain factors creating variances in construction costs.

The construction cost ranges represent "hard costs" for physically constructing parking spaces. Examples of hard costs include labor, building materials, utilities, and landscaping. These costs do not include land acquisition costs, or the "soft costs" associated with designing, permitting, and financing a project. Soft costs can vary significantly between projects, but typically represent 15 to 30 percent of a project's total construction cost. In addition, the construction costs presented here do not include operation and maintenance costs, which can vary from $400 to $1,000 per space, annually.

Table 1 describes the construction cost ranges and typical cost per space for each parking format. The table also summarizes factors affecting costs. The narrative following the table provides further explanation of those factors.

TABLE 1: SUMMARY OF HARD COSTS FOR CONSTRUCTING DIFFERENT PARKING FORMATS IN SACRAMENTO, 2023

Type of Parking	Range of Costs per Space	Cost to Build a Typical Space	Unique Factors to Consider
Surface Parking	$5,000 - $10,000	$5,000 for a paved, striped, fenced stall with lighting	Need for grading, paving, adding curbs, landscaping, lighting, fencing
Covered Surface Parking	$15,000 - $25,000	$15,000 for a partially covered stall, with a polycarbonate roof	Factors similar to surface parking, with the additional cost of a shelter; shelter materials
Standalone Parking Structure	$25,000 - $50,000	$30,000	Construction technique, parking efficiency, height of the garage
Wrap Parking Structure	$25,000 - $35,000	$30,000	Construction technique, parking efficiency, height of the garage
Podium Parking Structure	$25,000 - $40,000	$35,000	Presence of access ramps, arrangement of columns in building above, materials used to construct the building, site conditions
Subterranean Parking	$40,000 - $70,000	$45,000, but costs vary widely	Shoring and excavation, groundwater treatment, garage depth
Additional Costs			
Mechanical Lifts	$18,000 - $20,000 per lift (excludes the construction of the parking structure)	$20,000 per lift with a clearance height of 12.6 ft, stacking 2 vehicles in a single level podium parking	Number of parking levels in each stall, clear heights
Electric Vehicle Charging	Up to $2,000 for a level 1 charger, and from $2,000 to $7,000 for a level 2 charger	$7k for one charger that is commercially installed and shared between two stalls	Equipment and electrical upgrades

Source: Strategic Economics, 2023.

Two common factors impact construction costs per parking space across all parking formats:

- **Soil conditions**: If a given site's soil is loose, the site incurs additional costs for excavating the soil and repacking it before parking can be constructed.

- **Efficiency**: The "efficiency" of a parking lot or structure refers to the total amount of area required per parking space, inclusive of circulation areas, ramps, user access, and the parking space itself. A smaller area per parking space is associated with greater efficiency while a larger area per parking space is associated with lower efficiency. Ideal parking space efficiency ranges from 300 to 320 square feet per space. Inefficient parking lots and structures incur higher construction costs per parking space since inefficient designs require more paved or structured parking area to be built per space. Examples of factors that negatively impact the efficiency of a parking structure include small or unusually configured sites and the need to accommodate an attached building's columns, trash rooms, electrical rooms, path of travel to the elevator, etc.

Format-specific factors affecting the cost of constructing parking include the following:

- **Surface Parking**: Hard costs for constructing surface parking are relatively low and depend on how much site preparation must be completed prior to asphalt paving (depending on soil quality), the quality of paving, lighting, landscaping, and fencing.

- **Covered Surface Parking**: Factors affecting the price of covered parking resemble that of surface parking. Additional costs arise from construction the covering or shed. Costs vary depending on the type of covering or shed, whether the roof fully or partially covers the cars, and the materials used to construct the cover or roof, including solar arrays. For example, a fully covered concrete parking space will be more expensive to build than a partially covered, aluminum parking cover with a polycarbonate roof.

- **Standalone Parking Structure:** The construction cost of a standalone parking structure depends on the cost of construction materials, the construction techniques[1], and the clear height required for the vehicles. The greater the clear height[2], the more expensive it is to construct the garage. Similarly, multilevel garages are more expensive than single level garages.

- **Wrap Parking Structure**: Costs for building wrap parking structures vary depending on the construction techniques and materials used, any unique costs associated with how the structure integrates with the surrounding residential building area, and the overall efficiency of the structure.

- **Podium Parking Structure:** Along with factors that influence parking construction costs across all parking formats, the presence and number of ramps which allow cars to enter and exit the podium increases the cost of podium parking construction by decreasing its parking space efficiency.

- **Subterranean Parking**: Building below ground involves extensive excavation and shoring and groundwater management. Together these factors increase the cost of subterranean construction. The clear height of subterranean parking spaces has a large influence on parking construction costs. Beyond 15 feet of clear heights, the price of parking construction increases significantly, and therefore parking larger vehicles underground is more expensive than parking smaller vehicles. A high-water table[3] makes it difficult and more expensive to build underground parking. In some cases, shoring[4] must be constructed to support underground parking construction in land constrained projects.

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[1] Construction with pre-cast concrete is more efficient than construction using pour-in-place concrete.

[2] Higher clear heights are associated with larger vehicles or the need to accommodate mechanical lifts.

[3] Water table is the boundary between surface soil and ground water.

[4] Shoring is a temporary structure built to temporarily support subterranean soil during excavation for the parking area.

- **Additional Technologies**:

    - **Mechanical Lifts**: Mechanical lifts can be added to an existing or new garage to increase its efficiency. Costs associated with mechanical lifts depend upon the number of parking levels (i.e., single, or multiple vehicles being stacked) and this in turn depends on the clear heights needed for each parking level. Multiple parking levels require multiple lift levels and higher clear heights and are therefore more expensive to construct.

    - **Electronic Vehicle (EV) Charging**: Electronic vehicle charging ports are often provided as part of parking spaces. Associated costs depend on the cost of charging equipment, the number of charging ports needed, and the electrical upgrades required to accommodate the number of charging ports.

Construction Costs for Commercial Spaces

Construction costs per parking space for office and retail uses are generally similar to construction costs for residential parking spaces in the same built format. Developers interviewed for this study did not note any reasons that the cost to build a parking space would differ for office and residential commercial uses, assuming the same surface, structured, or subterranean formats.

Mixed-use residential and retail development projects may incur minor additional construction costs if separate parking spaces and access are provided for the different uses. Some residential buildings with ground-floor retail include parking spaces dedicated to the retail uses. Often these spaces must be isolated from the residential parking spaces to ensure resident security and comfort. Separation of the different parking areas may impact parking efficiency and incur expenses for additional automated gates. Each of these gates costs approximately $20,000.

Parking Space Value

The following findings examine the value of residential parking spaces for their users based on the rents or sales prices that residents are willing to pay for spaces, varying by location and context. Strategic Economics examined these values based on the following approaches:

- Strategic Economics estimated the value of parking spaces in for-sale residential products such as a single-unit homes, condominiums, or townhomes by interviewing local developers and examining recent sales transactions. The transaction analysis assessed the value of a parking space based on price differences between properties with one versus two garage spaces and two versus three garage spaces for otherwise approximately comparable residential sales. The analysis examined transactions in several subareas of Sacramento. Although this analysis could not account for all factors impacting home sales prices, the transaction value differences provided a likely range of parking values for homeowners.

- For rental housing products, Strategic Economics estimated the value of a parking space based on interviews with local developers and review of additional monthly rent charged for an on-site parking space. The monthly additional parking rent is found at rental properties with

"unbundled" parking, meaning that parking must be rented separately from the housing unit's base rent.

The following findings describe the range of values per parking space determined through the analysis, and factors influencing these values:

- **Values of residential parking spaces for for-sale housing units:**
  - Buyers expect for-sale residential products to include parking spaces; the units are difficult to market without rights to parking. Therefore, the cost of a one-car parking space or garage is difficult to establish.
  - Based on developer interviews, price premiums for each additional parking space can range from $50,000 to $100,000 for each additional space in a new for-sale product in any part of the city.
  - Based on a limited case study analysis of sales transactions that occurred in the past year for existing homes in different neighborhoods in Sacramento, the value premium for single-unit homes with an extra garage space (in addition to a single car garage) was approximately $50,000, and up to $140,000 for a third garage space in South Natomas. A less clear and consistent pattern was found for condominium sales prices, though there does appear to be at least a modest sales price premium. The home sales transaction analysis is summarized in Table 2.

- **Values of residential parking spaces for newer rental housing units:**
  - On-site parking spaces:
    - In the case of apartments in relatively urban locations such as Midtown and Downtown, unbundled parking rents range anywhere from $100 to $300 per space per month.
    - In the case of apartments in suburban locations such as Natomas in the north or Meadowview in the south, unbundled parking rents are relatively lower and range from $50 to $125 per space per month.
  - Off-site parking spaces:
    - "Off-site parking spaces" refers to parking located on a property other than the housing development itself.
    - Shared parking agreements with publicly owned garages in the city's Central City area can cost between $120 to $200 per reserved space per month.
    - Shared parking agreements with publicly owned garages in the city's suburbs can cost between $60 to $80 per reserved space per month to the tenants.

TABLE 2: CASE STUDY ANALYSIS OF HOUSING UNIT SALES PRICES BASED ON INCLUSION OF ADDITIONAL PARKING SPACES, BY SELECTED NEIGHBORHOODS

Neighborhood	Housing Type	Range of Residential Sales Prices and Premiums							
		1 Car Garage		2 Car Garage			2+ Car Garage		
		Min	Max	Min	Max	*Premium	Min	Max	**Premium
Natomas Park	Condos	$330,000	$335,000	$397,750	$413,500	$77,500	-	-	-
Upper Land Park	Condos	$505,644		$482,500	$506,212	$568	-	-	-
Meadowview	Single-Unit	$385,000		$408,026	$435,000	$48,914	-	-	-
Del Paso Heights	Single-Unit	$335,000		$387,980		$52,980	-	-	-
South Natomas	Single-Unit	-	-	$483,976	$721,476	-	$572,515	$789,000	$139,687

Notes:
* Premium was calculated based on the difference between the median sales price of properties with a 2-car garage versus 1-car garage
** Premium was calculated based on the difference between the median sales price of properties with a 3-car garage versus a 2-car garage
Premium for Upper Land Park Condos was calculated as the difference between the maximum price of properties with a 2-car garage versus properties with a 1-car garage due to limited data
The compilation represents multiple residential sales transactions obtained via Redfin. Individual transactions are not being shown to preserve privacy of buyers.
Outliers were excluded from the premium calculation, such as homes that had a sales price or square footage more than double the average for the neighborhood. In developing case studies, selected condos and single-family homes have roughly similar year-built dates (within 10 years of one another) when possible.

Source: Redfin, 2023; Strategic Economics, 2023.

RESIDENTIAL DEVELOPER PERSPECTIVES ON PROJECT PARKING NEEDS

The following findings describe residential developer perspectives on the amount of parking required to attract tenants and buyers to their projects in different parts of Sacramento. The findings also describe developers' receptivity to alternative approaches to providing parking. These perspectives indicate the extent to which developers may reduce their on-site parking ratios in response to removing minimum parking requirements in Sacramento and/or the existence of alternative transportation and off-site parking options.

For the purpose of this report, parking need refers to developers' preferred ratios for spaces per unit provided in a residential project in different parts of the city. A parking ratio refers to the ratio of the number of parking spaces to the number of housing units or square feet in a project. This ratio is described in terms such as "1.0" to indicate one parking space per residential unit, or "1/1,000" to describe one parking space per 1,000 square feet of office space.

When discussing existing or preferred parking ratios in different parts of Sacramento, the findings classify information about two broad geographies with the city—the Central City and relatively suburban locations within the city. The Central City area is bounded by the River District and Railyards areas to the north, the Sacramento River to the west, the American River to the North, Broadway and parcels fronting the south side of Broadway to the south, and Highway 80 to the east. It represents the densest part of Sacramento and includes the city's Downtown and Midtown neighborhoods; many of the Central City findings are primarily based on the experience and perspective of developers in these two neighborhoods. Relatively suburban locations include parts of the city beyond the Central City. Findings for areas outside the Central City area have been consolidated into a "relatively suburban

locations" category because developers were primarily able to provide information on the Natomas neighborhood and made broad references to conditions in the southern and eastern portions Sacramento.

Developer Perspectives on Project Parking Needs

On-site parking plays a role in the desirability of a housing unit, driving developers to provide sufficient parking to market their properties. Developers seek to include adequate parking to ensure their newly built products are sold or leased successfully. Moreover, developers also try to anticipate future market trends while developing a new product and aim to retain the viability of their product in the event of a future sale. Developer interviews indicated that erring on the side of providing sufficient parking keeps a product flexible in the long run and viable for a future sale. However, developers also have an interest in not providing excess parking, as this would increase the project's construction costs unnecessarily.

Factors affecting the ratio of parking spaces provided on-site depend on the needs and expectations of housing buyers and renters. The following factors affect home buyers' and tenants' preferences for the number of on-site parking spaces:

- **Presence of transit and alternative modes of transportation**: The availability of transit like buses, light-rail stops or shuttles, and the viability of active transportation like bicycles, e-bikes, and scooters (owned or shared) decreases the need for trips made by personal vehicle, and thus decrease the overall need for on-site parking. A dense, walkable, and bikeable neighborhood also reduces overall buyer and tenant parking needs compared to an automobile-oriented neighborhood since more trips can be made on foot. Availability and popularity of car share and ride share vehicles and convenient locations for ride share pick-up and drop-off areas also reduce parking needs and expectations.

- **Proximity to destinations**: Close proximity to employment centers, retail amenities, and entertainment and recreational destinations decreases the need for personal vehicles and can reduce overall on-site parking needs and expectations.

Developers also provide differing amounts of parking in response to the targeted types of tenants/buyers and the likelihood of a future sale of the project. Developers interviewed for this study noted that the following factors also impact their understanding of the amount of on-site parking required to successfully market their housing units to tenants and buyers:

- **Tenant or homebuyer income levels:** Developers consider the income levels of targeted tenants and homebuyers and the marketability of the product to the target renter/buyer. Developers asserted that higher-value housing products must provide increased parking convenience for parking and buyers, generally meaning that these developers prefer to provide on-site parking spaces at relatively high ratios.

- **Type of residential product and number of bedrooms:** The type of residential product and the number of bedrooms in each residential unit determine the perceived need to provide on-site parking spaces. Developers typically provide one or two parking spaces per unit for residential units that have two or more bedrooms, whereas they are more receptive to providing reduced parking ratios for studios or one-bedroom units. Buyers expect new single-unit homes and townhomes to include at least two parking spaces, while ratios can be lower for multi-unit housing products and rental housing products.

- **Likelihood of a future sale:** Whether a developer is likely to hold or sell a rental project in the future has some bearing on the on-site parking ratio. Developers tend to provide higher parking ratios in projects which they intend to sell in the future. Higher parking ratios provide flexibility to change the building's use in the future or intensify it or to transform excess parking into a different use.

The general preferred residential parking ratios cited by developers interviewed for this study were as follows:

- **Urban Core:** The preferred parking ratios in apartments located in Sacramento's Central City with excellent transit proximity can range from 0.25 to 1 parking space per unit overall depending upon distance from transit and type of residential product. Developers typically believe they must provide 0.25 parking spaces per unit for studio apartments on a transit line, and at least one parking space per housing unit for two-bedroom units located away from transit.

- **Relatively Suburban Locations:** The preferred parking ratio for for-sale residential products (condominiums, townhomes, single-unit homes) in relatively suburban locations within Sacramento typically is a two-car garage per residential unit overall. Preferred parking ratios for rental apartments in relatively suburban locations within Sacramento range from 1.4 to 1.5 parking spaces per unit.

Office **developers interviewed for this study also noted that lower parking ratios are acceptable to tenants in the Central City area due to the area's transit accessibility and availability of off-site parking lots and structures.** The preferred on-site parking ratio for office buildings in Sacramento's Central City area is 1.5 parking spaces per 1,000 square feet of office space. Preferred on-site parking ratios for office buildings in relatively suburban locations within Sacramento range from 2.5 to 3.0 parking spaces per 1,000 square feet of office space.

Impact of Alternative Parking Arrangements on Developers' Preferred Parking Ratios

Alternative parking arrangements have varying impacts on developers' preferred parking ratios in different parts of Sacramento. Five alternative arrangements to reduce on-site parking ratios are discussed below. They include car share, unbundled parking pricing, shared parking, parking-in lieu fees, and maximum parking requirements. This section defines these alternative parking arrangements and describes developer perceptions of whether these alternative parking arrangements would enable reductions of on-site parking ratios in future projects.

- **Car share**: Car share services allow short-term, membership-based vehicle rentals using cars located throughout a neighborhood or City. On-site car share locations allow multiple building occupants to use the same car during different times of the day without the need for multiple cars or parking spaces.
    - Central City: Developers in the Central City area believe that an on-site car share location can be a viable alternative to high on-site parking ratios (of 1 space per unit or more). However, some car share companies exited the City of Sacramento recently

owing to their inability to earn enough profit during the Covid-19 pandemic. Developers with projects on the periphery of the downtown core reported less than optimum demand for car share as an alternative to on-site parking.
    - Relatively Suburban Locations: Car share does not significantly reduce parking demand in relatively suburban locations in Sacramento.

- **Unbundled parking pricing**: When the rent for parking a car is charged separately from the monthly rent for a housing unit, it is called unbundled parking pricing. The extra cost is expected to act as a disincentive for tenants to use parking spaces and reduce on-site parking demand.
    - Central City: Developers in the Central City area have observed that some tenants who initially park their cars on-site remove them within six months of residing in the building to reduce their expenses. Thus, high unbundled parking pricing acts as a disincentive for budget-conscious downtown tenants from parking their cars on-site, enabling the developer to provide lower on-site parking ratios.
    - Relatively Suburban Locations: Unbundled parking pricing does not necessarily reduce the existing demand for on-site parking in relatively suburban locations within Sacramento. However, unbundled parking does discourage tenants from adding additional cars.

- **Shared Parking**: Mutual agreements between public garage owners or operators and developers or building management companies allow developers to provide off-site parking for their projects, thereby reducing the on-site parking ratio. Such mutual agreements are defined as shared parking.
    - Central City: Developers in the Central City area have successfully reduced their on-site parking ratios through agreements to instead lease spaces in nearby parking garages. However, developers believe that the distance between the location of the project and the parking garage should be no more than a one to three blocks to ensure the safety and the ability of tenants to carry heavy or expensive items from the car to the residence.
    - Relatively Suburban Locations: Developers in suburban locations in Sacramento desire to have control over rents and availability of parking spaces for their tenants. Developers do not favor the idea of a shared parking agreement because the owner of the off-site space has a greater degree of control over the availability of and the rates charged for parking spaces than the developer.

- **Parking in lieu fee**: The City can collect a fee from multiple projects to fund a large multimodal parking infrastructure that creates off-site spaces for multiple development projects in a single building, or to fund alternative transportation management tools that help reduce the need for automobile use. This fee is called parking in-lieu fee.
    - Central City: Developers in the Central City area worry that parking built through the City may not be completed within the time frame of completion of their individual projects.
    - Relatively Suburban Locations: Developers believe that parking in-lieu fees will increase the cost of building housing without necessarily being able to provide the amount of required parking in time for the project's tenants.

- **Maximum parking requirements**: Maximum parking requirements prevent the construction of excessive parking spaces by limiting the number of spaces per unit that are permissible in a project.
    - Central City: Developers in the Central City area believe that maximum parking ratios should either be well over one space per unit, or not instituted at all. Developers who do not think maximum parking requirements are necessary believe that within the current market conditions, the construction cost of parking is high enough to act as a disincentive to unnecessarily high on-site parking ratios. Despite the absence of maximum parking requirements, developers in the Central City area will probably not provide excess on-site parking because it will have an adverse impact on the financial feasibility of their projects.
    - Relatively Suburban Locations: Developers do not believe that maximum parking requirements for relatively suburban locations within the city will be viable unless the requirement is well above two parking spaces per unit. Developers also believe that they understand the needs of their targeted customers and provide enough parking to meet their needs without creating an unnecessary burden on the financial feasibility of the project by providing more parking than necessary.

IMPACT OF CONSTRUCTION LENDER UNDERWRITING STANDARDS ON PARKING RATIOS

The following findings describe how development project lenders incorporate parking into their assessments of which development projects to fund. These funding decisions are based on perceived level of risk that the project will underperform alternative investment opportunities. The findings explain the role these "underwriting standards" play in influencing the parking amounts and formats included by developers in their projects.

Developers obtain project construction financing from lenders whose underwriting standards consider project parking when assessing the riskiness of a loan. Loan underwriters will consider all aspects of a prospective development project when assessing its likelihood of generating sufficient return on investment, including parking format and ratios.

Loan underwriters compare prospective investments against comparable recently built projects and current market conditions. Underwriters will examine the performance of recently built development projects and any changes in market and development conditions within the proposed project's market subarea.

As part of this consideration, typical parking ratios and formats will constitute a market standard for the project assessment, and deviations from the market standard constitute an exception. To a financial institution, exceptions indicate market risk and can affect the developer's chances of obtaining project financing.

If parking ratios or formats in a prospective project deviate significantly from the market standard, lenders require robust justification for why the project is still viable. Lenders seek to ensure that a development project's space or housing units will sell or rent at a sufficient pace and price to repay the loan at competitive rates—including sale of the development project upon potential foreclosure. Justifications for an exception to underwriting standards could include proximity to transit, transportation demand management measures, or alternative off-site parking solutions.

The ability to justify an exception to underwriting standards benefits significantly from the existence of successful comparable projects and/or robust market analyses. Obtaining an exception to typical underwriting standards for a given submarket requires case-making that a prospective project will succeed. Lenders are willing to consider evidence such as clear market analysis indicating demand for and/or the existence of recently built successful projects with similar characteristics within the same market subarea.

Developers also benefit from successful ongoing relationships with lenders and being able to demonstrate a proven track record of successfully delivering similar projects. As with any business enterprise, strong relationships and a demonstrated history of success help to reduce perceived investment risk.

Policies and Actions to Reduce Perceived Project Risk

Based on the preceding findings of interviews with developers and loan underwriters, the City of Sacramento can implement a variety of policies and actions that help mitigate the perceived financial risk and encourage development of housing projects with relatively low on-site parking ratios.

Development of such housing will depend on ensuring that renters' and buyers' transportation needs are being met in a desirable way. This creates a need to consider how public policy shapes the entire transportation and land use environment in which a project is built. For example, the risk of developing a reduced-parking housing project will be much lower when developers and lenders are assured that residents have truly appealing options to walk, bike, use transit, and use car share rather than own one or more cars.

At the project-specific level, interviews with developers and lenders demonstrated two critical conclusions when considering public policies and actions supporting housing developments with reduced on-site parking: 1) reducing perceived investment risk requires robust evidence based on the success of comparable projects within the same submarket area or under similar circumstances in a different area, and 2) receptivity to nearly all the previously-described "alternative parking arrangements" was lukewarm and conditional.

Given these general and project-specific considerations, implementation of the following policies and actions by the City of Sacramento can enhance the likelihood that lenders and developers will pursue housing development projects with reduced or no on-site parking:

- In conjunction with relevant partners, continue implementing transportation investments that help to reduce automobile trip needs. These investments include improvements to transit service, pedestrian infrastructure, and bicycle infrastructure. Note that the City of Sacramento does not control transit service. Transit service is overseen by the Sacramento Regional Transit District (SacRT), a separate entity.

- Ensure land use regulations encourage the creation and success of mixed-use neighborhoods that allow residents to access retail and civic needs and amenities conveniently, safely, and quickly without using an automobile.

- Explore opportunities to partner with developers to pursue demonstration projects that serve as innovative examples of developments with reduced or no on-site parking.

- Continually share information with the development and construction lender community regarding successful projects that provided reduced on-site parking.

- As part of this information sharing, demonstrate whether and how the City's participation in parking management or off-site parking alternatives supported the projects and can be used to support future projects.

- Expand public mechanisms and policies that enable developers to demonstrate that their parking and transportation needs are met through alternative commitments, including:

    - Preliminary commitments by the City to provide spaces in parking garages within close proximity of a prospective project seeking financing;

    - Incentivize or require car share spaces in development projects;

    - Require unbundled parking pricing in order to disincentivize residents from using excess parking spaces and to discourage developers from overestimating parking needs;

    - Allow and encourage shared parking arrangements to provide flexibility for developers (despite the limited opportunities in which these options are likely to be desirable);

    - Other context-responsive transportation demand management requirements.

CONCLUSIONS

Developers provide on-site parking ratios based on meeting market demand and ensuring the ability to successfully tenant or sell their projects at necessary rates and prices. In pursuing market demand, parking ratios are often larger than the required minimum parking standards set by the City. These on-site parking ratios reflect the expectations of Sacramento's tenants and homebuyers, most of whom own cars and rely on the ability to park their cars close to their homes.

The cost of constructing parking can easily exceed the value of a parking spot after accounting for the many factors developers must consider when designing and pricing a project; therefore, developers seek to build or provide the ideal minimal amount of parking that still attracts high rents and sales prices from tenants and buyers. There was a consensus among developers that the cost of constructing a parking spot is typically not fully compensated by the sales price of the housing unit or the cash flows from charging unbundled parking rent in a rental unit—despite this study's general finding that constructing a structured parking space costs between $30,000 to $45,000 while potentially adding approximately $50,000 to the sale price of a home. These costs and revenues cannot fully account for other factors developers must consider for a specific project, including the variability in the value of a parking space between locations, the risk of overbuilding parking, the foregone revenues from designing a building to provide parking rather than additional housing or commercial space, and whether unbundled parking rents are sufficient to cover construction costs. Ultimately developers do, however, need to cater to the market expectations of homebuyers and tenants and are willing to provide sufficient on-site parking ratios to ensure the desirability of the new product to its targeted occupants.

Over time, developers in the Central City area have become increasingly receptive to alternative parking solutions. The willingness to reduce on-site parking ratios in the Central City area is largely driven by the high construction cost of structured parking and the unavailability of land to build parking on-site. Central City locations also offer transit, walkable amenities, and job proximity that helps to reduce automobile trip needs. Developers in the Central City area are interested in shared parking agreements with nearby garages, but alternative parking approaches can work only if they are very close to the residential location and are located in a relatively safe neighborhood.

Developers noted that projects in relatively suburban locations of Sacramento still require relatively high parking ratios and less opportunity exists for alternative parking arrangements in these areas. Perceptions indicate that suburban locations are still highly car-dependent, with housing units extremely difficult to market without at least approximately two parking spaces per unit overall. This is especially true of single-unit homes and townhomes.

Although underwriters apply additional scrutiny to projects diverging from typical norms in a given market area, lenders are still willing to invest in projects that provide sufficient evidence of market viability. Construction lenders are interested in parking ratios to the extent that they influence whether sufficient market demand exists for the project to be sold if the lender must foreclose on the property. Developers can use comparable project examples and market analyses to reduce perceived risks of a prospective project investment.

The City of Sacramento can also mitigate perceived risks of development projects with reduced on-site parking ratios. The City can help to accelerate the production of development projects with reduced parking ratios by implementing alternative tools and policies such as those that will be studied as part of the Revisions to Vehicle and Bicycle Parking Requirements project—particularly unbundled parking pricing, car sharing, and conditional but full commitments for use of City parking spaces while a project developer is seeking financing. The City also has a role in enhancing lender receptivity to development projects using these tools by promoting and supporting successful innovative comparable projects.

August 2024

Best Practices Research

Revisions to Parking Requirements

FINAL

REVISIONS TO VEHICLE & BICYCLE PARKING REQUIREMENTS

City of SACRAMENTO

Overview

- Nelson\Nygaard conducted a best practice review based on the issues and opportunities identified by City staff and initial feedback from the project working groups. The topics include: parking minimums and maximums, bicycle parking, carsharing, residential parking permit programs, and the Ice Blocks development in Sacramento.
- This review documents parking strategies and innovative practices that have proven successful, identifying approaches that can potentially be applied to Sacramento's unique context and diverse neighborhoods.
- It is important to note that…
  - No peer city is a perfect match to Sacramento, yet each example provides valuable insight and lessons learned.
  - The review provides a summary of information. Links are included to allow for additional review of details on the topics and case studies.
  - Information in this review is current as of December 2023. Policies and practices continue to evolve.

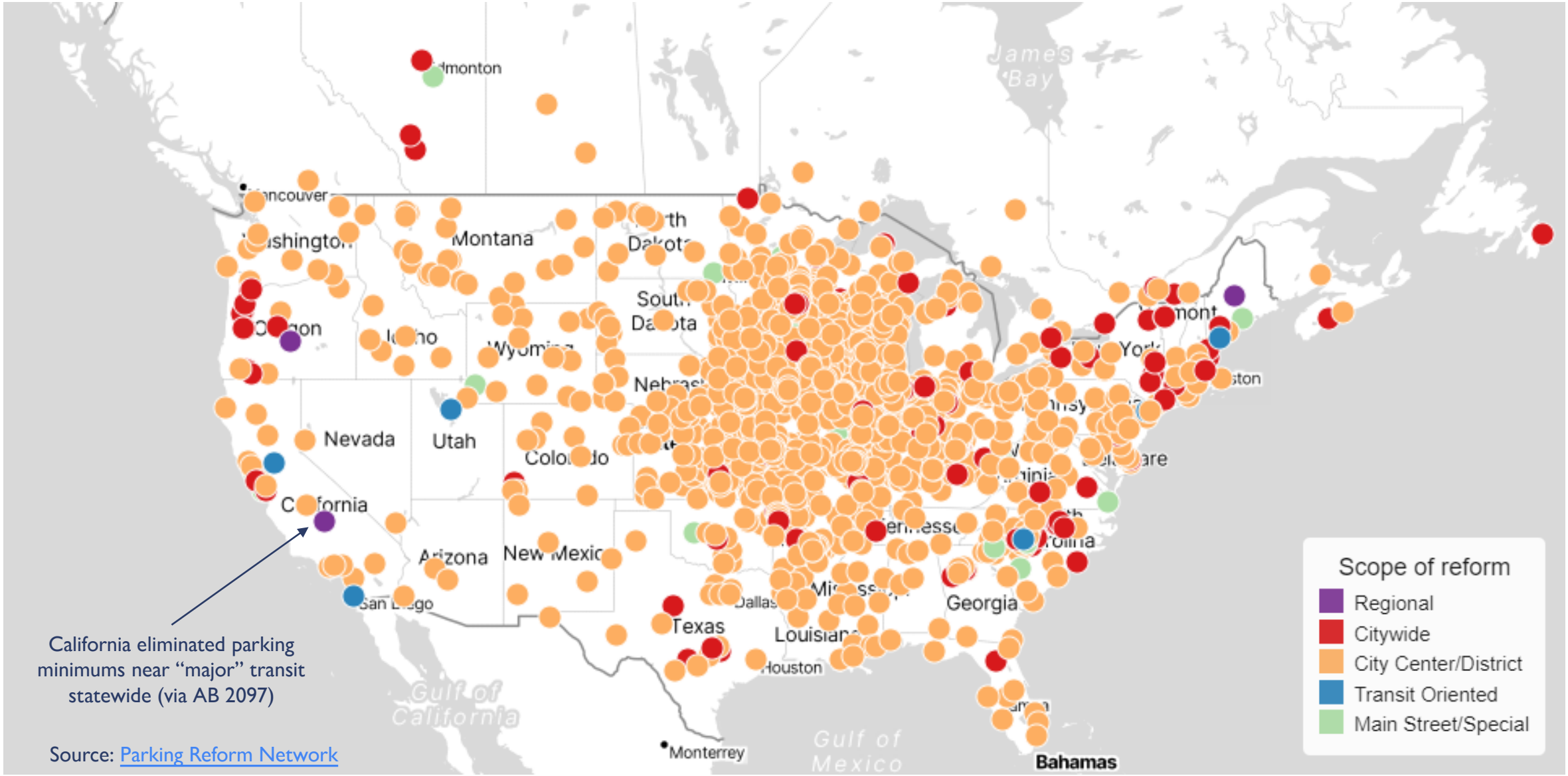
Table of Contents

Parking Minimums

1

REVISIONS TO VEHICLE & BICYCLE PARKING REQUIREMENTS

Elimination of Parking Minimums

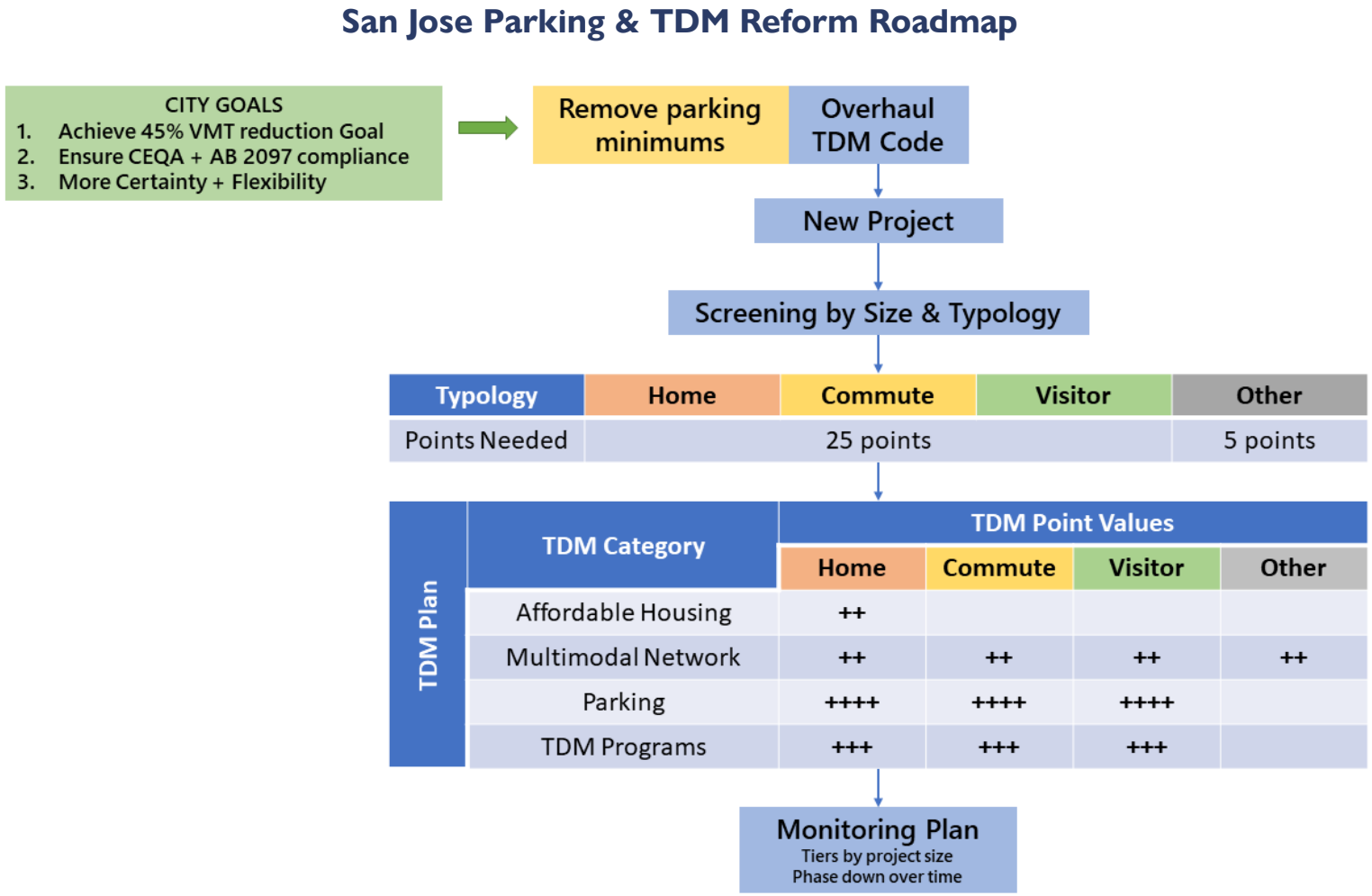


California eliminated parking minimums near "major" transit statewide (via AB 2097)

Source: Parking Reform Network

San Jose, CA

- 2023 Zoning Ordinance removed mandatory minimum parking requirements citywide.*
- San Jose expanded bicycle parking and transportation demand management (TDM) requirements to manage transportation impacts.
- The new TDM requirements apply to new developments (except for small projects), while clarifying and enhancing the TDM monitoring program.

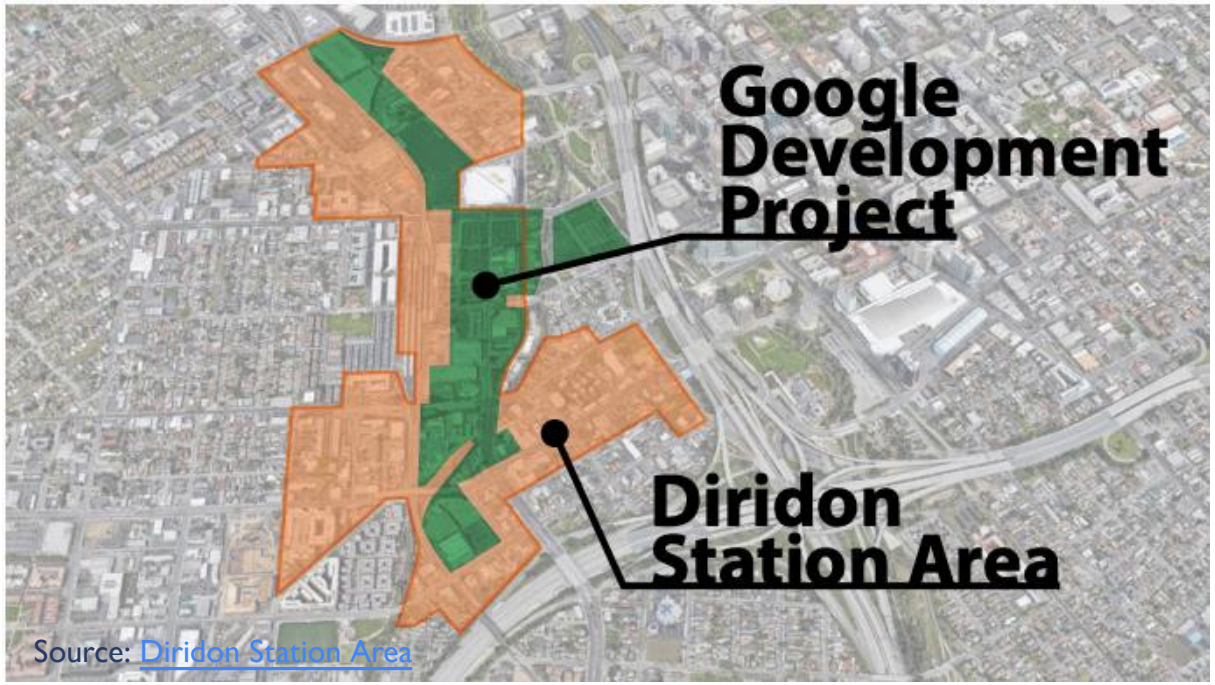


Source: Nelson\Nygaard

* With small exceptions – see slides 7-8.

San Jose, CA

- Some minimum requirements remain in areas where San Jose has contractual parking obligations, like the Diridon Station Area.
  - Minimum parking requirements for office uses remain for the area within a ½ mile around the SAP center and the proposed Google campus.



Source: Diridon Station Area

Source: Diridon Station Area

San Jose, CA

20.90.800 - Parking minimums.

Notwithstanding other provisions of this section, any and all minimum parking requirements shall remain in effect, as described below, for those certain real properties: (a) within a radius of one-half (½) mile from the main south entrance of the arena, which is presently known as the SAP Center and located at 525 W. Santa Clara Street, San José, California, as further defined in the Second Amended and Restated San José Arena Management Agreement by and between the City of San José and San José Arena Management, LLC entered into on August 15, 2018, as amended by a First Amendment dated December 14, 2018, as again amended by a Second Amendment dated June 8, 2021, and as may be further amended from time to time (AMA); and, (b) as defined in the Development Agreement by and between the City of San José and Google, LLC entered into on May 25, 2021 under Ordinance No. 30610, as may be amended from time to time, (Google DA) related to the development of property located in the Diridon Station Area Plan recorded in the Santa Clara Clerk-Recorder's Office on June 15, 2021 as Document No. 24996882, as may be amended from time to time (DSAP).

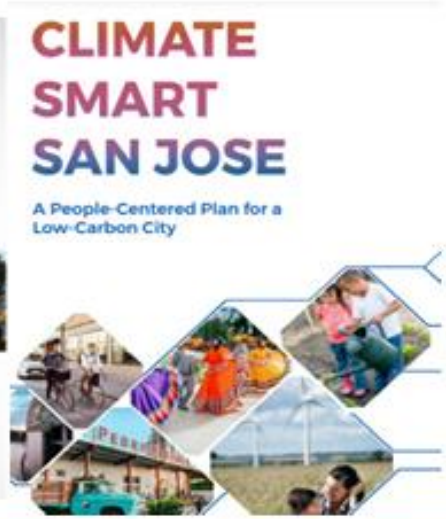
All office uses located within the above-described areas shall maintain a minimum parking requirement of 1 space per 1,000 square feet of floor area. This requirement may be reduced to 0.65 spaces per 1,000 square feet of floor area if the parking is publicly accessible.

Source: City of San Jose

Source: Diridon Station Area

San Jose, CA

Why are we doing this?



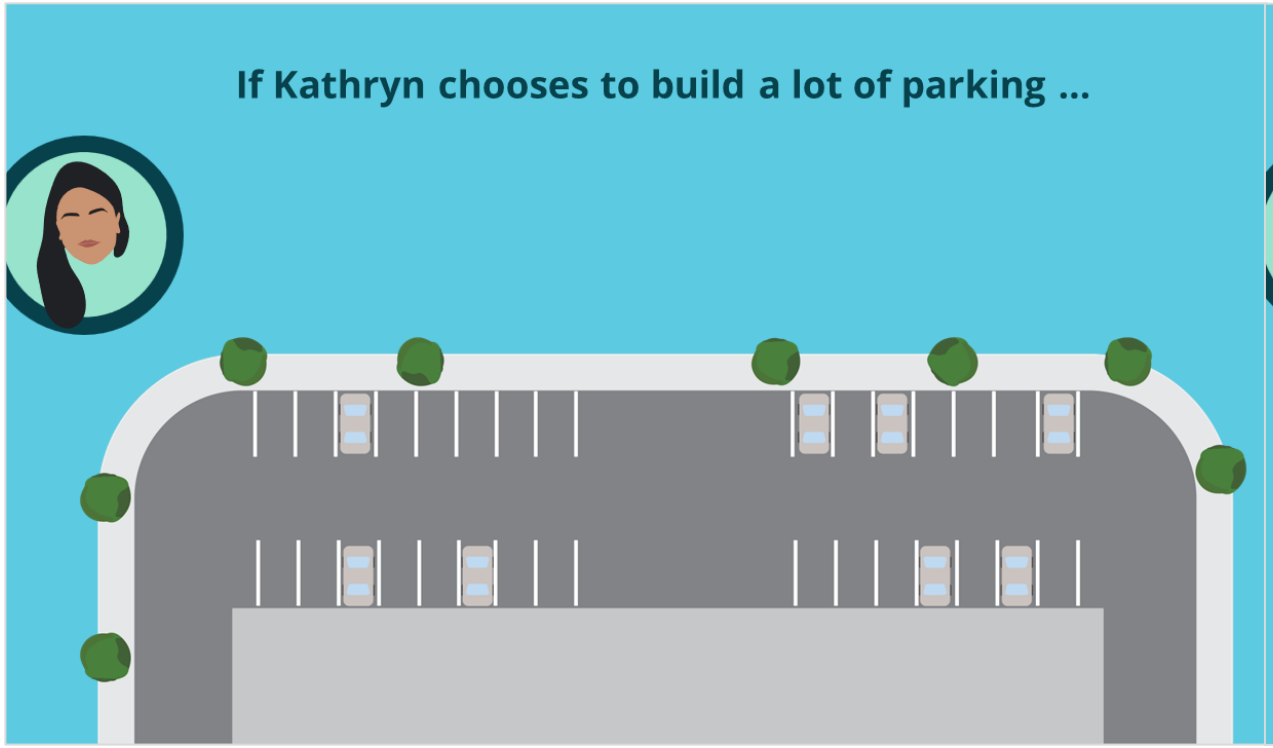
- Carbon neutral by 2030 pledge
- Outdated parking policies
- Make housing – especially affordable housing – easier to build
- Activate spaces – encourage parklets & outdoor dining
- Cost of Development findings top of mind

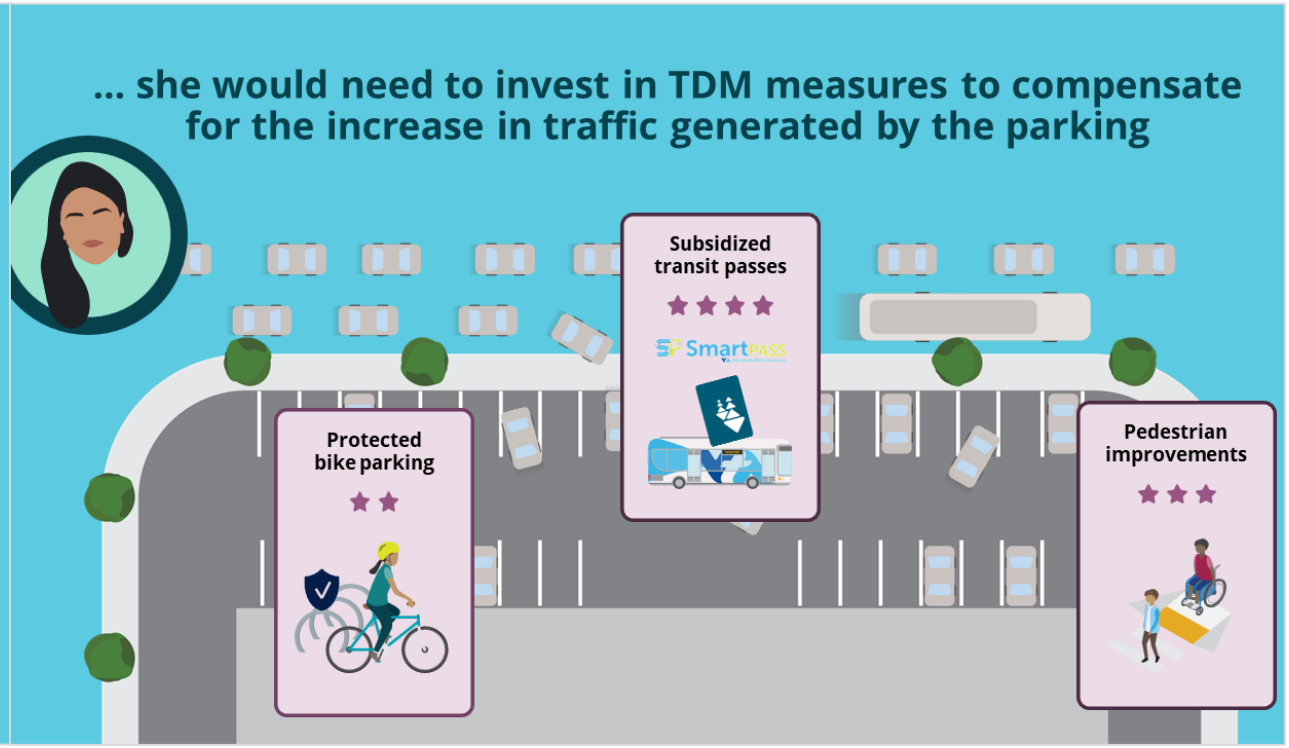
3

Source: City of San Jose and Nelson\Nygaard

San Jose, CA

San Jose utilized a series of local "personas" to visually illustrate the case of eliminating parking minimums and enhancing TDM requirements.

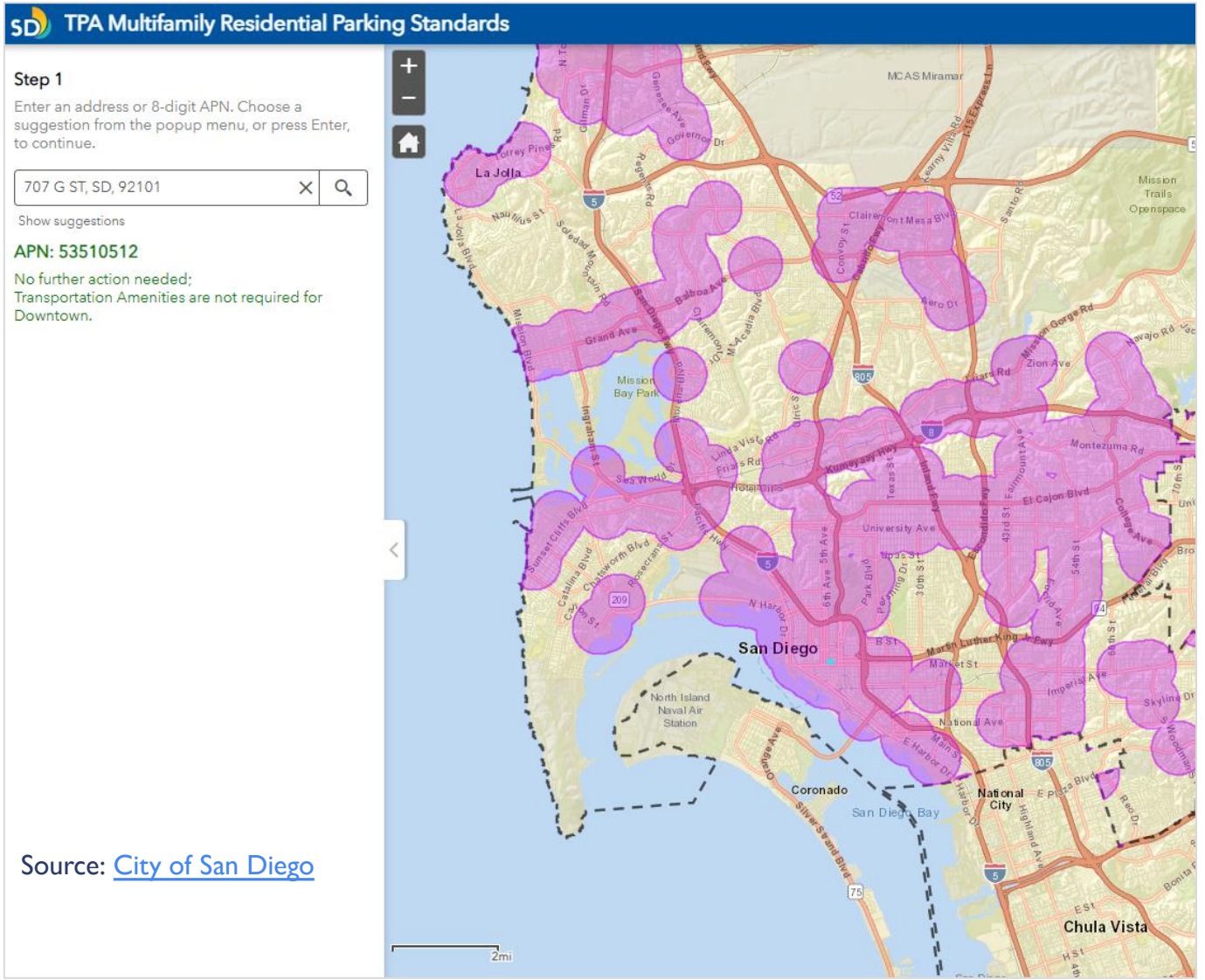




Source: Nelson\Nygaard

San Diego, CA

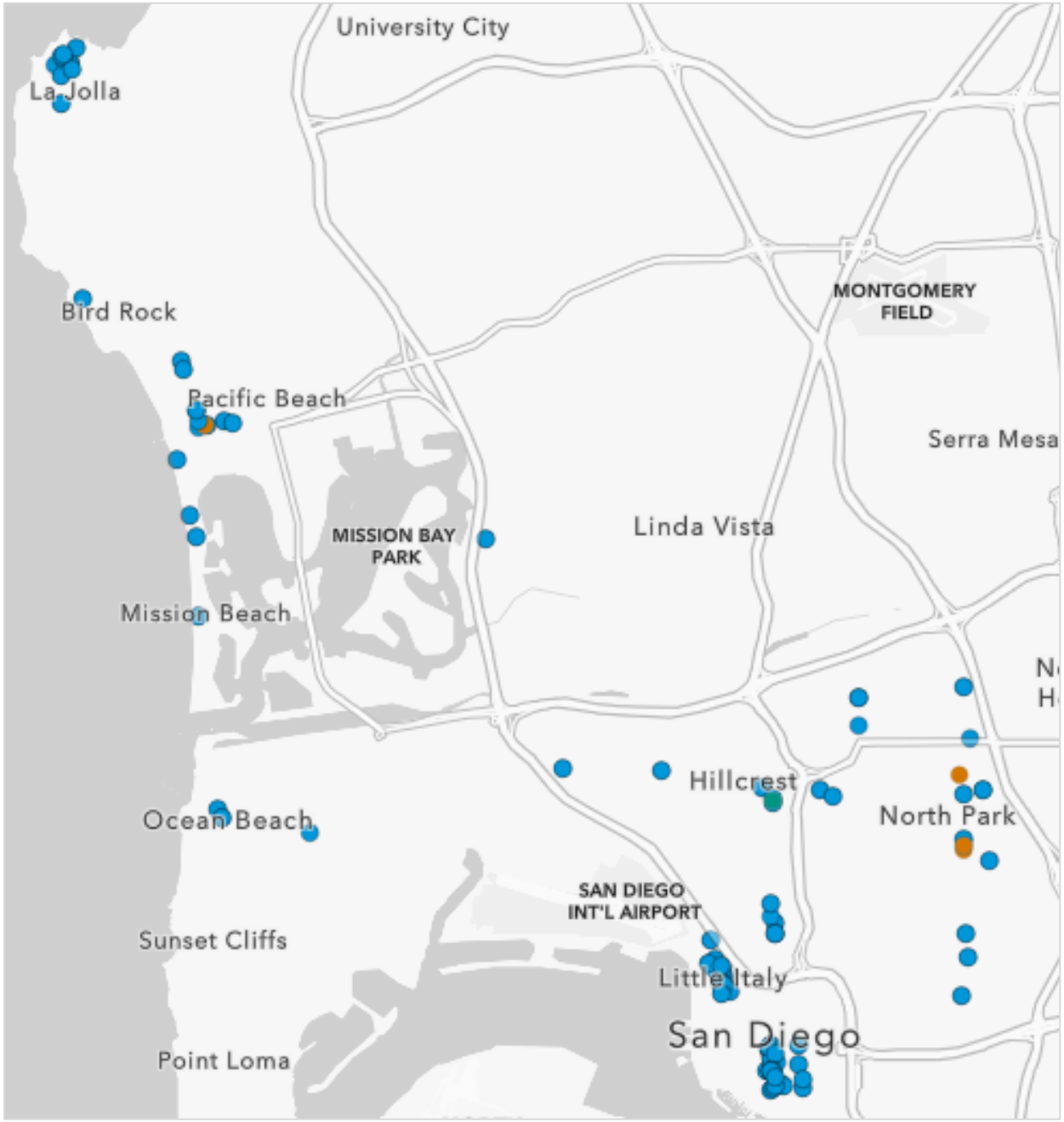
- In 2019, Ordinance 21057 eliminated minimum parking regulations for multifamily residential developments in Transit Priority Areas (TPAs).
  - Also required any parking spaces that are provided to be unbundled.
  - Implemented a maximum of 1 space per unit for multi-family residential in Downtown.
- In 2021/2022, Ordinance O-21041 eliminated minimum parking requirements for many businesses in TPAs and commercial neighborhoods citywide.



Source: City of San Diego

San Diego, CA

- Parking reform was paired with updates to the curbside dining program.
- Existing businesses that would like to use public rights-of-way, including parking spaces, for outdoor dining can now apply for a Spaces as Places permit.
- Disabled parking zones can be obtained for business districts, activity centers, and residential areas. Blue curb requests can be submitted to the City's Traffic Engineering Division.



Source: Spaces as Places Map - 2023

Minneapolis, MN

- Minneapolis voted to fully eliminate minimum parking requirements in 2021.*
- Minneapolis had previously eliminated minimum parking requirements around transit stations in 2015.
- The City identified parking minimums as a barrier to achieving goal of reducing greenhouse gas emissions 80 percent by 2040.
- The ordinance change also included new parking maximums (see slides 30-31).

ALL SECTIONS | LEGION OF LOONS StarTribune

LOCAL

Minneapolis City Council unanimously eliminates parking requirements

Council President Lisa Bender said that the change aligns with the city's climate and greenhouse gas emission goals outlined in the Minneapolis 2040 Comprehensive Plan.

By Zoë Jackson Star Tribune | MAY 14, 2021 — 11:41AM

RICHARD TSONG-TAATARII, STAR TRIBUNE FILE

The Eleven on the River luxury condos are under construction in Minneapolis; shown are project manager Mitch Johnson, left, and Luigi Bernardi, CEO of Arcardia LLC. The City Council voted unanimously to eliminate minimum parking

* Effective November 4, 2023, the Hennepin County District Court issued an order enjoining certain aspects of the Minneapolis 2040 comprehensive plan. The order requires the City of Minneapolis to reinstate for prospective enforcement the residential development portions of the City's 2030 comprehensive plan.

Source: Star Tribune

Minneapolis, MN

Parking Ordinance Changes –Minimum Parking Requirements

Current Standard

- Minimum parking requirements determined by intensity of use and location

Proposed Standard

- Eliminate minimum parking requirements for all uses and locations

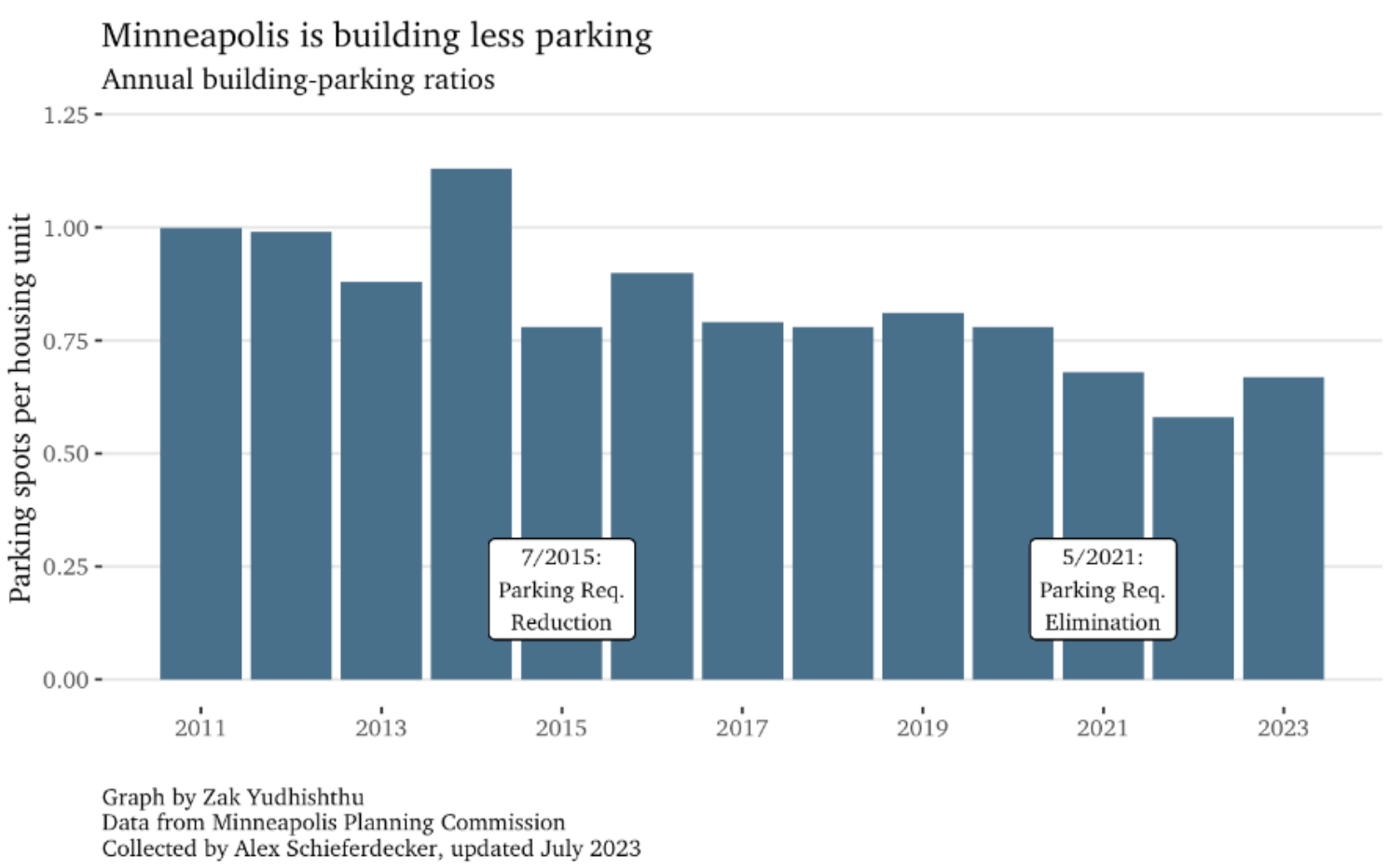
Intended Outcomes

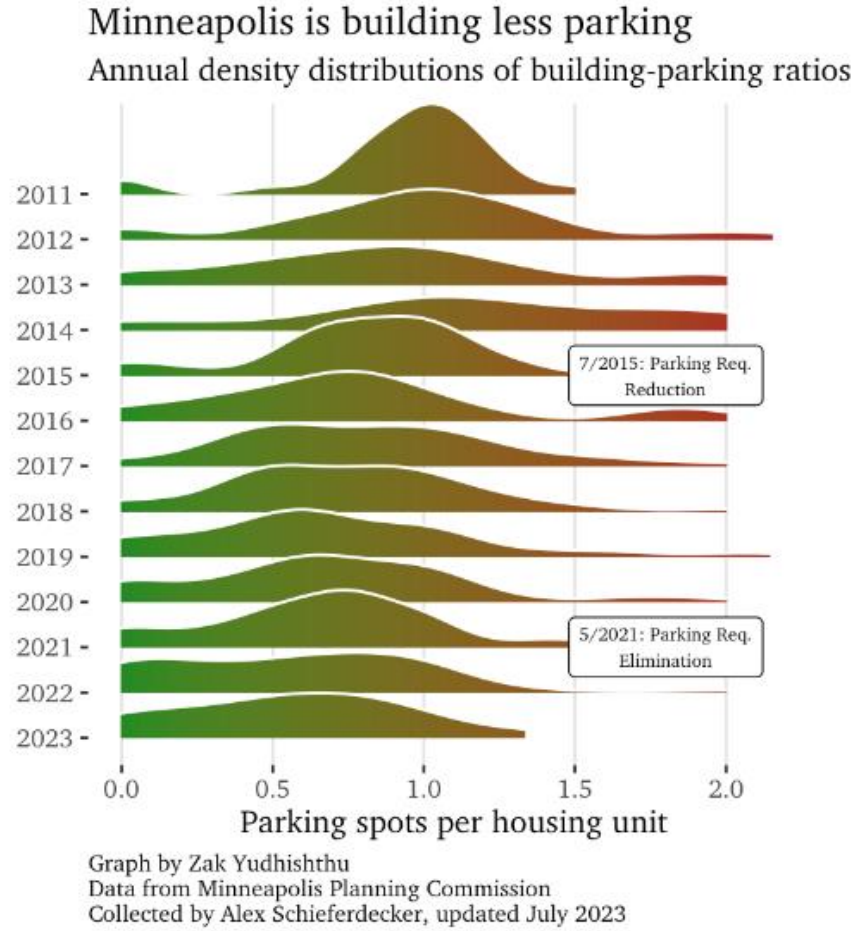
- Reduce housing costs [citation]
- Remove incentives to automobile use in support of more efficient and environmentally friendly forms of transportation to reduce greenhouse gas emissions [citation]
- Use land more efficiently
- Support walkable urban design
- Reduce staff hours spent administering parking-related provisions in the zoning ordinance, spending more time working to meet the City's transportation goals
- Regulatory relief for small businesses

Source: Minneapolis 2040

Minneapolis, MN

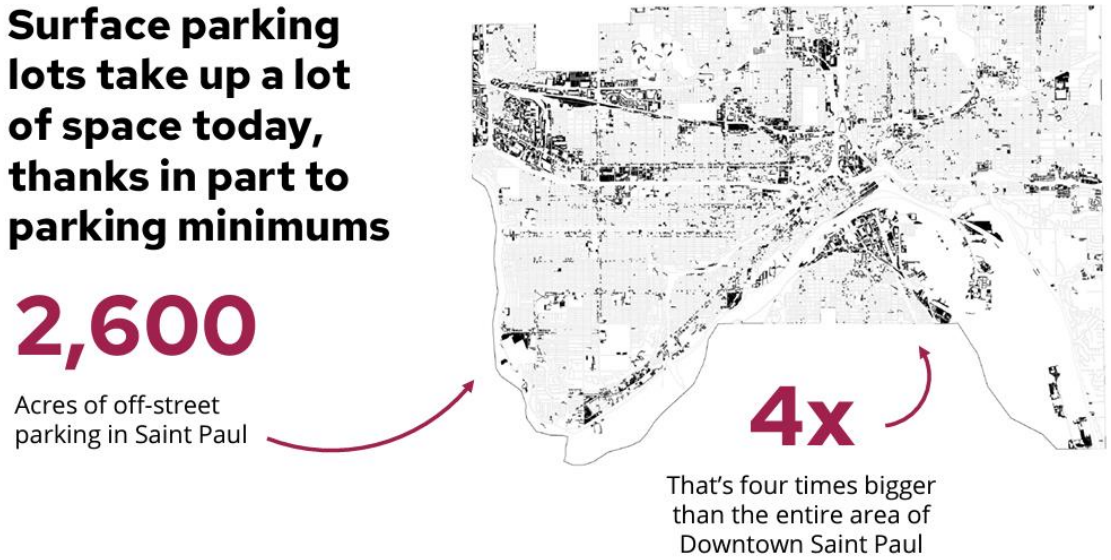
Research done in 2023 found that Minneapolis developers have built less parking since the reforms.

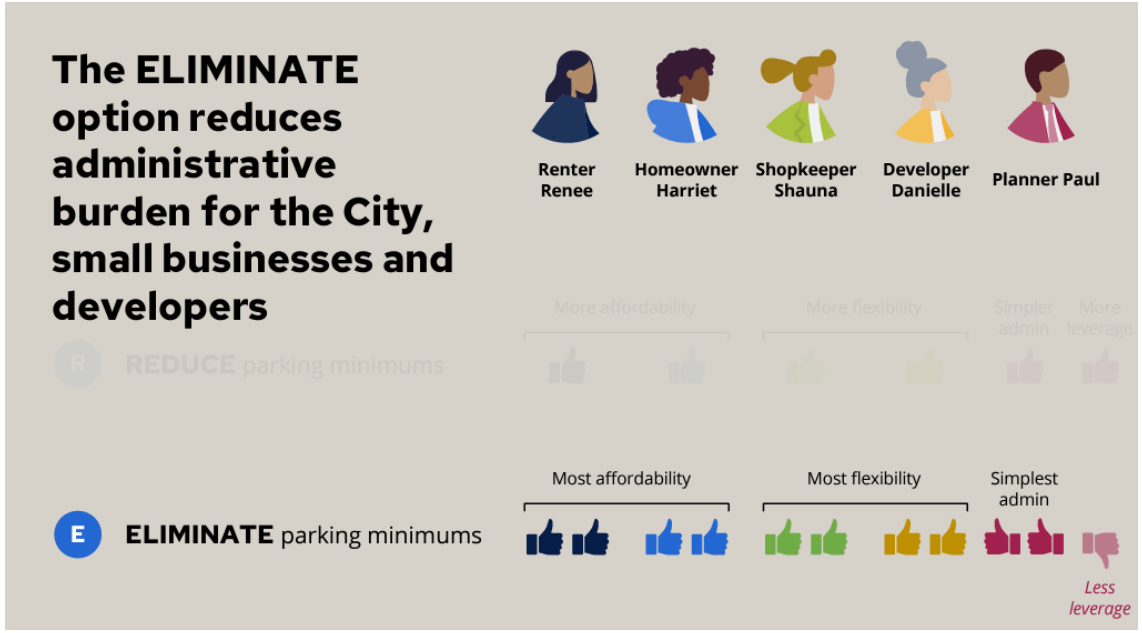




St. Paul, MN

- St. Paul voted to fully eliminate minimum parking requirements in 2021.
- The ordinance included no minimum parking requirements, limited parking maximums, and new TDM and bicycle parking requirements based on square footage and land use.
  - Properties with 25+ residential units or 20,000 gross square feet are subject to TDM requirements.
  - Accessible parking: if parking is provided, parking must comply with the Accessibility Guidelines for Buildings and Facilities of the Americans with Disabilities Act.





Source: Nelson\Nygaard

Equity Spotlight: Metro Transit Residential Pass

- The Metro Transit Residential Pass is a deeply discounted, unlimited use transit pass designed specifically for multifamily developments of 10 units or more.
- Properties that purchase one pass per unit in a building will be eligible to purchase bulk transit passes for $14 per month/pass, which is an 88% discount from the full price of $120 per month for each pass.

Benefits...

... for your residents

- Save residents up to $1400 annually on the cost of a transit pass.
- Relieve the stress, time and cost of commuting and accessing services.
- Allow residents to live without a car, which can save thousands of dollars annually.

... for you

- Attract new residents and reduce turnover.
- Reduce vacancy rates and accelerate lease-up.
- Decrease traffic and reduce parking shortages.
- Potentially reduce evictions by lowering residents' transportation costs.
- Maintain a positive presence in the local community.

... for developers

- Reduce construction costs by reducing the need for parking.
- Provide an important transportation demand management strategy.
- Increase neighborhood support for a project.

Source: Metro

Austin, TX

- In 2013, Austin eliminated parking requirements for new development within the downtown.
- A 2023 resolution eliminated all off-street parking requirements city-wide, except for parking for people with disabilities. City Council officially passed the ordinance on November 2, 2023.

Source: Streetsblog USA

Equity Spotlight: Austin, TX

- Updated 2023 regulations include separate parking requirements for accessible parking:
  - If the applicant provides a parking facility with at least one space, accessible spaces must be provided.
  - Minimum number of accessible spaces is equal to the minimum number of accessible spaces required for the formerly provided parking for the use.
  - Worked with Americans Disabled for Attendant Programs Today of Texas.

(B) A minimum of one on-site accessible space is required. The minimum number of accessible spaces is calculated by taking 100 percent of the parking previously required for the use under Appendix A (*Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements*) and using that result to determine the number of accessible parking spaces required under the Building Code. [~~Except as provided in Subsection (C), additional parking facilities required under this section are required only for the addition, enlargement, or change, and not for the entire building or use.~~]

(C) If an applicant provides an off-street parking facility for a building or use, accessible spaces must be provided on-site.[~~An addition, enlargement, or change in use for a cocktail lounge or a restaurant with a late-hours permit is required to meet parking facility requirements for the entire building or use.~~]

(D) If an applicant provides only accessible spaces for a use:

(1) Accessible spaces may be located on- or off-site, within 250 feet of the use, and must be on an accessible route.

(2) An off-site or on-street accessible space that is located within 250 feet of a use may be counted towards the number of required accessible spaces under Paragraph (B).

(3) The director may waive or reduce the number of accessible spaces required if no accessible spaces can be provided consistent with the requirements of Paragraph (D)(1).

Source: City of Austin

Portland, OR

- Portland has gradually rolled back parking minimums since the 1980s.
- Portland fully eliminated minimums in 2023 as part of the Parking Compliance Amendments Project (PCAP), which ensure compliances with Oregon's Climate-Friendly and Equitable Communities (CFEC) program.
- CFEC is designed to strengthen Oregon's transportation and housing planning in regions with populations over 50,000 people. The CFEC eliminates parking minimums in many areas of Oregon's cities.

Oregon CFEC Parking Reform

After December 31, 2022

No mandates near frequent transit

No mandates for facilities for people with disabilities, childcare, single-room occupancy, affordable housing, public housing, units under 750 sq feet, shelters

No mandates higher than 1/unit for multifamily

By March 31, 2023

Conduit for EV charging in 40% MF parking spaces

By June 30, 2023
*unless adjusted by approved alternative date

Implement other rules, including adopting one of three reform approaches

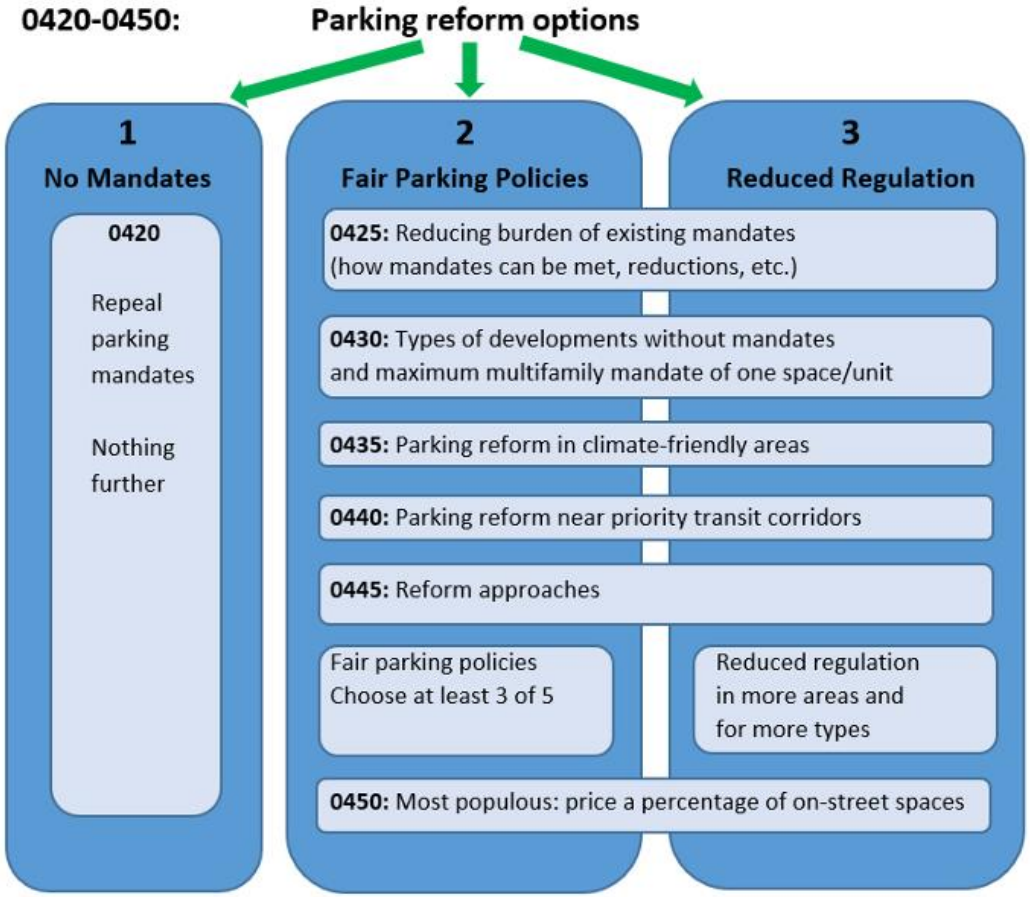
When adopting Climate-Friendly Areas

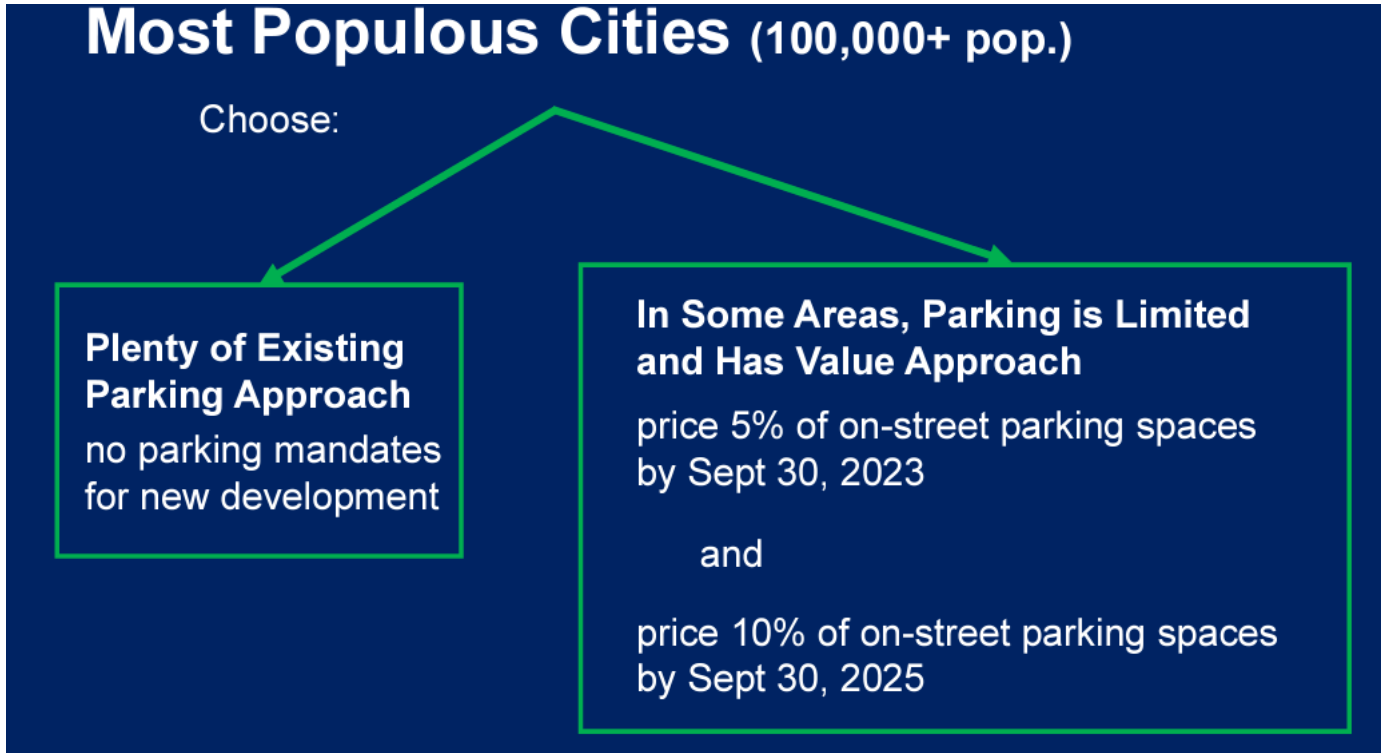
Take one of two approaches in each area

On designation of Priority Transit Corridors

Ensure compliance with reform near frequent transit

Oregon CFEC Parking Reform

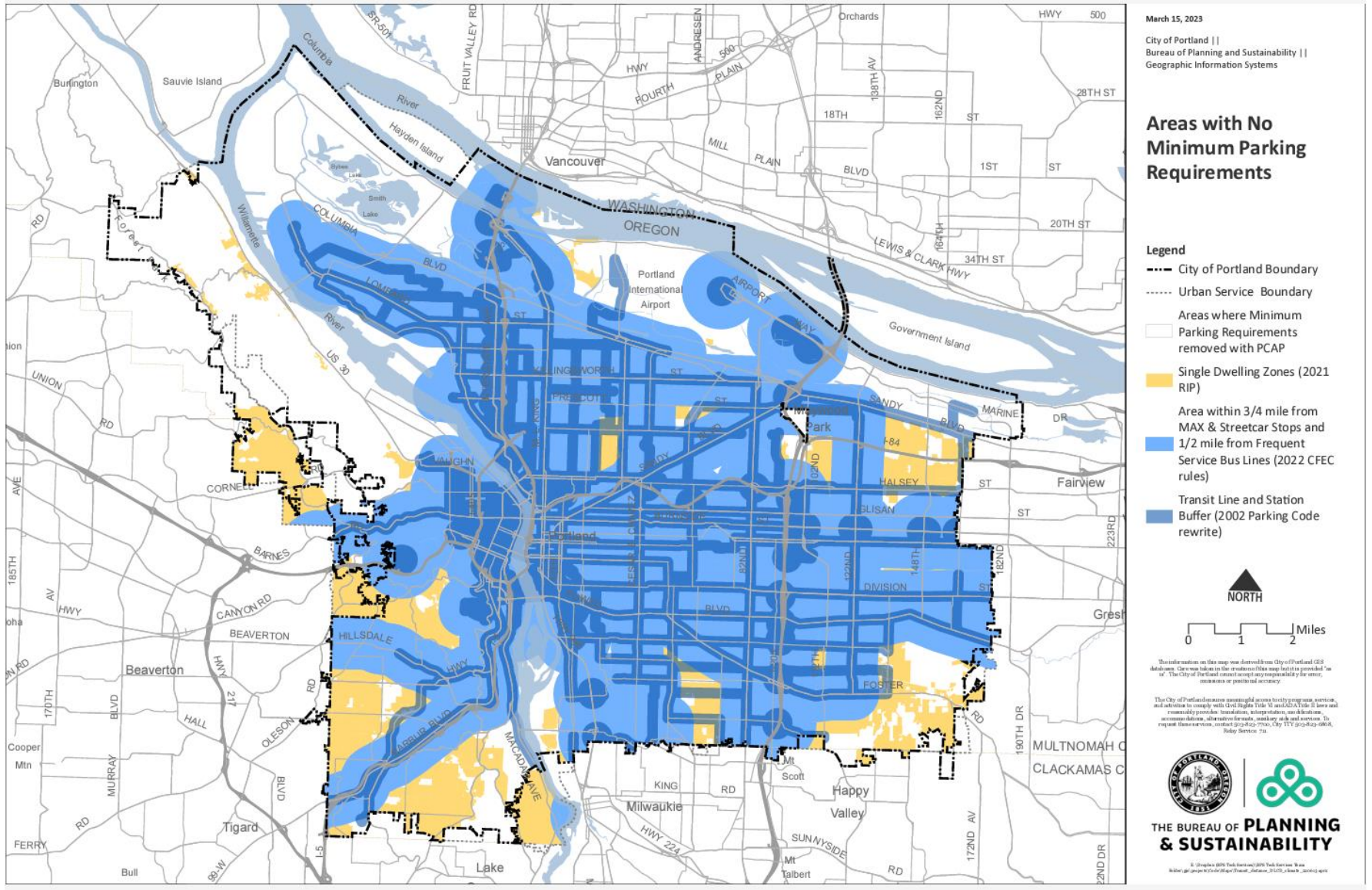




Source: CFEC Webinar

Portland, OR

The Parking Compliance Amendments Project (PCAP) brings Portland into compliance with Oregon's CFEC law.



Source: City of Portland

Buffalo, NY

- In 2017 Buffalo was the first major U.S. city to eliminate minimum parking requirements.
- Large developments are required to submit TDM plans.
- Findings of Buffalo's elimination of minimum parking requirements include:
  - Mixed use, residential, and commercial uses typically build less parking than the previous minimum requirements.
  - Rather than build parking, developers are sharing parking to a greater degree.
  - Majority of new parking built is typically shared across developments.
  - Transit-oriented development became more viable.
  - Adaptive reuse projects of older buildings became more viable without parking.

Buffalo Becomes First City to Bid Minimum Parking Goodbye

The city is overhauling its archaic zoning regulations, but does the move help its citizens as much as it helps developers?

Jay Galvin/Flickr

By Linda Poon

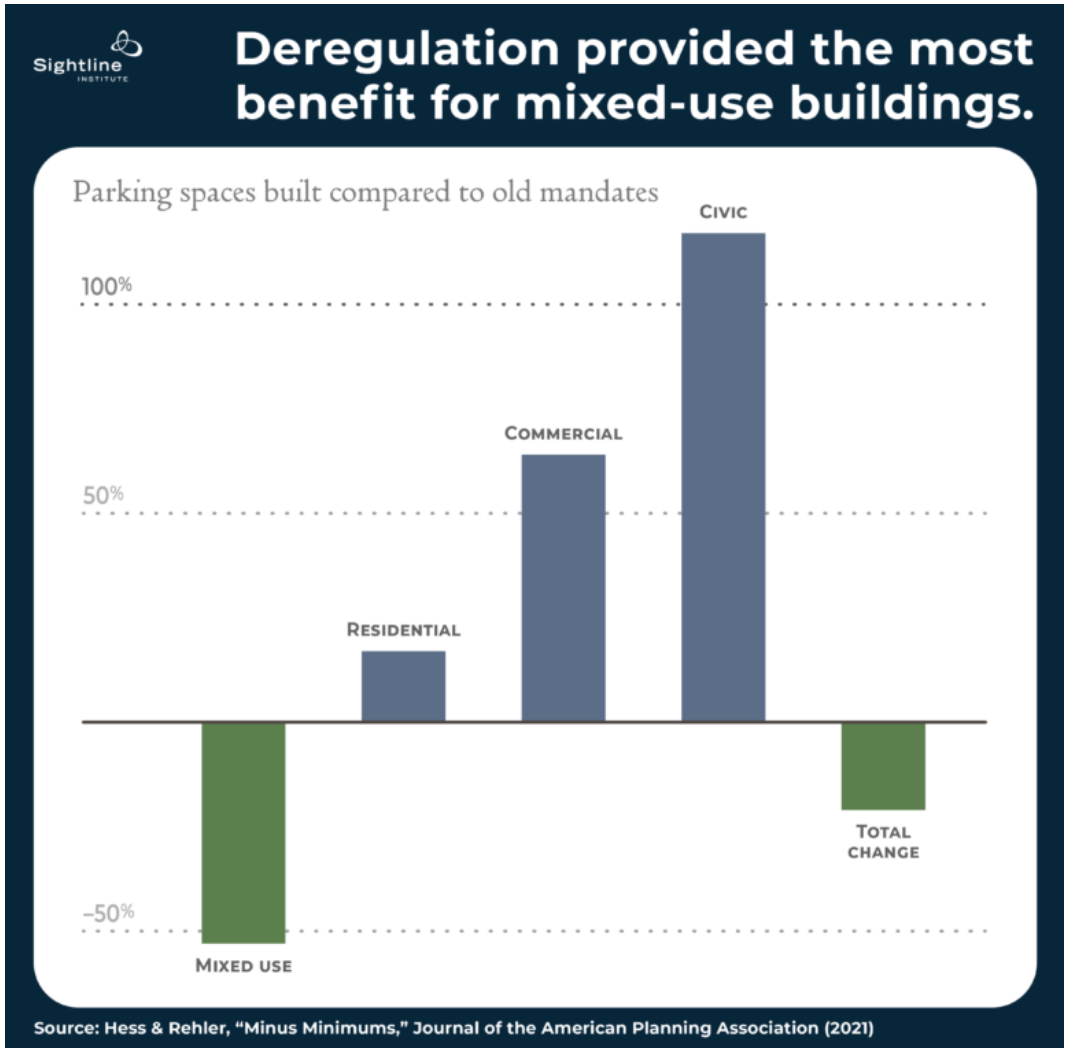
January 9, 2017 at 10:26 AM PST

Source: Bloomberg

Buffalo, NY

Under Buffalo, NY's Green Code...

Source: Hess & Rehler, "Minus Minimums," Journal of the American Planning Association (2021)



Source: Sightline Institute

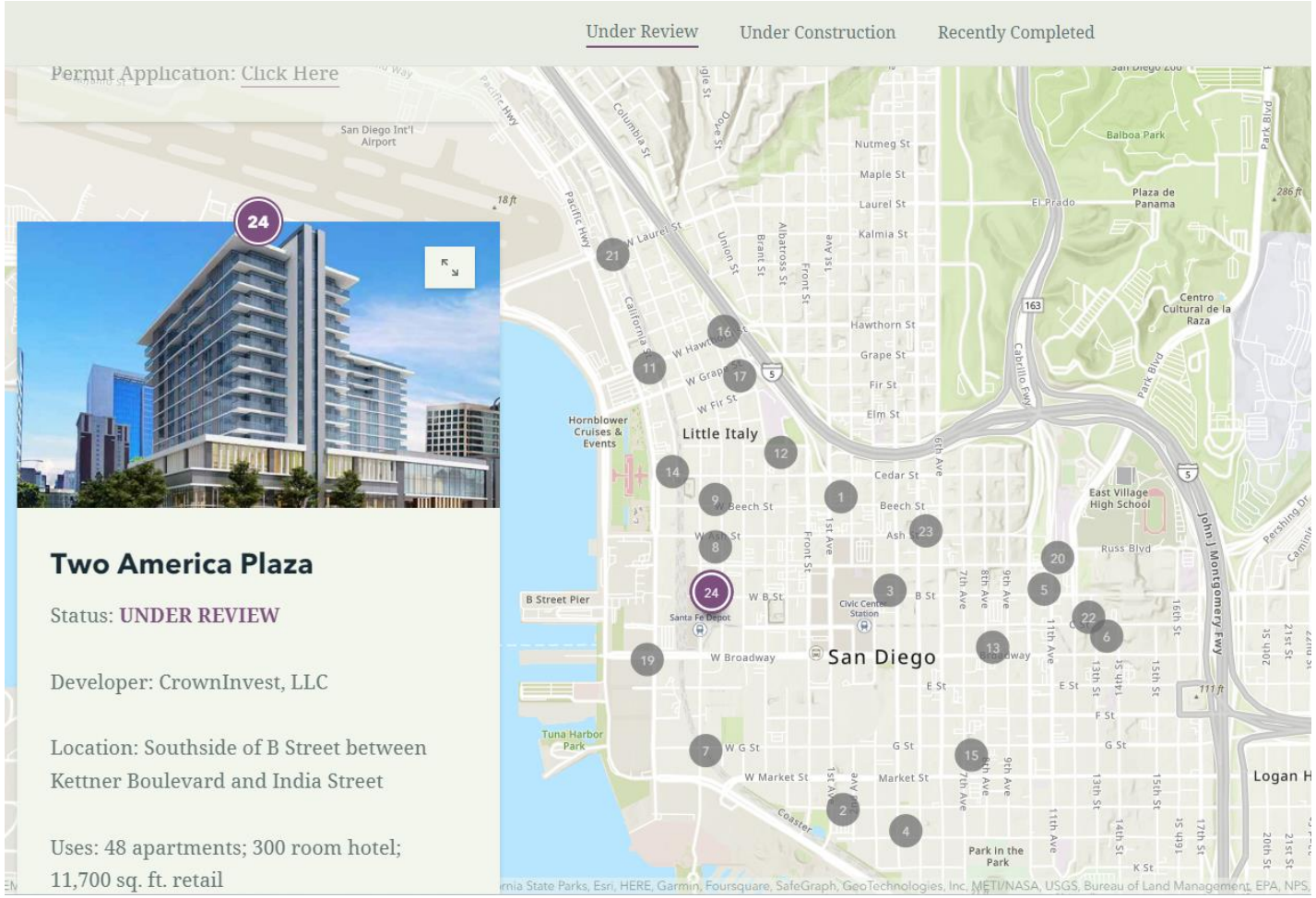
Parking Maximums

2

San Diego, CA

- In 2019, Ordinance 21057 implemented a maximum of 1 space per unit for multifamily residential in downtown.
- The maximum ratio can be exceeded if the following conditions are met:
  - The development floor area ratio (FAR) is no less than 80% of the maximum FAR.
  - At least 20% of all parking spaces provided include electric vehicle supply equipment.
  - At least four points of transportation amenities are provided.
  - All off-street parking spaces that exceed the 1 space per unit shall be within an underground parking garage.

Downtown Development Activity Map



Source: City of San Diego

Minneapolis, MN

Established parking maximums for all uses, with maximums calibrated by geography/transit access.*

Parking Ordinance Changes –Maximum Parking Requirements

Current Standard

- Maximum parking requirements vary by use
  - Typical standard of 1 space per 200 square feet for commercial uses
- Maximum parking requirements are unique and more strict downtown
  - 1.5 spaces per DU
  - 1 space per 1,000 square feet of commercial

Intended Outcomes

- Reduce housing costs. [citation]
- Remove incentives to automobile use in support of more efficient and environmentally friendly forms of transportation to reduce greenhouse gas emissions. [citation]
- Use land more efficiently.
- Support walkable urban design.

Proposed Standard

- Maximum parking requirements increased in some cases
  - 1 space per 300 square feet for most commercial uses
- Tiered approach to maximums, lower maximums in higher intensity built form districts with enhanced transit access
  - Core 50 + Transit 30 (generally downtown)
  - Transit 10, 15, 20
  - All other areas
- Residential maximum expanded citywide
  - 1.5 spaces per DU in Transit districts and above
  - 2 spaces per DU elsewhere (1-3 unit projects exempt)

* Effective November 4, 2023, the Hennepin County District Court issued an order enjoining certain aspects of the Minneapolis 2040 comprehensive plan. The order requires the City of Minneapolis to reinstate for prospective enforcement the residential development portions of the City's 2030 comprehensive plan.

Source: Minneapolis 2040

Minneapolis, MN

Maximum Parking Requirements – Example

Offices, Clinics, etc.			
Current Maximums for 29,000 Square Foot Office/Clinic		Proposed Maximums for 29,000 Square Foot Office/Clinic	
Generally	145 spaces	Generally	97 spaces
		Transit 10, 15, 20	49 spaces
Downtown	29 spaces	Transit 30, Core 50	29 spaces

Source: Minneapolis 2040

1200 Lagoon – 29,000 square feet

St. Paul, MN

- Parking maximums apply to surface lots of 15 or more spaces.
- Maximums are lower for projects within certain zones or ¼ mile of transit.
- Projects exceeding 40,000 square feet are required to submit a TDM Plan for city review.

REDUCE E ELIMINATE

The ELIMINATE option is easier to explain:

No required parking minimums in Saint Paul, period

This doesn't stop developers from building more parking if they wish to … up to the maximums

Source: Nelson\Nygaard

Portland, OR

- Chapter 33.266 sets parking maximums, which vary depending on the land use and zone.
- If more than 75% of on-site parking is provided in structured parking, then maximums can be exceeded (up to 125%).
- Plan districts and overlay zones can supersede the parking maximums.
- Park-and-Ride facilities are exempt from maximums.
- Additional exceptions are provided certain zones for accessory parking.

Table 266-1
Maximum Allowed Parking Spaces By Zone [1], [2]

Zone	Requirement
OS, R, C, CI, EG, I, IR	Maximum is Standard B in Table 266-2.
EX	Maximum is Standard A in Table 266-2, except for the following, where the maximum is Standard B: 1) Retail, personal service-oriented, repair-oriented 2) Restaurants and bars 3) General office 4) Medical/Dental office

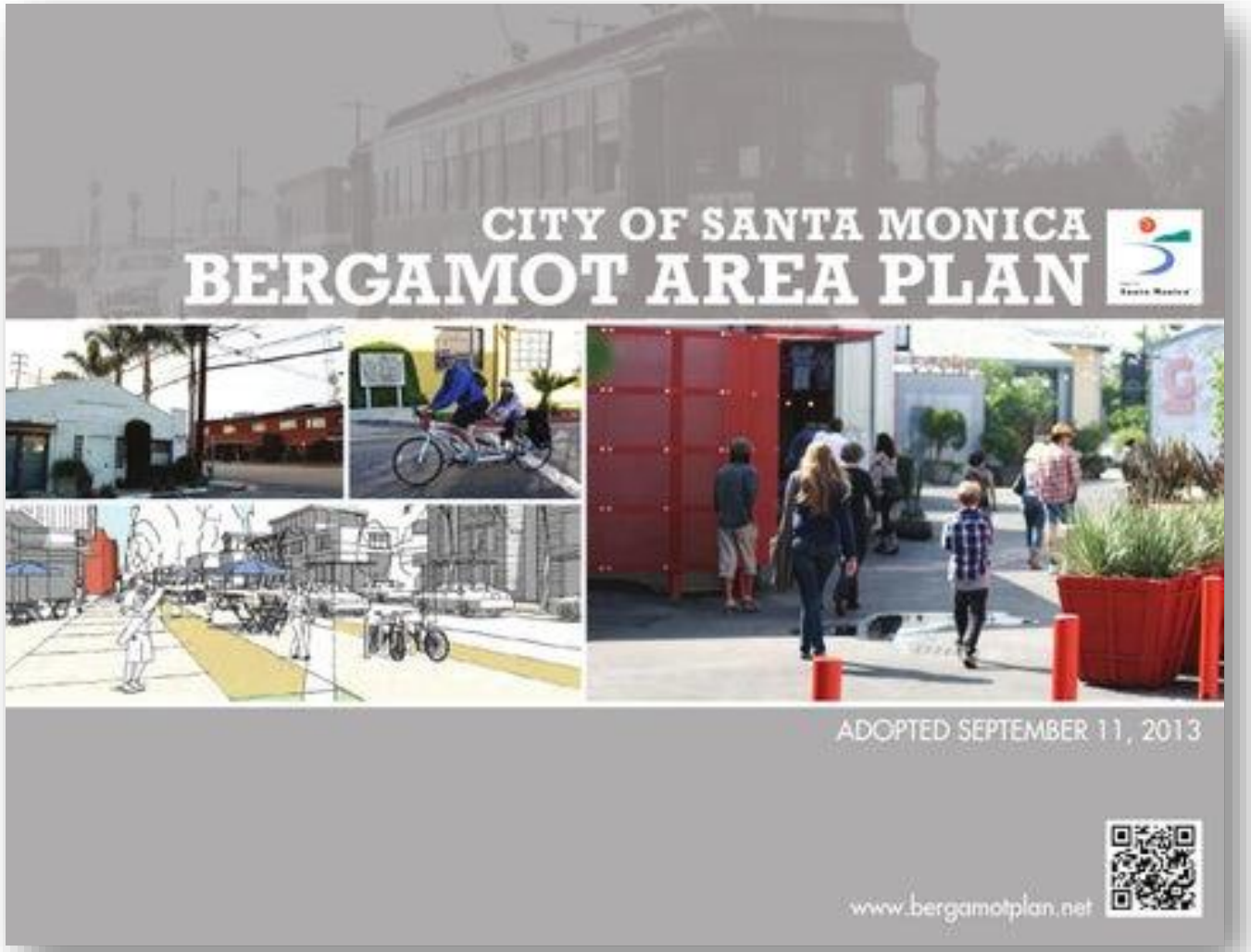
Table 266-2
Maximum Allowed Parking Spaces by Use [1]
(Refer to Table 266-1 to determine which standard applies.)

Use Categories	Specific Uses	Standard A	Standard B
Residential Categories			
Household Living		1 per 2 units	No maximum, except 1.35 per unit on sites that are in a commercial/mixed use or multi-dwelling. Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 bedrooms	No maximum
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 200 sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 75 sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 200 sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 3 seats or 1 per 4 feet of bench area

Source: City of Portland

Santa Monica, CA

- The Bergamot Area Plan (2013) established maximums for both residential and commercial uses.
- Plan places limits on how much parking can be reserved for exclusive use – generally, an increment of parking above minimum and below maximum must be shared.
- Maximum parking requirements "phase down" over time, based on thresholds of net new district/shared parking provided.



Source: CD+A

Santa Monica, CA

- Parking maximums include tiered requirements for residential and non-residential based on thresholds of net new shared parking provided in the district.

- Plan includes TDM and TMA membership requirements tied to parking regulations.

Table 5.08 Tier 1 & Tier 2 Bergamot Plan Area Residential Parking Reqirements per Unit

	REQUIRED	MAXIMUM WITH VOLUNTARY SHARED PARKING
At Plan Adoption	1.5, of which at least 1.0 must be reserved	2.0, of which no more than 1.5 may be reserved
At 5,000 Net New Spaces	1.0	1.5, of which no more than 1.0 may be reserved

Table 5.09 Tier 3 Bergamot Plan Area Residential Parking Reqirements per Unit

	REQUIRED	MAXIMUM
At Plan Adoption	1.5, of which at least 1.0 must be reserved and 0.5 must be shared	2.0, of which no more than 1.5 may be reserved
At 5,000 Net New Spaces	1.0, which must be shared	1.5, of which no more than 0.5 may be reserved

Table 5.06 Tier 1 & Tier 2 Bergamot Plan Area Commercial Parking Reqirements per 1,000 Square Feet

	REQUIRED	MAXIMUM WITH VOLUNTARY SHARED PARKING
At Plan Adoption	2.0	4.0, of which no more than 2.0 may be reserved
At 2,500 Net New Spaces	2.0	3.0, of which no more than 1.5 may be reserved
At 5,000 Net New Spaces	0.0	2.0, of which no more than 1.0 may be reserved

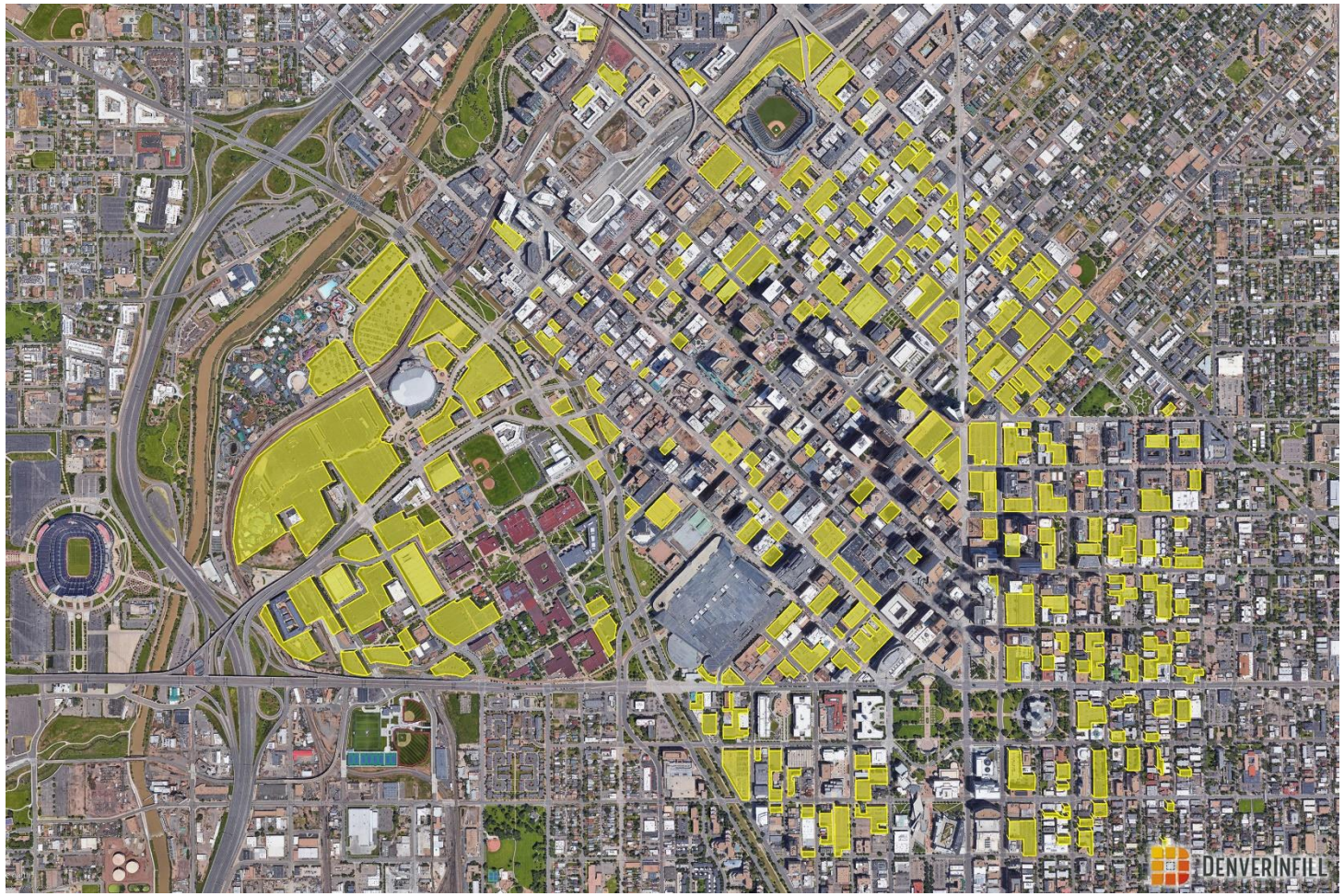
Table 5.07 Tier 3 Bergamot Plan Area Commercial Parking Reqirements per 1,000 Square Feet

	REQUIRED	MAXIMUM
At Plan Adoption	2.0, of which at least 1.0 must be shared	4.0, of which no more than 2.0 may be reserved
At 2,500 Net New Spaces	2.0, of which at least 1.0 must be shared	3.0, of which no more than 1.5 may be reserved
At 5,000 Net New Spaces	0.0	2.0, of which no more than 1.0 and no more than 50% of any parking provided may be reserved

Source: CD+A

Denver, CO

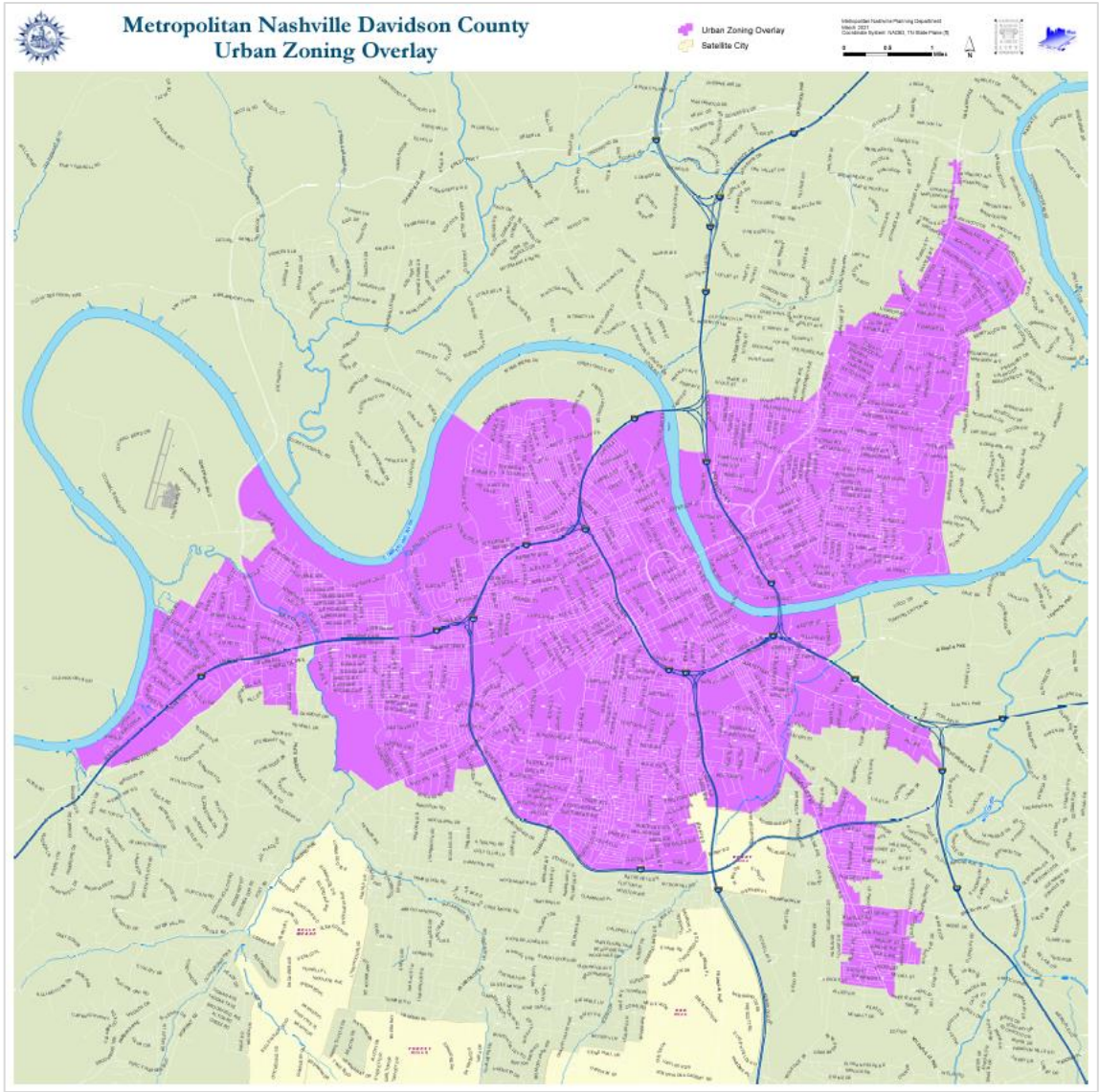
- Maximums apply in some areas of the city, such as Downtown Neighborhood Context zone districts.
- Shared parking arrangements in maximum areas.
  - Applicants can request shared parking to meet minimum/maximum parking requirements for mixed use developments, multiple uses located near each other, and uses which have different peak parking demands/operating hours.
  - Each shared vehicle surface parking space shall be counted only once in the calculation of vehicle surface parking spaces that contribute to the maximum allowed.



Visualization of space allocated for parking in Denver

Nashville, TN

- In 2022, Nashville eliminated minimum parking requirements for developments in the Urban Zoning overlay zone.
- The City's previous parking minimums are now its parking maximums.
  - Chapter 17.20.040 - Adjustments to required parking. G. **UZO parking standards and requirements shall be construed as parking maximum requirements** within the UZO and parking minimum requirements within any UDOs outside the UZO or within any SP which references UZO standards as a minimum or within any Neighborhood Landmark Overlay districts applied after November 15, 2022, within the UZO. No parking shall be required within the UZO, except as noted above.



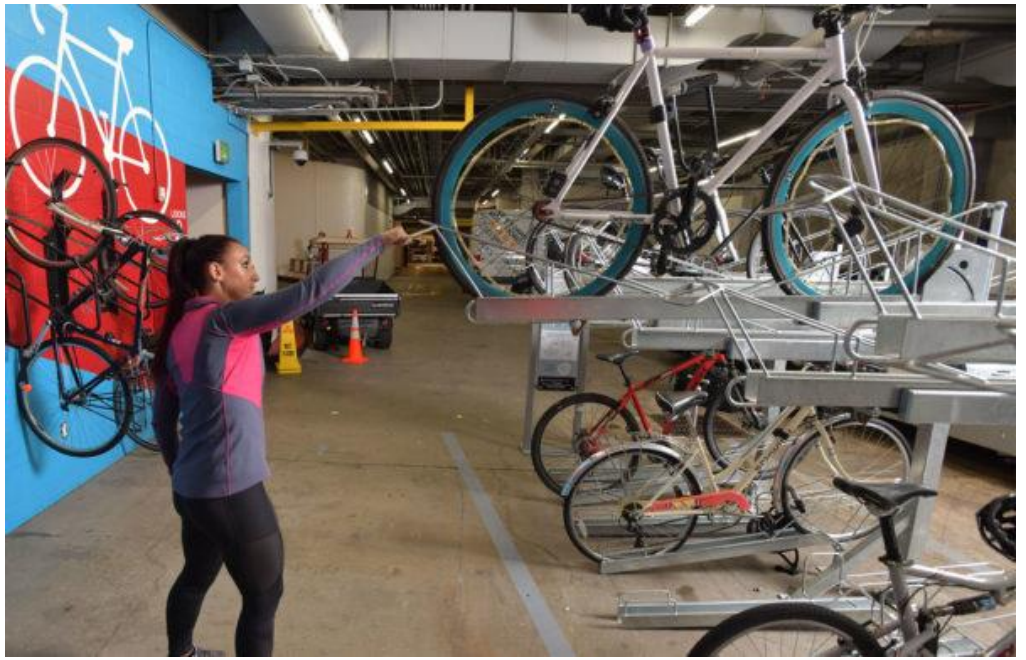
Source: City of Nashville

Bicycle Parking Requirements

3

California Spotlight: AB 2863 - Green building standards: bicycle parking

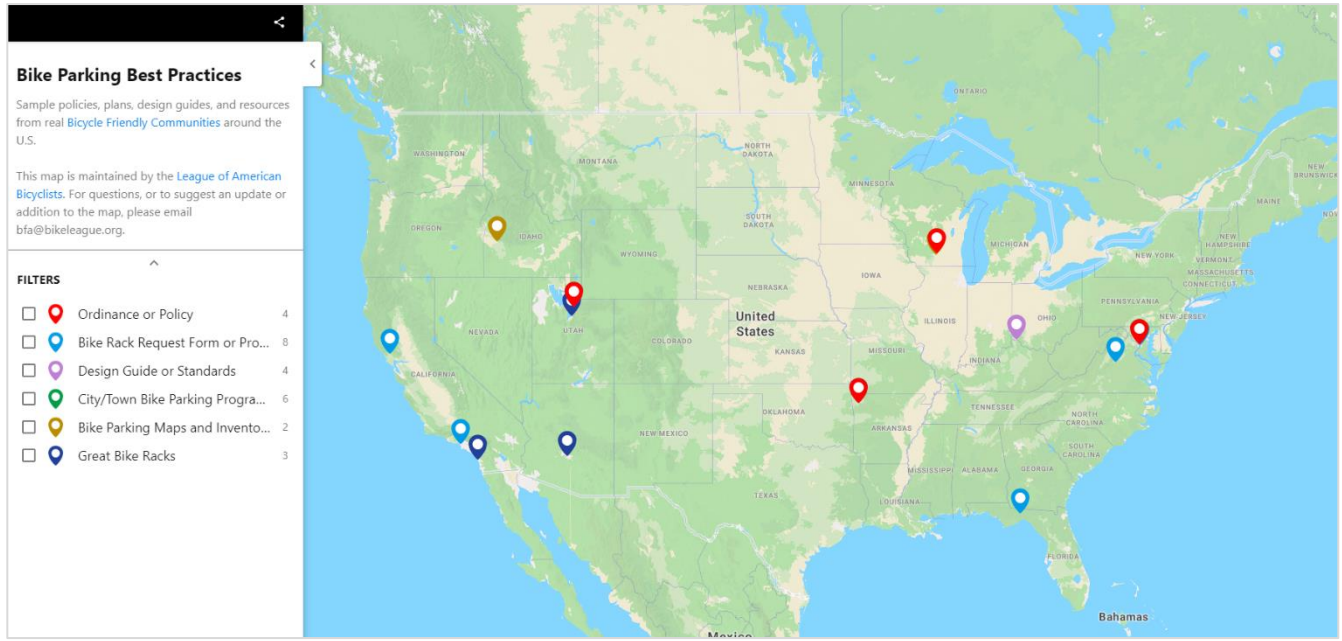
- AB 2863, the "Bike Parking Bill," requires the Department of Housing and Community Development to create mandatory standards for bicycle parking in new multifamily residential buildings, hotels, and motels.
- AB 2863 also requires the California Building Standards Commission to "…research and develop revised mandatory building standards for short-term and long-term bicycle parking in nonresidential buildings, and would authorize the commission to adopt these standards."
- Future requirements must be independent of the number of vehicle parking spaces.
- Does not immediately set a new standard.



Source: Cal Bike

Best Practices: Bicycle Parking Guidelines

- Primary industry guidelines:
  - League of American Bicyclists
  - APBP Bike Parking Guidelines
- Key design elements:
  - Short-term bicycle parking is recommended to be secure, easy to find, visible from the main entrance, and have user-friendly wayfinding signage.
  - Long-term bicycle parking is recommended to be secure, and easily accessible for all ages and abilities.
  - Businesses that have full-time employees and high numbers of visitors should provide both long-term and short-term bicycle parking.
  - Current versions have limited guidance on emerging bicycle types = EVs, cargo, etc.



Source: League of American Bicyclists

Best Practices: Bicycle Parking Guidelines

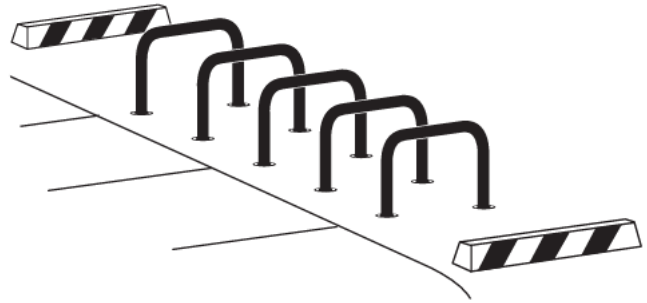
Short-Term Bike Parking

- Visible and close to the entrance – less than 50 feet
- Weather-protected and well-lit
- Security – bike parking must be visible to the public
  - Ideally visible from within the destination
  - Areas with high incidence of bicycle theft may need specific security features like specialty racks or tamper-proof mounting
- On-street bike corrals can be used in areas with limited sidewalk space
  - 1 vehicle space = space for 8-12 bicycles

INVERTED U

POST & RING

CORRAL

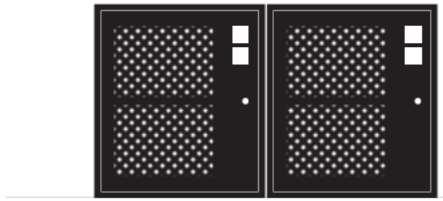


Source: Association of Pedestrian and Bicycle Professionals

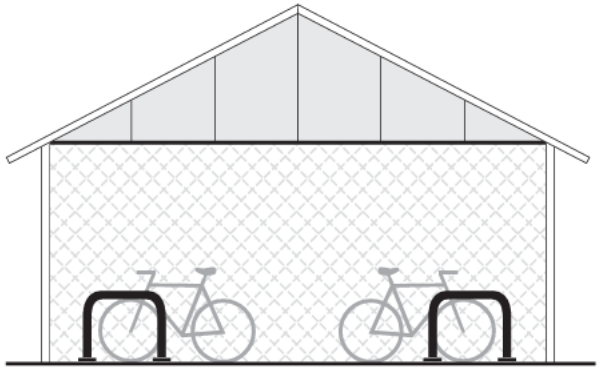
Best Practices: Bicycle Parking Guidelines

Long-Term Bicycle Parking

- Secure and sheltered
  - Users place high value on security and weather protection
  - Users may be willing to compromise on distance to destination for increased protection
- Designed to meet the needs of people leaving their bikes unmonitored for several hours
  - Park without concern for loss/damage
- Facility design should accommodate a variety of bicycle types
  - Recumbents, trailers, cargo bikes, long bikes, children's bikes
- Can be public or private
  - Public example – staffed, secure enclosure at a transit hub



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

Source: Association of Pedestrian and Bicycle Professionals

Best Practices: Bicycle Parking Guidelines

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

CRITERIA	DETAILS
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

Source: Association of Pedestrian and Bicycle Professionals

Best Practices: Public Long-term Parking

SmartPark Garage – 10th & Yamhill Bicycle Parking Room (Portland, OR)

- $20 per month
- Users receive a bicycle room access card
- 32 bicycle racks, 2 ADA accessible racks
- Bicycle repair station
- Bench for changing shoes
- Open 24/7
- No e-bike charging

Source: Portland, OR

Best Practices: Public Long-term Parking

Go By Bike

- 400-space bike valet at Oregon Health and Sciences University (OHSU)
- Parking is free and open to the public (weekdays)
- On-site staff provide bike security, same day bike repair (at a charge); Pedi-cab services offered as well
- Costs
  - Capital/Start-up: ~$100k
  - Valet Operations: $35-40k per month
  - Pedicab Operations: $6k per month
  - Bike shop: Self-sustaining
- OHSU paid for start up capital and covers on-going costs

Source: Go By Tram

Best Practices: Public Long-term Parking

Vancouver City Centre Bike Valet (Vancouver B.C.)

- Bike valet staff tag bike and provide users with a claim stub for retrieving bike for free
- On-site staff watch bikes throughout the day
- Open weekdays from 7:30 a.m. to 6:30 p.m. and weekends from 10 a.m. – 8 p.m.
- Any bikes not picked up after operating hours are removed, but can be retrieved for a $25 fee

Source: Translink

Best Practices: Public Long-term Parking

GoActiveLB Hub (Long Beach, CA)

- Offers secure, monitored 24/7 indoor bike parking and showers for members
- Also offers bike rentals, repairs, bike registration, retail sales, maps, and guidance on connecting to other modes of transportation

Source: Long Beach

Best Practices: Public Long-term Parking

Long-Term Bicycle Parking (Santa Barbara, CA)

- City of Santa Barbara's Bike Spot offers secure bicycle parking for those commuting by bicycle
- Two locations
  - Granada Garage
  - Lot 3 Transit Center
- Potential users must apply for a monthly or annual membership
  - Monthly: $10 per month
  - Annual: $90 per year
- 7 days per week, 6 a.m. – 11 p.m.

Source: City of Santa Barbara

Best Practices: Dockless Mobility

- Types of dockless mobility parking (NACTO, 2022)
  - **Docking stations**: Hubs or stations for users to begin and end their trip. Devices must be locked into the dock for the trip to end. Typically used for bike sharing, but some scooter share programs use docks.
  - **Marked hubs or parking spaces**: Areas for storing micromobility devices, designated by sidewalk or street pavement markings. May or may not include vertical signage and racks for devices to lock-to.
  - **Virtual hubs**: No physical signage or markings but designated in the operator's system as an area to leave devices.
- **Sacramento** requires riders to drop their dockless devices at bicycle racks or in city-designated drop zones.

Sacramento micromobility parking corrals

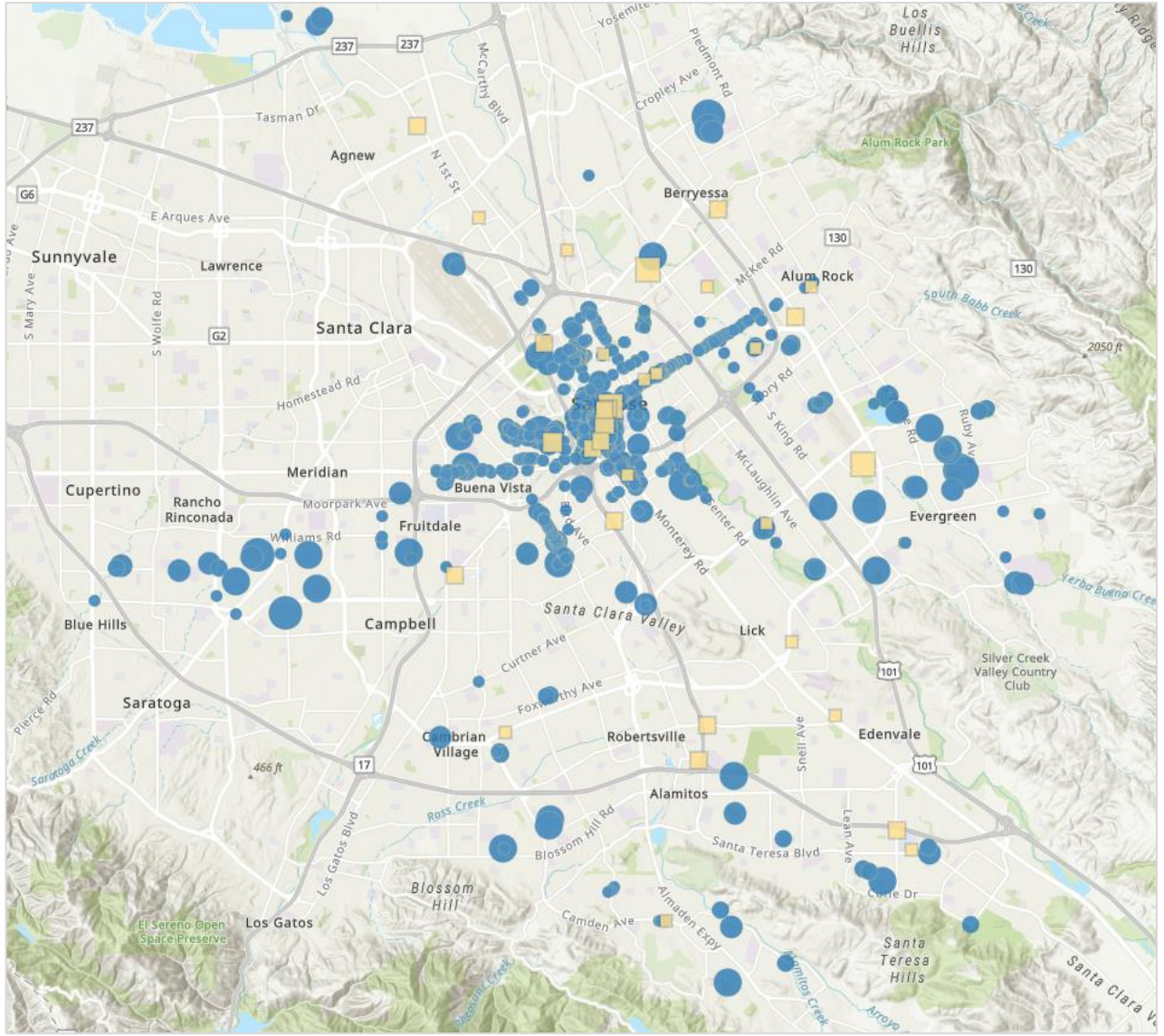
Source: Getting Around Sacramento

Best Practices: Dockless Mobility

- Strategies for organizing shared mobility pick-up and drop-off (NACTO, 2022)
  - **Lock-to requirement**: Require users and operators to lock devices to bicycle racks and other signposts (Sacramento).
    - In Sacramento, users can receive a citation if device is blocking sidewalks or curb ramps.
  - **Required deployment locations**: Require deployments only in specified areas.
  - **Hub zones**: Areas where users can only end trips in designated hubs to organize devices in high-demand areas.
  - **Dockless zones**: Station-based or lock-to systems may create dockless zones to expand coverage around the edge of the service area.
  - **Required service areas**: Cities can require a certain level of deployment outside of high demand areas or in equity focus areas.
  - **No deployment zones**: In popular destinations where overcrowding is likely to occur or where private property owners request, cities can prohibit deployments while still allowing users to end trips in that area.
  - **Prohibited zones**: Areas that do not allow riding, ending trips, or both. Helpful in areas of very high pedestrian use or immediately adjacent to sensitive land uses.
- **Public education and marketing** on use of the drop zones/virtual hubs is a crucial element to success.

San Jose, CA

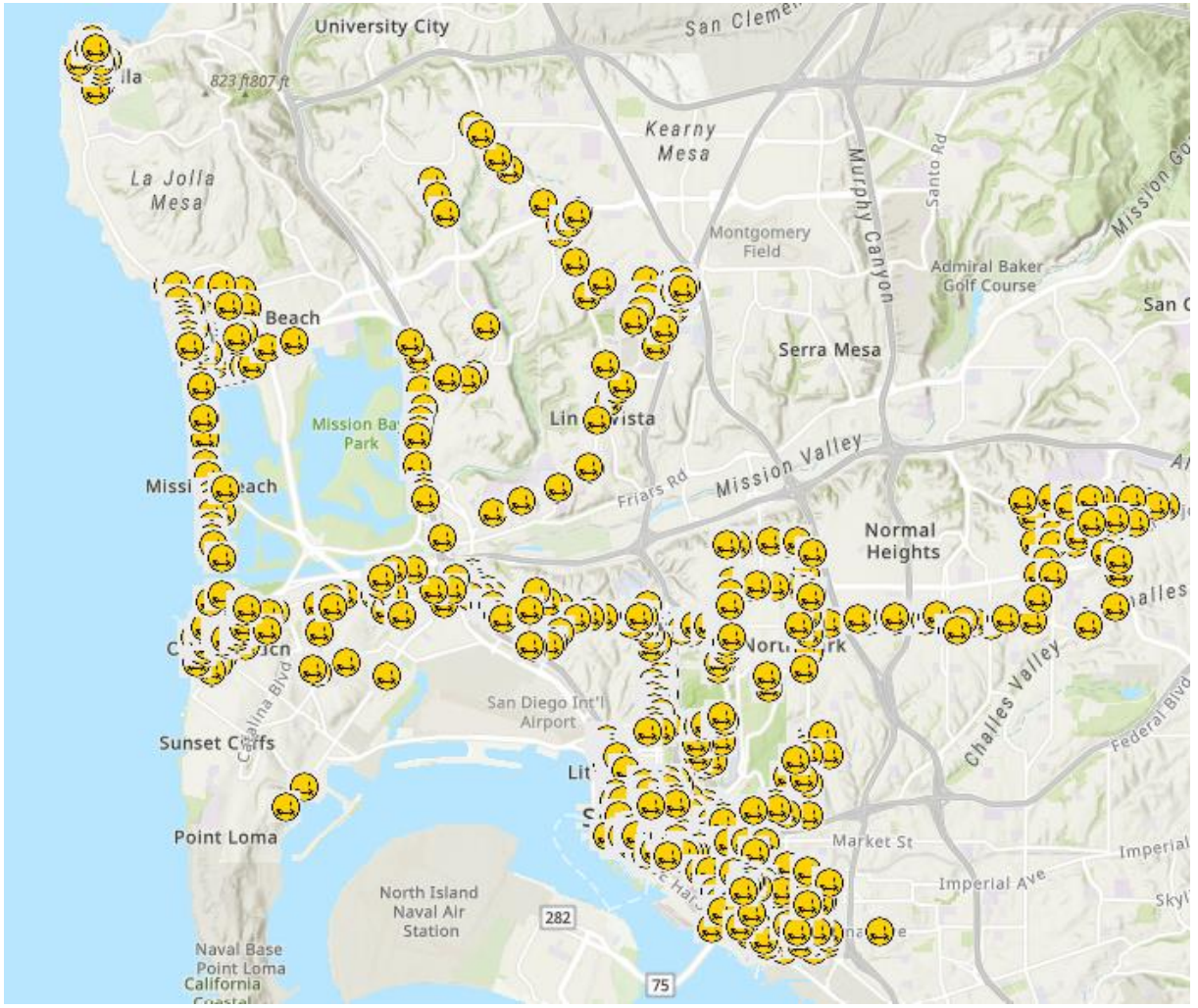
- Bicycle parking requirements are part of San Jose's zoning code (Chapter 20.90).
  - Differentiates short- and long-term spaces.
  - Minimum of two short-term bicycle parking spaces and one long-term bicycle parking space for all non-residential sites.
  - Defines space location and design standards.
- Bicycle parking is included as a TDM measure.
  - To get TDM points, developments must provide at least 2 times as many secure short-term and long-term bicycle parking spaces on site as required by Chapter 20.90.



San Jose Bike Parking Map

San Diego, CA

- For residential dwellings, requires minimum bicycle parking spaces per dwelling unit.
- For some areas in San Diego that have minimum vehicle parking requirements, minimum vehicle parking can be replaced by bicycle parking.
  - CN, CO, and CV zones
  - Ratio of 2 bicycle parking spaces provided for every required vehicle parking space.
- City provides shared mobility device corrals for dockless mobility parking.



Map of shared mobility device corrals

Minneapolis, MN

Minneapolis' 2021 overhaul of parking requirements included bicycle parking for all uses.

Parking Ordinance Changes – Bicycle Parking and Facilities

Current Standard

- Residential – 1 space per 2 DUs
- Commercial – for select uses
- Shower and Locker Facilities – required downtown in buildings of 500k square feet or more

Proposed Standard

- Residential – 1 space per 1 DU
- Commercial – minimum of 3 spaces for most uses
- Significant increase in requirements for some uses (1 per 2k sq ft in large non-residential projects)
- Shower and Locker Facilities – require citywide on projects greater than 200k square feet, require at higher rate

Intended Outcomes

- Respond to market conditions – many projects already meeting and exceeding proposed standards
- Prepare for expansion of and encourage use of city bike network, support complete communities, achieve greenhouse gas emission reductions, and mode split goals.

Source: Minneapolis 2040

Oakland, CA

- Oakland requires bicycle parking for new facilities, additions to existing facilities, and remodels.
- Automobile parking credit: Total number of required off-street parking spaces can be reduced at the ratio of one off-street space for each six bicycle spaces provided in excess of minimum bicycle parking requirements.
  - Total number of off-street parking spaces reduced cannot be more than 5%.

By the Numbers: Bike Parking

All publicly accessible bike parking spaces (by type & owner)

Space Type	Oakland	Other	Total
BART Bike Station	0	574	574
Sidewalk and Corral/Parklet Rack	7427	3296	10723
eLocker	36	390	426
# of spaces	**7463**	**4260**	**11723**

Spaces installed Jul 2019 – Dec 2021 (by area & owner)

Area	Oakland	Other	Total
North	350	6	356
Uptown/Downtown	242	62	304
West and Jack London	172	70	242
Grand Lake/Oakland Hills	72	30	102
Eastlake/San Antonio/Fruitvale	158	32	190
East	66	30	96
# of spaces	**1060**	**230**	**1290**

Source: Oakland CityRacks Bicycle Parking Program

Austin, TX

- Bicycle parking standards are set in the Austin Land Development Code.
  - Amount of short- and long-term bicycle parking differs based on land use.
  - Includes a bicycle parking in-lieu fee.*
- Bicycle parking requirements were updated as part of 2023 Land Development Code removal of parking minimums.
  - Minimum of 2 spaces for commercial uses.
  - 5 spaces or 5% of the motor vehicle spaces required, whichever is greater.
- Urban Transportation Commission included a provision to increase bicycle parking at a scale that aligns with Austin's commute mode split goals.

Source: City of Austin

*Bicycle parking in-lieu fee: An applicant may request to pay a fee instead of installing bicycle parking by filing a written request at the time the person submits a permit application in the manner prescribed by the director. An applicant who has not filed a request at the time of application, may later amend the application to request to pay the fee instead of installing a bicycle parking. The fee revenue must be used to install bicycle parking in the same service area as the development.

Austin, TX

- Austin Municipal Code includes a section on dockless mobility parking.
- Applicable requirements of the traditional bicycle parking sections apply for the placement of dockless mobility parking areas.
- Must maintain an accessible path from parking to site entrances.
- Licensed operators must park dockless units in designated areas:
  - Sidewalk with at least 3 feet of pedestrian clearance
  - Public bicycle rack
  - Areas designated by parking boxes
- Operators must pay the city for installation and maintenance of parking boxes.

Source: City of Austin

Portland, OR

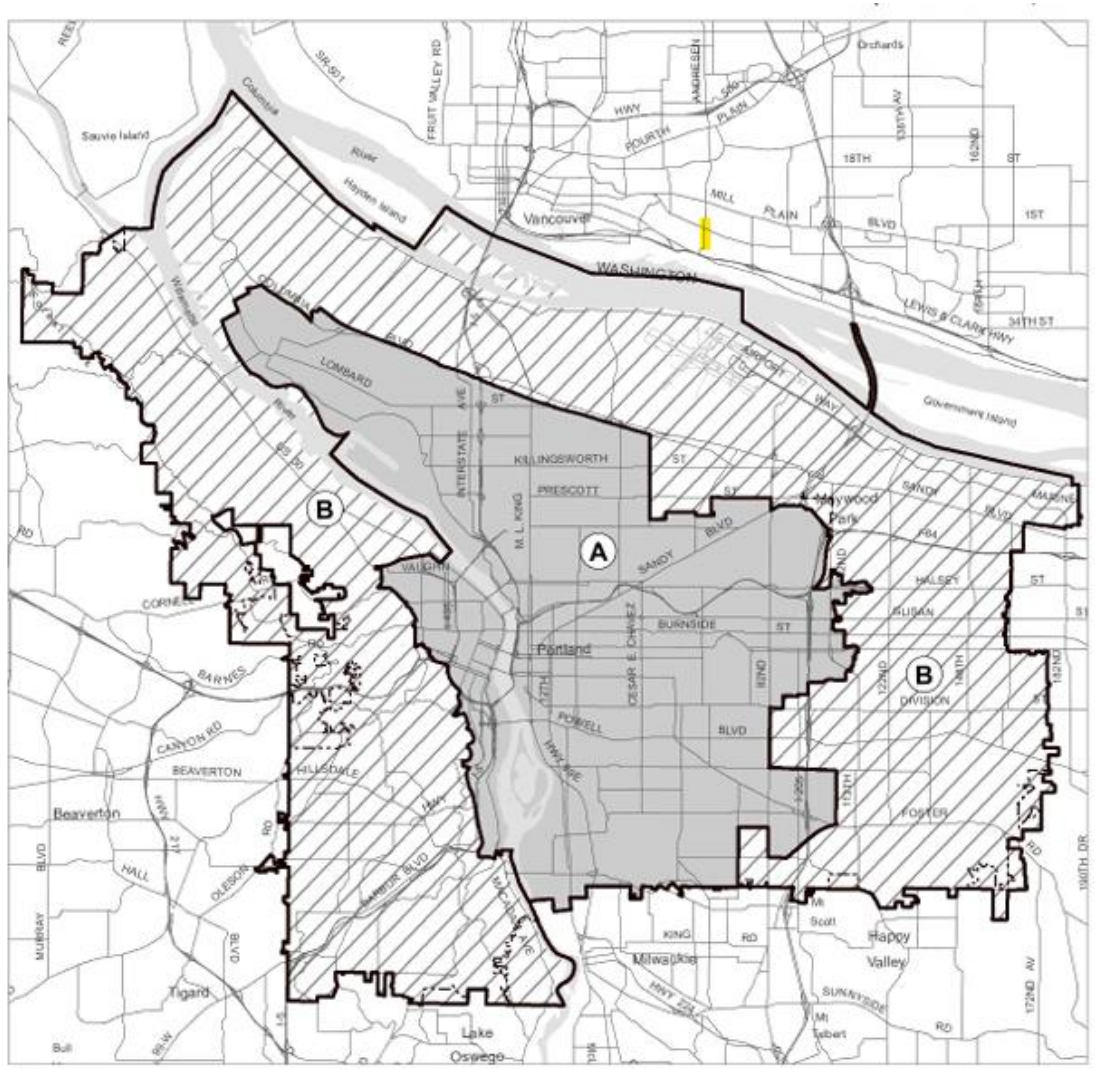
Updated the Bicycle Parking Code in 2019 and changes went into effect in 2020.

What is the bike parking code?

- Minimum required bicycle parking (33.266.200) and Bicycle Parking Development Standards (33.266.210)
- Applies to new development and redevelopment (major remodel threshold)
- Does not apply to developments with less than 5 units
- Most recently updated in 2020.

Short-term Parking:
- For visitors, short stays
- Outside, uncovered

Long-term Parking:
- For residents, employees, students
- Inside, covered, secure



Portland, OR

- There is an ongoing effort to revise the bicycle parking requirements.
  - Aims to increase housing production through temporary waivers and permanent changes to building requirements, including bicycle parking standards.
  - Address concerns that Portland's bicycle parking regulations are too rigid, arbitrary, overreaching, and reduces housing production.
  - Some argue that current regulations limit in-unit bicycle and prioritize creation of bicycle rooms.
  - Some argue that design guidelines make it harder to construct bicycle parking – bicycle parking cannot be constructed more than 15 feet away from the dwelling unit front door.
  - Some argue that there is unintentional bias about bicycle parking and bicycle storage in homes.

How can we support housing production and mobility?

Key issues we heard from BDS (implementation staff) and applicants:

1. In unit design standard complexity
2. Space required for large bike spaces is a lot for "smaller developments"

DRAFT Proposals

1. In-unit design standards are difficult to comply with:

Staff proposal: Remove the alcove requirement and 15 ft distance from main entrance (permanent code change)

2. Large bike requirement take up too much space for "smaller developments"

Staff proposal: Remove the larger bike parking space (3' x 10' each) requirement of 5% of spaces (temporary change)

Note: Staff are continuing to talk through repercussions of temporarily reducing required amounts for residential units

Davis, CA

- Chapter 40.25A includes the standards for bicycle parking for residential, commercial, industrial, and civic land uses.
  - Based on spaces per room, spaces per square footage, and/or spaces as a percentage of maximum occupancy.
- Includes long-term and short-term bicycle parking requirements.
- Minimum of two bicycle spaces per site or tenant, except for the downtown core.
  - No requirement in the downtown core, as the City assumes there is enough existing public bicycle parking.

Davis, CA

City of Davis Bicycle Parking Standards

Land Uses	Examples	Standard (sf = gross sq. ft.)	Short Term Parking	Long Term Parking
Residential - group living	Fraternity, sorority, co-op housing	1 per bed	25%	75%
Residential - multifamily	Apartments, condominiums	1 per bedroom	25%	75%
Lodging	Hotel, motel	1 per 10 guest rooms	50%	50%
Restaurant – quick serve	Deli, coffee shop, bar	1 per 150 sf	75%	25%
Restaurant – sit down	Restaurant	1 per 500 sf	75%	25%
Retail, general commercial	Grocery store, hardware, furniture	1 per 1000 sf	75%	25%
Commercial services	Garden supply, appliance stores, auto repair, auto dealership (office/showroom)	1 per 1000 sf	75%	25%
Office	Professional, medical, dental, government, clinic, bank	1 per 1,500 sf	75%	25%
Shopping center	Mix of personal services, retail, restaurants, offices	1 per 1,750 sf	75%	25%
Institutional	Schools, day care	1 per 2,500 sf	75%	25%
Light industrial	R&D, business park	1 per 2,000 sf	25%	75%
Industrial	Warehouse, manufacturing, hospital	1 per 7,500 sf	25%	75%
Civic, cultural, religious centers	Library or museum (occupancy), places of worship (seats)	10% of maximum occupancy or seats	75%	25%
Commercial recreation	Theater (seats), health club (occupancy)	10% of maximum occupancy or seats	75%	25%
Open space, parks, recreational uses	Ball field, driving range, playground, parks	As determined by the community development and sustainability director		
*Downtown (core area)	Includes all nonresidential land use types in downtown	Apply same standards for land use above when feasible. City provides an on-going bicycle rack program for the downtown core area.		

Source: Davis Municipal Code

Madison, WI

- Chapter 28.141 provides bicycle parking standards along with standards for vehicle parking.
- Bicycle parking minimums are equivalent to, or more expansive, than vehicle parking minimums.
- Requires a minimum of two bicycle parking spaces per site for non-residential uses.
- Residential uses: at least 90% of bicycle parking must be long-term parking.
- Non-residential uses: at least 90% of all bicycle parking must be short-term parking.
- The city will provide bicycle parking for businesses in areas where there is no off-street parking, the space between the street and the sidewalk is 5+ feet in width, and the space is concrete.

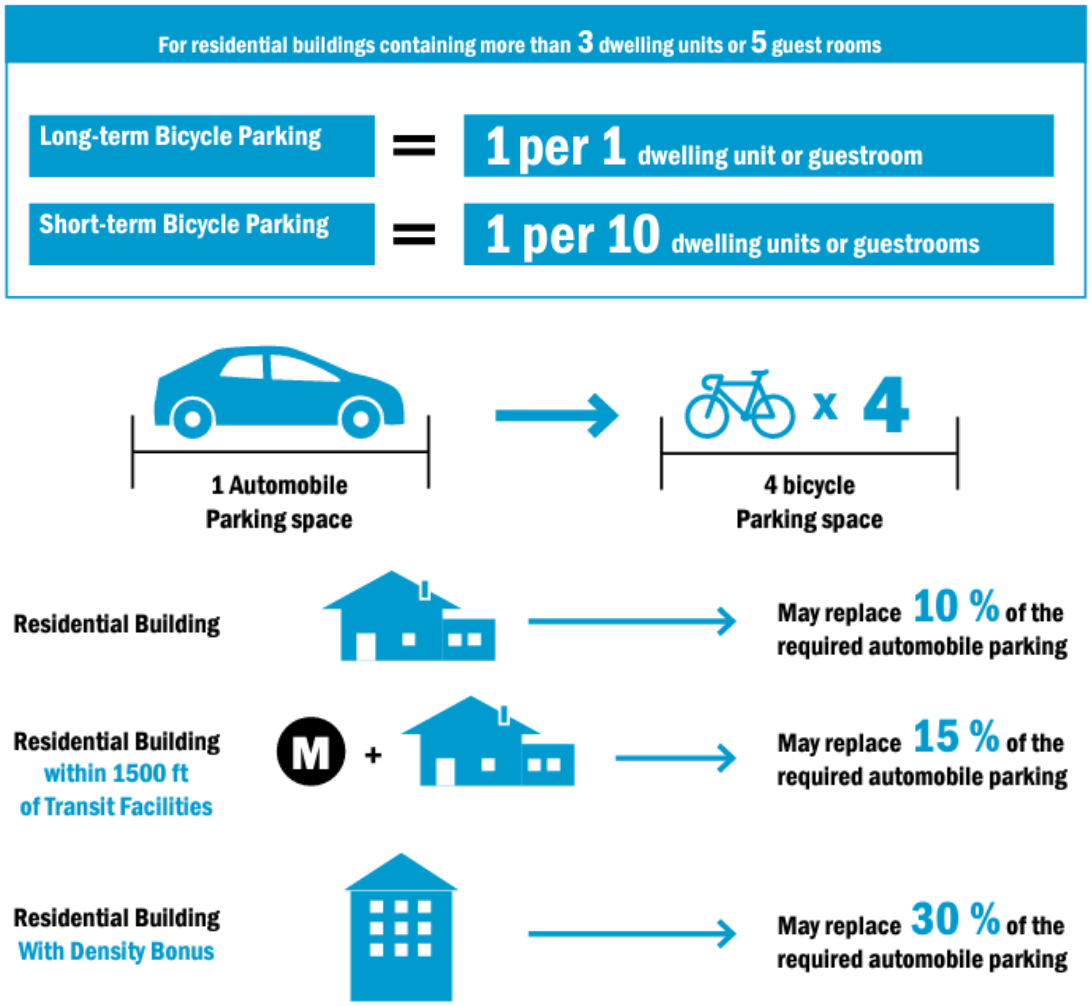
Source: City of Madison

Los Angeles, CA

- LADOT published a visual guide, which documents the city's bicycle parking requirements.
- Short-term and long-term bicycle parking minimums are included for residential, commercial, and institutional spaces.
- Standards also include methods for replacing vehicle parking with bicycle parking.
- Includes design standards for code-compliant bicycle parking.
- Short-term parking: racks, bicycle corrals.
- Long-term parking: lockers, bike rooms and bike cages, bicycle transit centers/bike stations

Source: LADOT

Los Angeles, CA

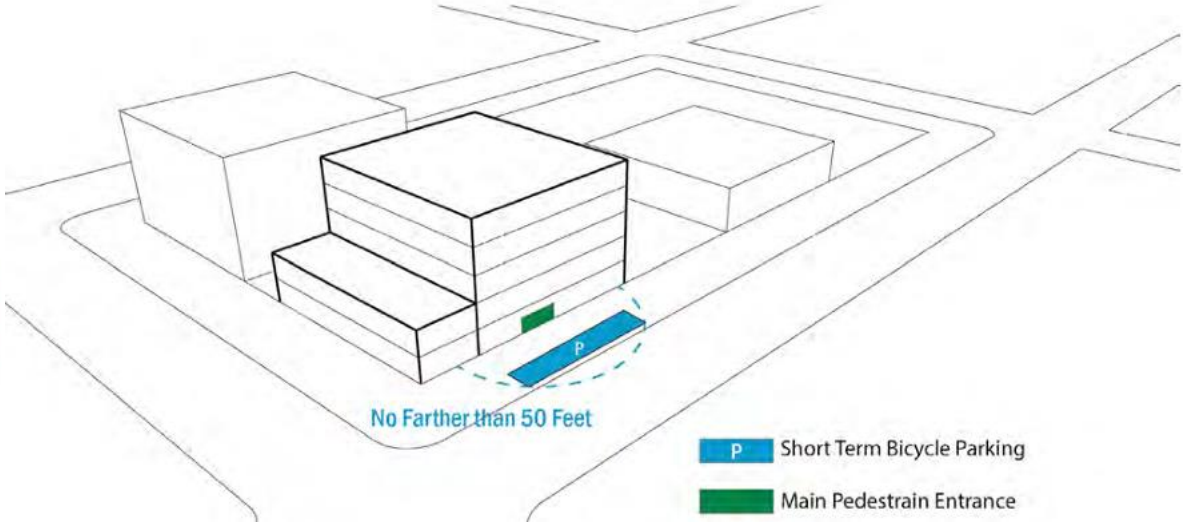


LAND USE	SHORT-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING
COMMERCIAL USES		
Office	1 per 10,000 sq.ft. (minimum 2)	1 per 5,000 sq.ft. (minimum 2)
Warehouse	1 per 10,000 sq.ft. (minimum 2)	1 per 10,000 sq.ft. (minimum 2)
Health Clubs	1 per 2,000 sq.ft. (minimum 2)	1 per 2,000 sq.ft. (minimum 2)
Restaurants and Bars, General	1 per 2,000 sq.ft. (minimum 2)	1 per 2,000 sq.ft. (minimum 2)
Restaurant, small (floor area less than 1000 sq. ft.	2 per restaurant	2 per restaurant
Retail Stores, General	1 per 2,000 sq.ft. (minimum 2)	1 per 2,000 sq.ft. (minimum 2)
Retail, Furniture Stores	1 per 10,000 sq.ft. (minimum 2)	1 per 10,000 sq.ft. (minimum 2)
Trade Schools, Private Universities, and Private Colleges	1 per 500 sq.ft. or 1 per 50 fixed seats whichever is greater (minimum 2)	1 per 1000 sq.ft. or 1 per 100 fixed seats whichever is greater (minimum 2)
Hotels and Hostels	1 per 20 guest rooms (minimum 2)	1 per 20 guest rooms (minimum 2)
All other Commercial Uses	1 per 10,000 sq.ft. (minimum 2)	1 per 10,000 sq.ft. (minimum 2)
INSTITUTIONAL USES		
All Institutional Uses	1 per 10,000 sq.ft. (minimum 2)	1 per 5,000 sq.ft. (minimum 2)
INDUSTRIAL USES		
All Industrial Uses	1 per 10,000 sq.ft. (minimum 2)	1 per 10,000 sq.ft. (minimum 2)
OTHER USES		
Auditoriums	1 per 350 sq.ft. or 1 per 50 fixed seats whichever is greater (minimum 2)	1 per 700 sq.ft. or 1 per 100 fixed seats whichever is greater (minimum 2)
Private Elementary Schools, Private High Schools, and Charter Schools	4 per classroom (minimum 2)	1 per 10 classrooms (minimum 2)

Source: LADOT

Los Angeles, CA

- Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points.
- Siting:
  - New construction – short-term bicycle parking must be located outside of buildings
  - Existing buildings – parking may be located inside the building or on the level of the parking garage closest to the ground floor and with access to public streets
  - Located to maximize visibility from the main entrance
  - Located no further than 50 feet from the main pedestrian entrance



Source: LADOT

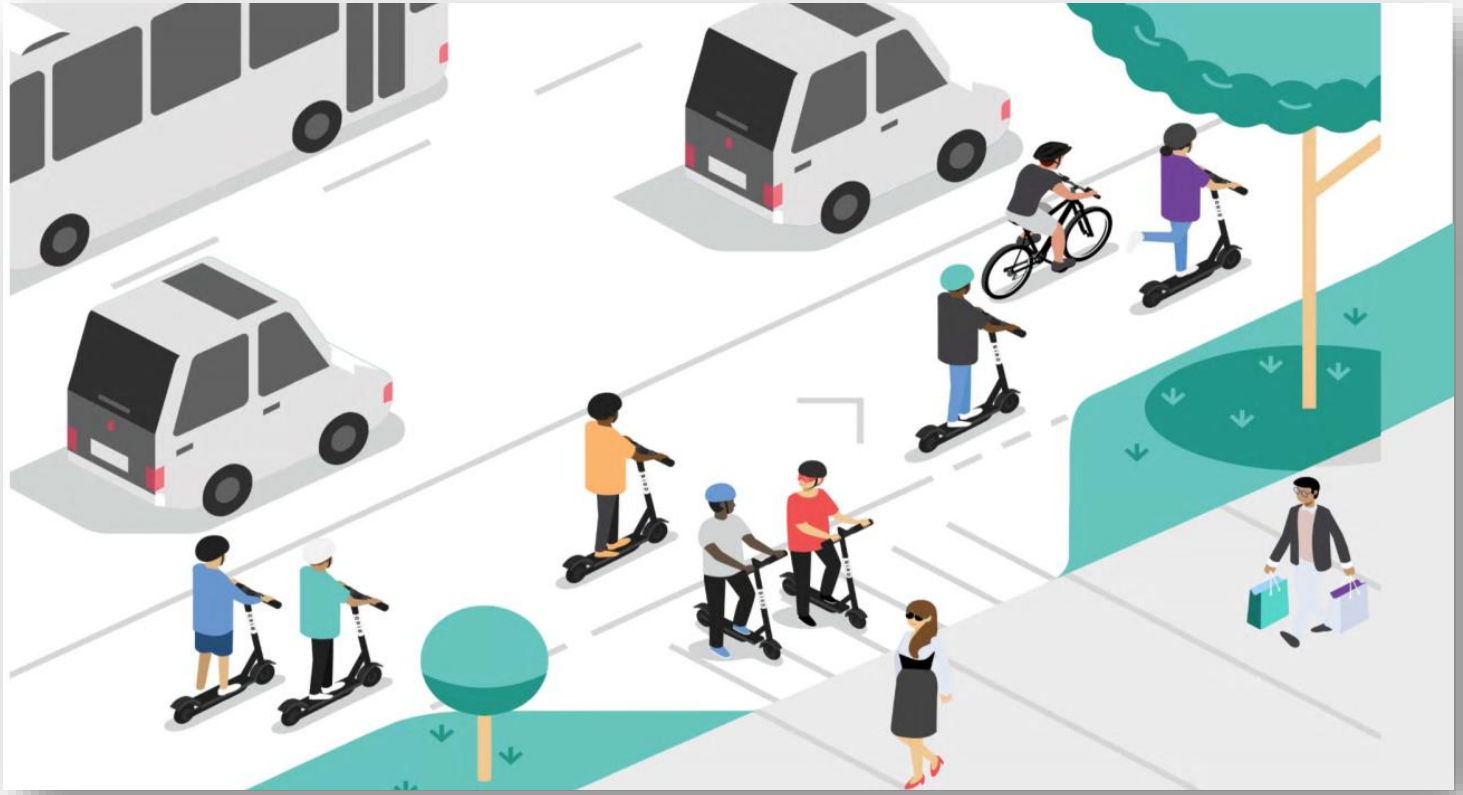
Washington, DC

- DDOT provides a detailed bicycle parking guide.
- Bicycle parking is required for office, retail, and service uses, with a few exceptions. The number of bicycle parking spaces provided shall be at least equal to 5% of the number of automobile parking spaces required.
- For a building or structure existing on March 1, 1985, 1% of the amount of required vehicle parking spaces may be converted to bicycle parking spaces of appropriate size.

Source: DDOT

Montgomery County, MD

- 2019 zoning ordinance update included a requirement that all long-term bicycle parking facilities be equipped with at least one outlet per every five spaces for charging electric bicycle batteries.
- Staff analysis: As electric bicycles become more popular, long-term parking facilities should include charging outlets. Currently, electric bicycles make up 10% of bicycle sales. The requirement of 1 outlet per 5 spaces accounts for growth in the share of electric bicycles.

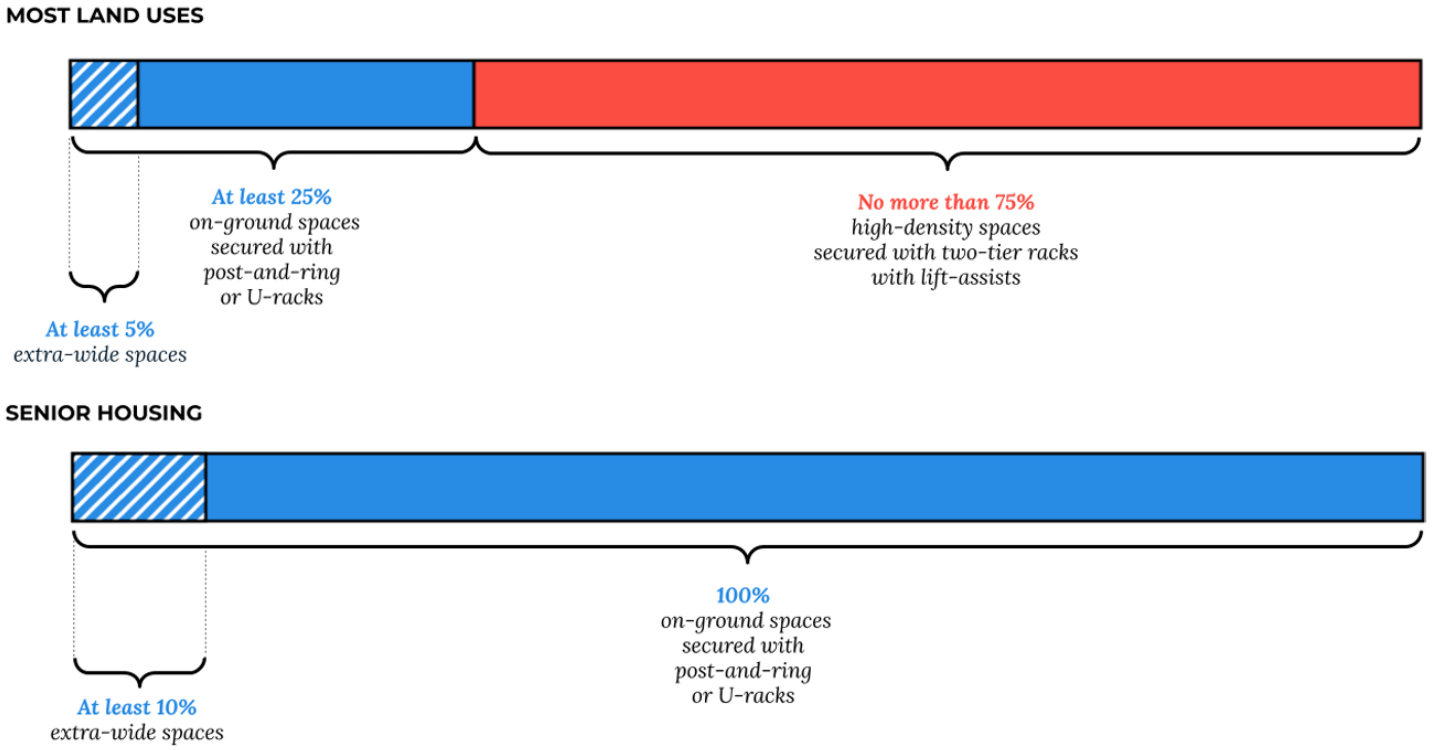


Source: Montgomery County

Best Practice: Cargo Bicycle Parking

- Portland, Seattle, and Boston require 5% of parking spaces in bicycle rooms be reserved for larger bicycles, like cargo bicycles or adaptive bicycles.
- These spaces have different design guidelines and are typically included in the design guidelines/standards of codes, rather than in the bicycle parking requirements.

Source: City of Boston

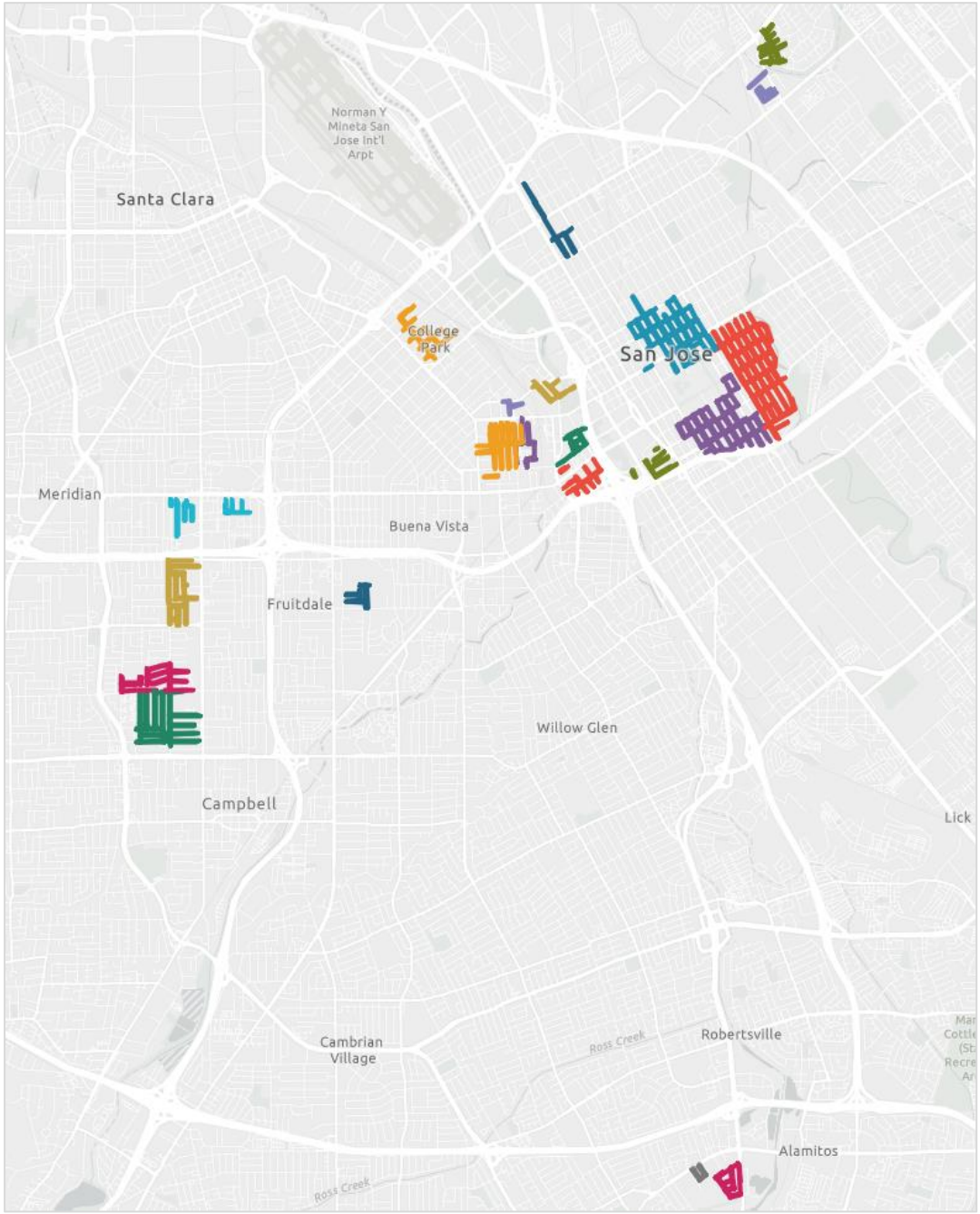


Residential Parking Programs (RPP)

4

San Jose, CA

- There are 22 RPP zones.
- San Jose is on its 2nd iteration of the RPP.
  - Iteration 1: Suspended during COVID-19.
  - Iteration 2: Reinstated in July 2021.
    - Neighborhood by neighborhood approach – all areas with RPPs reactivated by January 2022.
    - Switched to online permits, no physical hang tags or stickers.
- Online permitting system:
  - Run through getaPERMIT.
  - Option to call and receive assistance applying for a permit.
- Vehicles displaying a valid disabled placard or license plate can park in an RPP zone without an RPP.



San Jose, CA

Permit Costs:

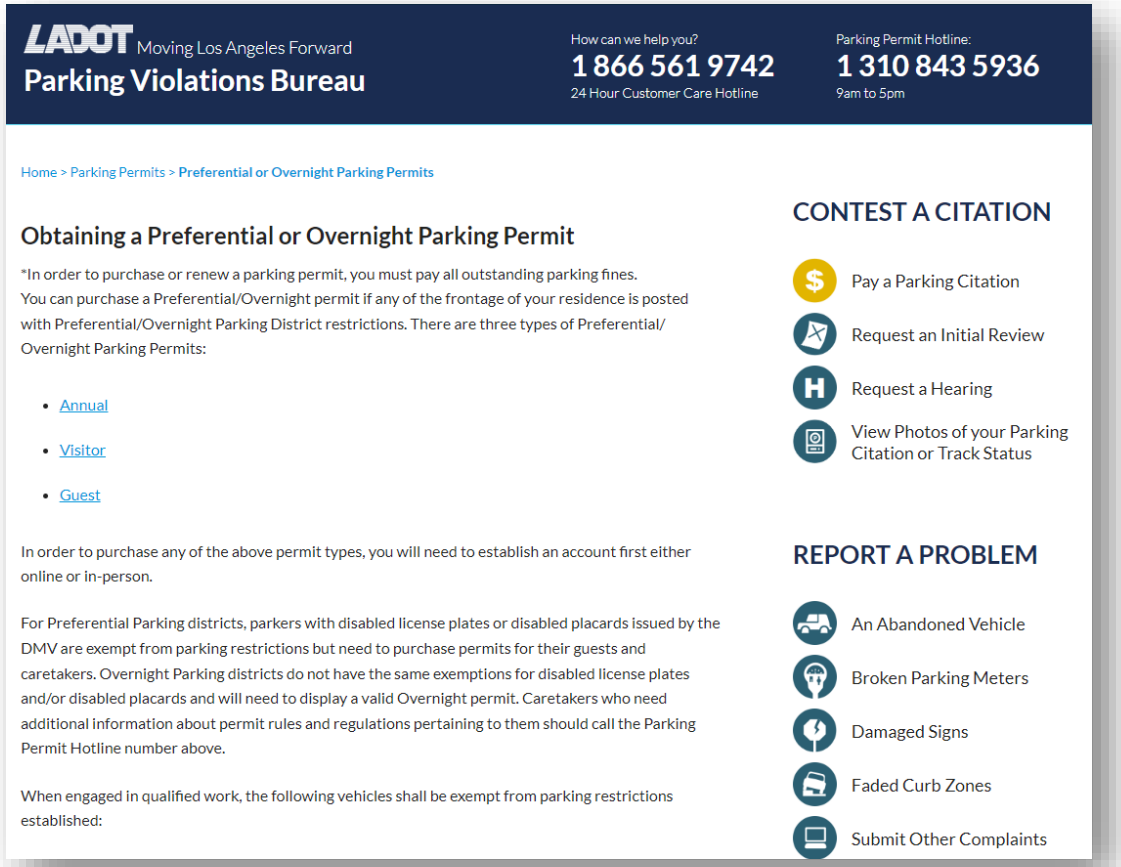
- Depending on the zone, RPPs are $29 per permit or free.
- Resident permits range from "unavailable" in certain zones to "unlimited."
- Guest permits (virtual) are limited to 1-2 per zone, at $29 per permit.
- Permits are valid for two years/until the expiration date (see table).

RPP Fee Table, Per Zone

ZONE	RESIDENTIAL PERMIT LIMIT	GUEST PERMIT LIMIT	FEE	VALID TILL*
Autumn/Montgomery	Unlimited	2	No fee	January 31st of every EVEN year
Berryessa	Unlimited	2	No fee	June 30th of every EVEN year
Cadillac	Unavailable	1	$29	June 30th of every EVEN year
Cahill Park	Unavailable	1	$29	January 31st of every EVEN year
Century/Winchester	Unlimited	2	$29	June 30th of every EVEN year
Civic Center	Unlimited	2	$29	June 30th of every EVEN year
College Park	Unlimited	2	$29	January 31st of every EVEN year
Delmas Park	Unlimited	2	$29	January 31st of every EVEN year
Eden	1	2	$29	June 30th of every EVEN year
Garden/Alameda	Unlimited	2	No fee	January 31st of every EVEN year
Hoffman	Unavailable	1	$29	June 30th of every EVEN year
Horace Mann	3	2	$29	September 30th of every ODD year
Lynhaven	1	2	$29	June 30th of every EVEN year
Market/Almaden	Unlimited	2	No fee	June 30th of every EVEN year
Parkside	Unlimited	2	No fee	January 31st of every EVEN year
Santana	Unlimited	2	$29	June 30th of every EVEN year
Sherman Oaks	4	2	$29	June 30th of every EVEN year
St. Leo's	Unlimited	2	No fee	January 31st of every EVEN year
S.U.N.	3	2	$29	September 30th of every ODD year
University	Unlimited	2	$29	September 30th of every ODD year
Via Monte	Unavailable	2	$29	June 30th of every EVEN year
West Berryessa	Unavailable	2	$29	June 30th of every EVEN year

Los Angeles, CA

- LADOT's Preferential Parking District (PPD) Program
  - PPDs are areas that have posted regulations limiting parking by vehicles without permits to reduce the impact of non-resident and/or commuter parking.
  - Residents of the area are allowed to purchase permits exempting their vehicles and those of their visitors from posted preferential parking restrictions.
  - 3 types of permits: annual, visitor, and guest.
  - Any resident in the district may purchase annual or one-day guest permits. Visitor permits can only be purchased if signs are posted on the resident's block.
  - Apply for all permits online.
  - Individuals with disabled parking placards are not subject to PPD restrictions. Other restrictions, such as a red curb or peak hour restrictions, remain in effect.


LADOT Moving Los Angeles Forward
Parking Violations Bureau

How can we help you?
1 866 561 9742
24 Hour Customer Care Hotline

Parking Permit Hotline:
1 310 843 5936
9am to 5pm

Home > Parking Permits > Preferential or Overnight Parking Permits

Obtaining a Preferential or Overnight Parking Permit

*In order to purchase or renew a parking permit, you must pay all outstanding parking fines.
You can purchase a Preferential/Overnight permit if any of the frontage of your residence is posted with Preferential/Overnight Parking District restrictions. There are three types of Preferential/ Overnight Parking Permits:

- Annual
- Visitor
- Guest

In order to purchase any of the above permit types, you will need to establish an account first either online or in-person.

For Preferential Parking districts, parkers with disabled license plates or disabled placards issued by the DMV are exempt from parking restrictions but need to purchase permits for their guests and caretakers. Overnight Parking districts do not have the same exemptions for disabled license plates and/or disabled placards and will need to display a valid Overnight permit. Caretakers who need additional information about permit rules and regulations pertaining to them should call the Parking Permit Hotline number above.

When engaged in qualified work, the following vehicles shall be exempt from parking restrictions established:

CONTEST A CITATION

- Pay a Parking Citation
- Request an Initial Review
- Request a Hearing
- View Photos of your Parking Citation or Track Status

REPORT A PROBLEM

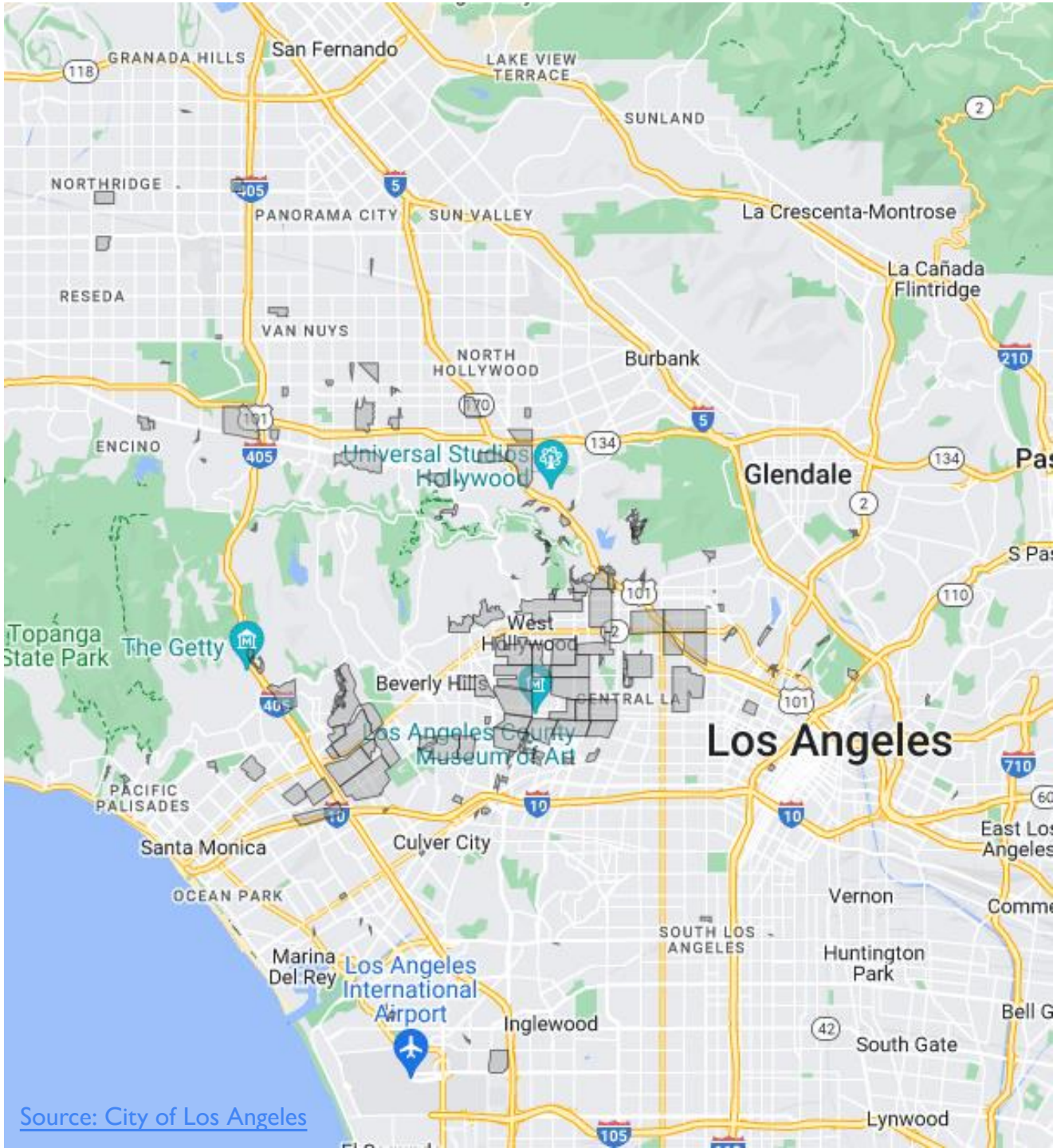
- An Abandoned Vehicle
- Broken Parking Meters
- Damaged Signs
- Faded Curb Zones
- Submit Other Complaints

Source: LADOT

Los Angeles, CA

PERMIT TYPE	COST	LIMIT
Annual Permit	$34.00 each	Three (3) per residence
Visitor Permit (Valid for 4 Months)	$22.50 each	Two (2) per residence
One-Day Guest Permit	$2.50 each	25 per day

Source: LADOT



Source: City of Los Angeles

HOW TO ESTABLISH A PREFERENTIAL PARKING DISTRICT (PPD)?

The following steps must be taken to establish a Preferential Parking District.

PHASE 1

Interest Stage

- Contact your Council District office to schedule a meeting regarding establishing a Preferential Parking District (PPD).
- The Council District office will invite the interested parties to a meeting with the Los Angeles Department of Transportation (LADOT) and the Council District office. The meeting will serve as an opportunity to discuss the nature of the parking issue, the need for a PPD, potential impacts, potential remedies, and PPD requirements.
- If no other remedy is found to solve the parking issue, the Council District office will submit a Letter of Support to LADOT to proceed to Phase 2.

PHASE 2

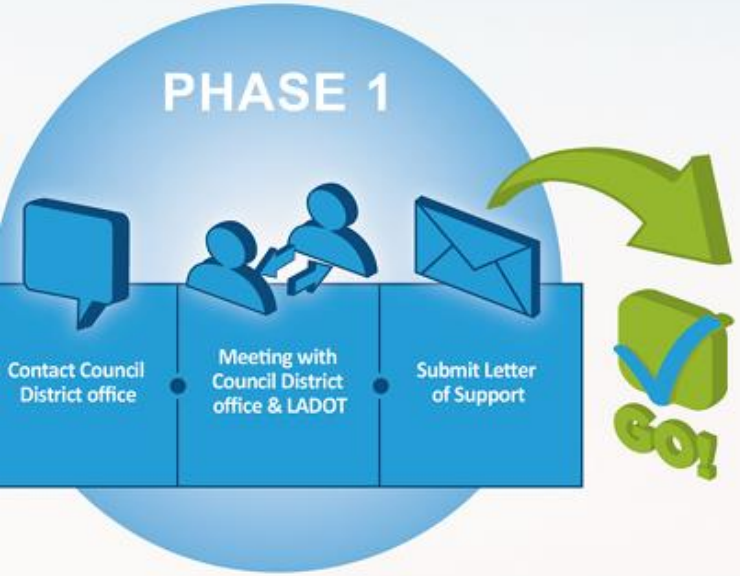
Petition and Study Stage

- LADOT will issue official petition forms to the lead resident(s) to obtain signatures demonstrating support for establishing a PPD in the area.
- Petitions must be submitted for at least six (6) blocks, with signatures from at least 75% of residences on each block. PPD parking restrictions will only be posted on blocks that pass the PPD process.
- Residents must return completed petitions within six (6) months.
- LADOT will review and validate the petitions to ensure all requirements have been met.
- LADOT will conduct a parking study to determine whether the area meets the excessive parking impact requirements. A block must have 85% of legal on street parking occupied to pass the parking study, and a minimum of four (4) blocks must pass the parking study.
- If all requirements are met, LADOT will submit a report with a recommendation to the Transportation Commission to establish the proposed PPD.

PHASE 3

Final Approval Stage

- Upon receipt of LADOT's recommendation, the Transportation Commission will conduct a public hearing.
- If the Transportation Commission approves LADOT's recommendation, the City Council shall then consider LADOT's recommendation for formal establishment of a PPD.
- Upon final approval by the City Council, LADOT will begin production of parking restriction signs and parking permits. Installation of signs may take up to six months.
- LADOT will notify residents and Parking Enforcement when restrictions will take effect.



Source: LADOT

Los Angeles, CA

- LADOT's Overnight Parking Districts
  - Areas that have posted regulations limiting parking by vehicles without permits between 2:00 AM and 6:00 AM.
  - Reduces the impact of public nuisance activities associated with non-resident vehicles parked late at night.
  - Residents can buy permits exempting their vehicles from posted overnight parking restrictions.
  - $15 per permit, maximum 3 per household.
  - Visitor overnight permits: $10, 2 per household.

Source: LADOT

Austin, TX

- Residential Permit Parking Program
  - Designed to ease the impacts of non-resident parking in neighborhoods along streets where space is limited and may be adjacent to commercial properties.
  - Escalating cost per permit purchased.
- Exclusions
  - Central Business District
  - Multi-family residential properties built or permitted after 1959 with seven or more units and non-residential land uses – required to provide off-street parking.

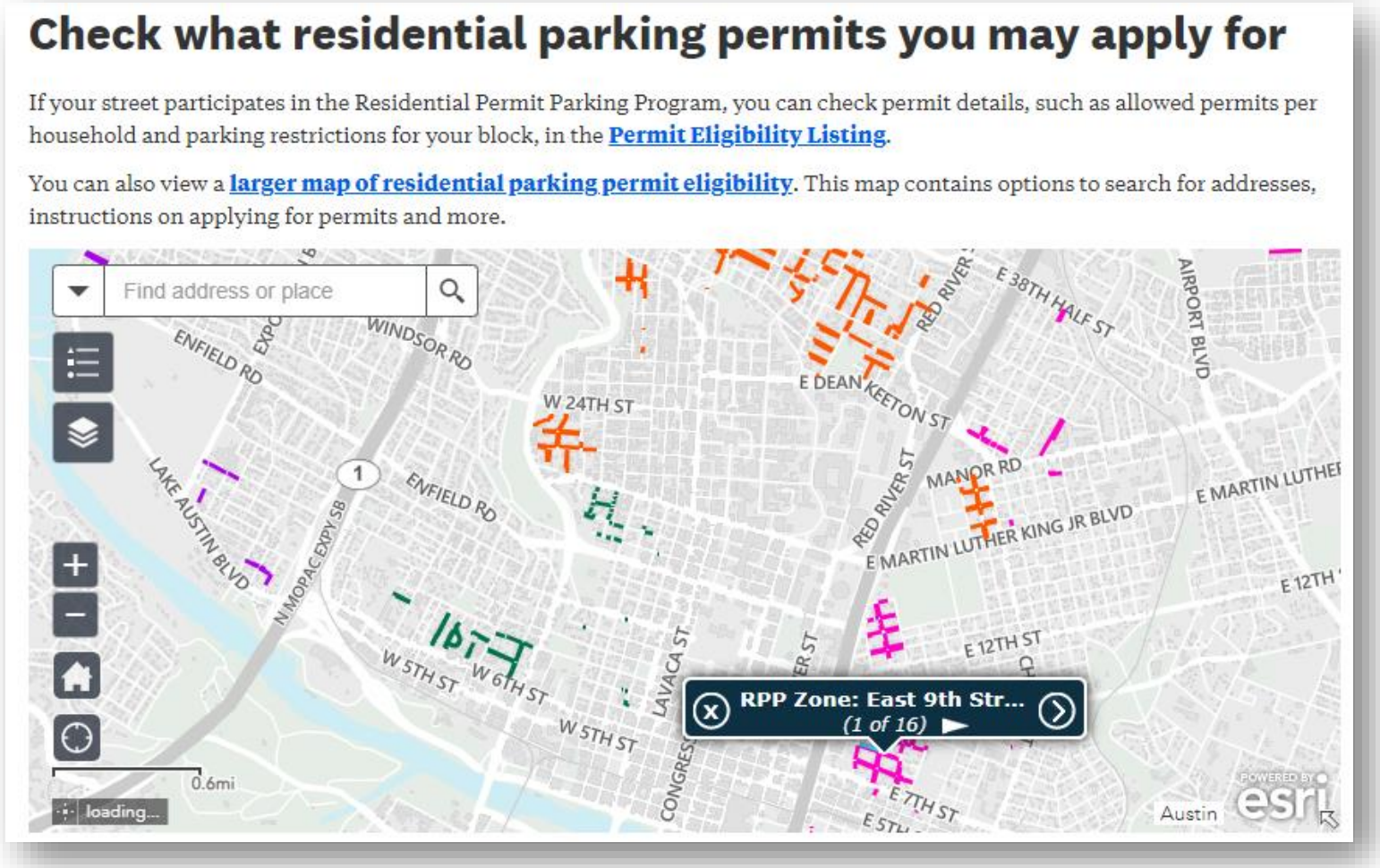
Yearly residential parking permit	Permit Cost*
1st permit	$20
2nd permit**	$25
3rd permit	$30
4th permit	$35
5th permit	$60
6th permit	$70

*Prices shown do not include sales tax (8.25%). All permits are subject to sales tax.
** Mueller residences are limited to two permits.

Source: Austin DOT

Austin, TX

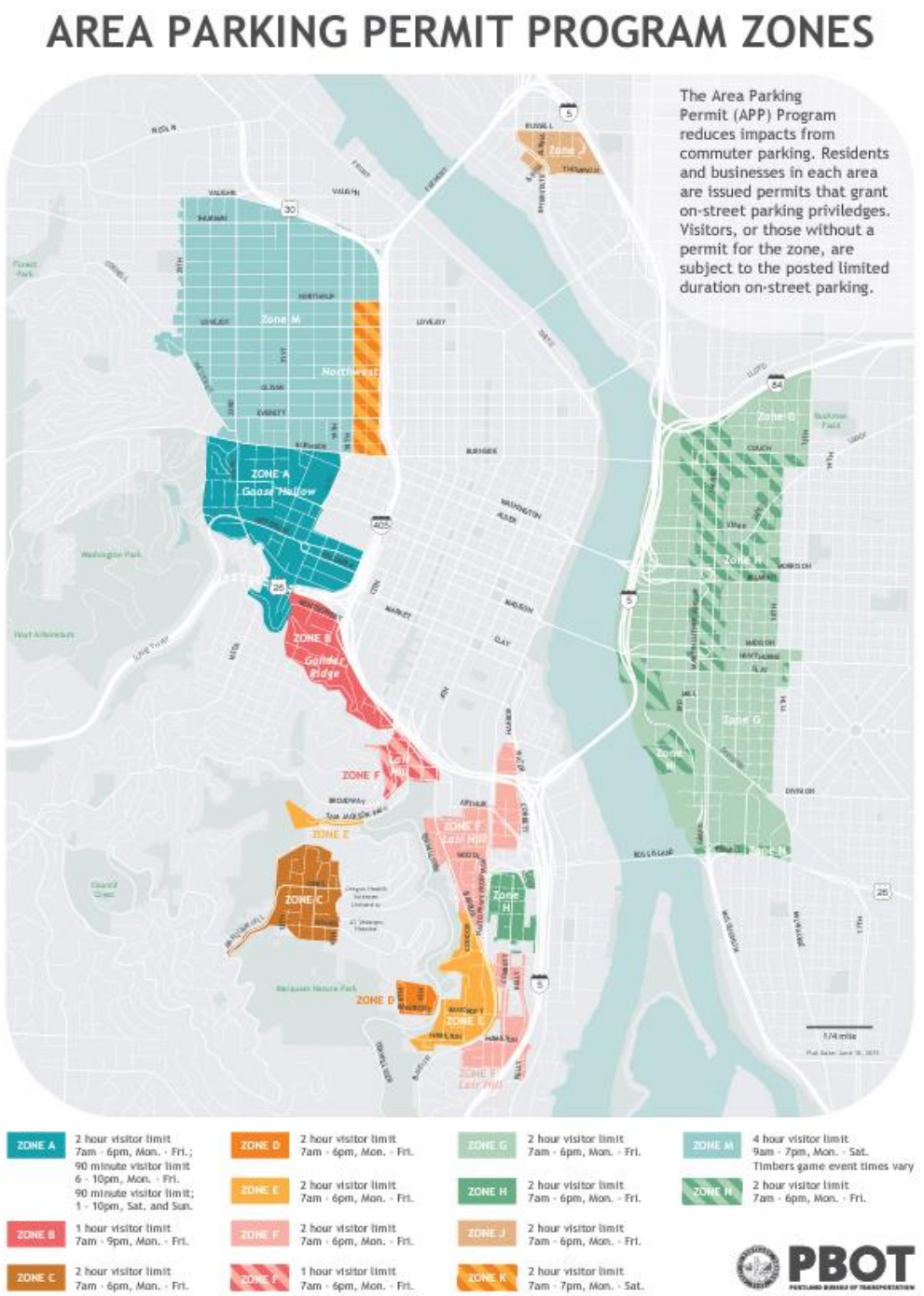
- Yearly and daily permits:
  - Resident vehicle decals and visitor hangtags.
  - Maximum two visitor hangtags per residence.
  - Maximum number of permits total that can be issued is six (any combination of decals and hangtags).
    - For the Mueller area, the maximum number of permits total is two. Two different renewal periods.
  - Orange area permits (University of Texas campus) expire on July 31.
  - All other color area permits expire on Dec 31.



Source: Austin DOT

Portland, OR

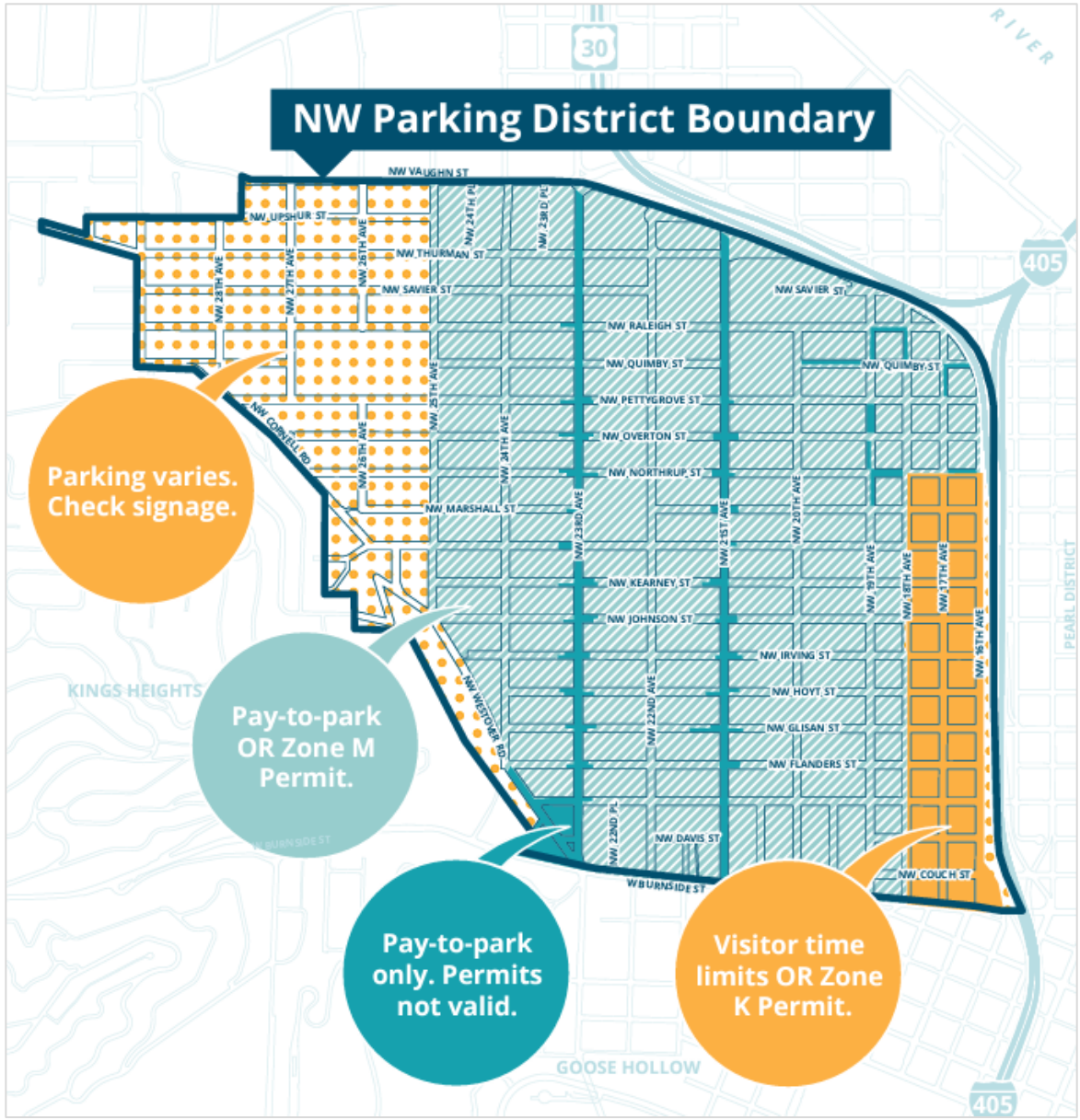
- Area Parking Permit (APP) program is for both residents and employers.
- The APP is designed to help people who live or work in non-metered areas by controlling commuter parking in their neighborhood.
- Visitors to the neighborhood may park for a limited time, while residents and businesses may purchase permits that allow them to exceed visitor parking time limits.



Source: City of Portland

Portland, OR

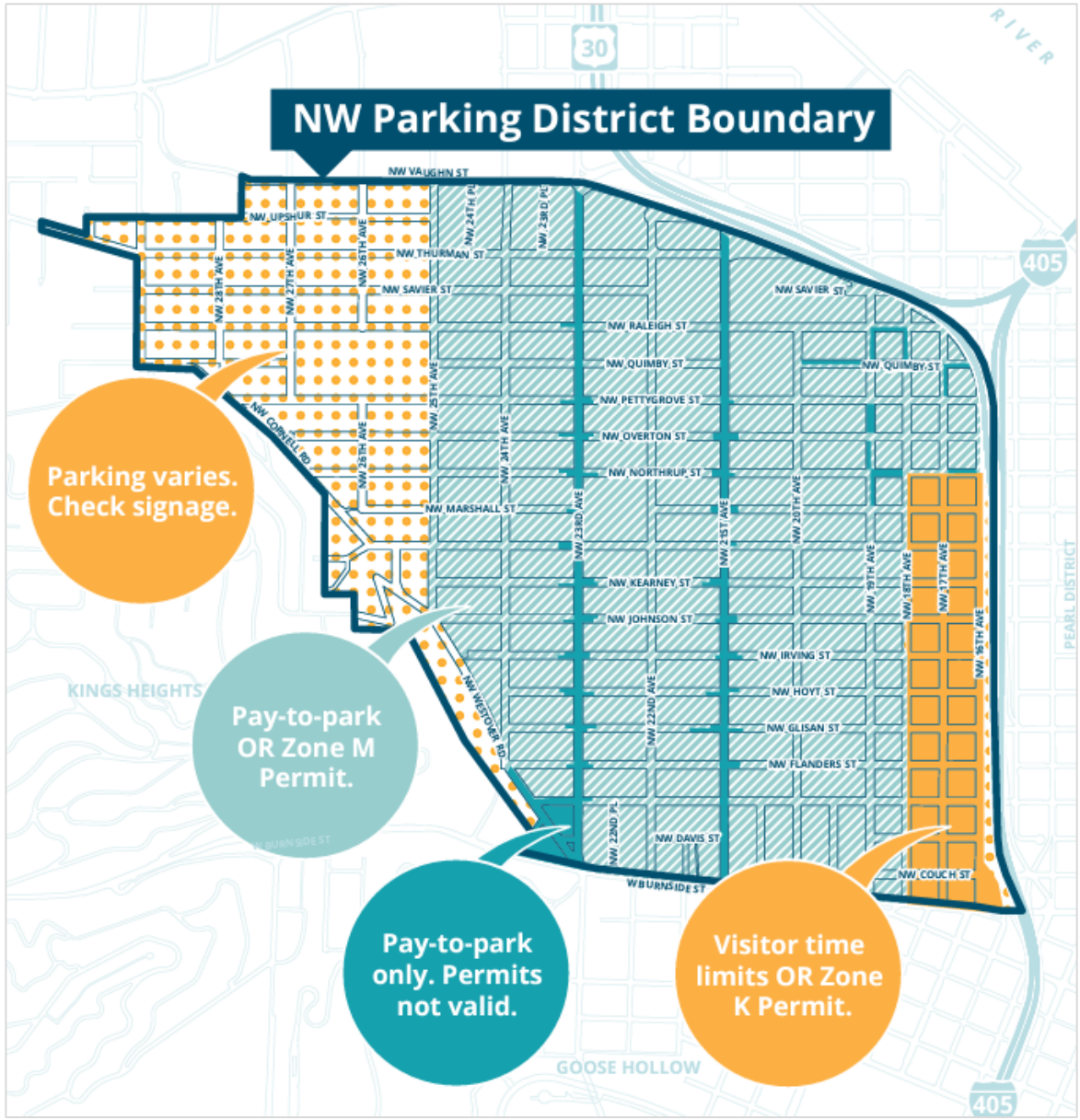
- Northwest Parking District (Zone M)
  - Zone M is an area with metered parking and parking for residential/business permit holders.
- Residential Permits – Zone M
  - Allows permit holders to exceed the signed visitor limit in the permit zone.
  - Permits cost $202.50 ($82.50 permit + $120 surcharge).
  - Limit 1 per licensed driver and a maximum of 3 permits per address/unit.
  - Intended for people who do not have off-street parking available to them.
  - Permits are not valid for pay-to-park only areas.



Source: City of Portland

Portland, OR

- Business Permits – Zone M
  - Businesses are eligible to purchase up to 0.8 permits per full time equivalent employee.
  - Businesses requesting more than 30 permits must complete a mandatory survey on their transportation demand management strategy plans and practices, as well as their off-street parking.
  - The maximum number of free permits issued to any business is 50.
  - Additional permits over the first 50 costs $397.50 each.



Source: City of Portland

Equity Spotlight: Transportation Wallet

- The Transportation Wallet includes a discounted collection of passes and credits to use on TriMet, Portland Streetcar, bikeshare, e-scooters, and carshare* ($775 value). There are 3 programs:
  - Parking Districts (Central Eastside and NW Parking Districts)
  - Access for All
  - New Movers
- Access for All: Residents living on an income of 80% the Area Median Household Income pay $82.50 for a permit (the surcharge is waived). Residents buying a parking permit at a reduced rate who live in buildings with off-street parking are still eligible to buy one parking permit.
- If a resident chooses to not renew their parking permit, they can trade in their permit and receive a free Transportation Wallet.

Source: Bike Portland

* As of December 2023, Free2Move no longer operates in Portland.

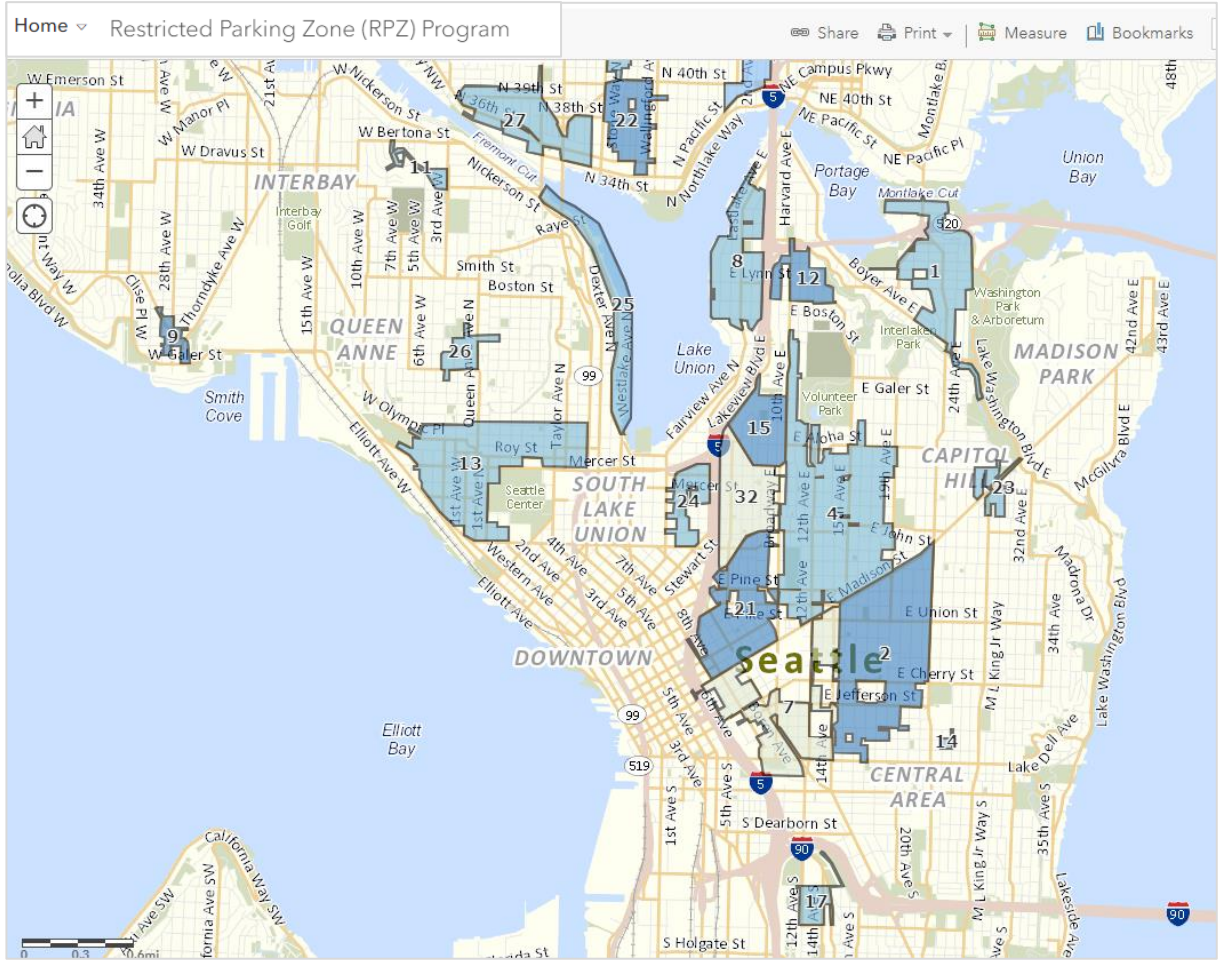
Equity Spotlight: Transportation Wallet*

Source: City of Portland

* As of December 2023, Free2Move no longer operates in Portland.

Seattle, WA

- Restricted Parking Zones (RPZs):
  - RPZs are residential areas around commuter trip generators, where on-street parking is restricted for those except residents and short-term visitors.
  - Residents apply for RPZ permits online.
    - Pre-COVID, SDOT had in-person counters to apply, but those remain closed.
- Permits Available:
  - Residential and guest permits: $95 per permit, up to four per household.
    - Currently using decals, but as permits come up for renewal, SDOT is transferring to virtual permits.
    - Some zones are partially or fully subsidized by nearby major institutions.
  - Businesses located within a Southeast Seattle Link Light Rail Zone are eligible for RPZ permits.



Source: SDOT

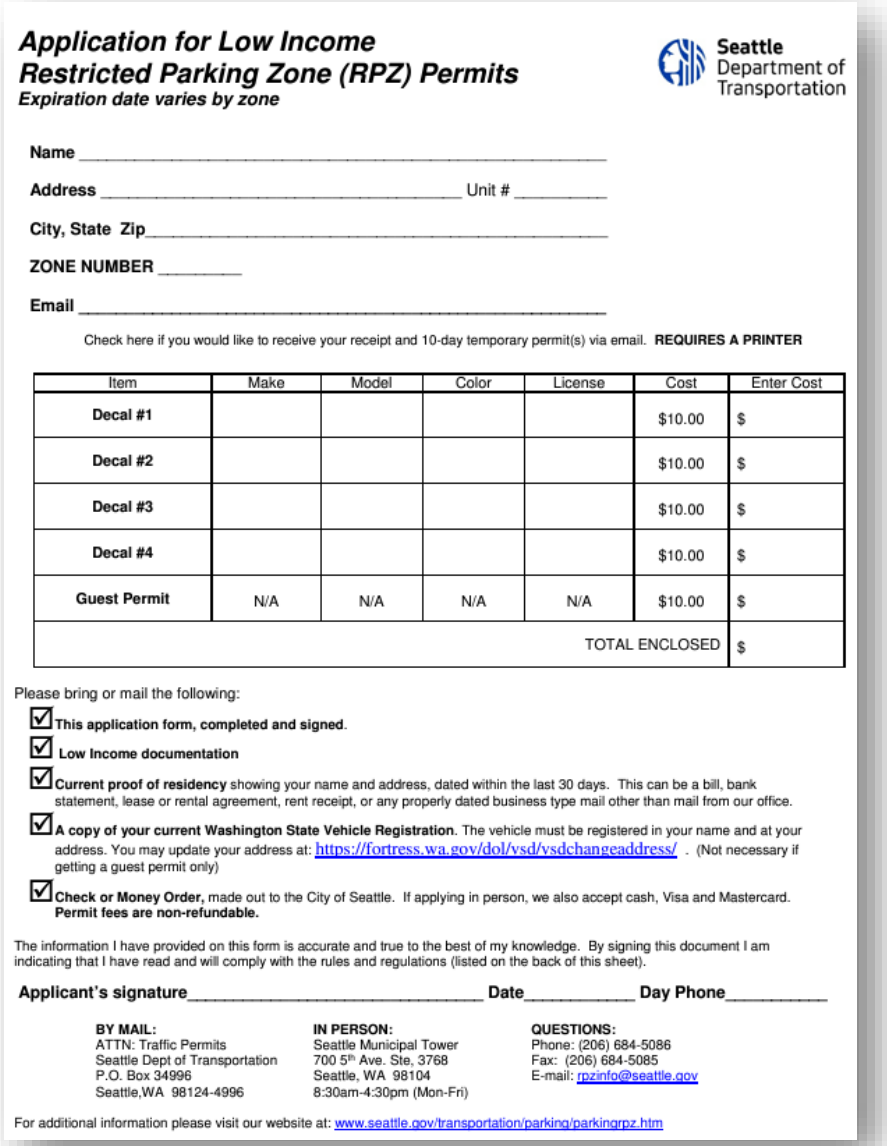
Equity Spotlight: Seattle, WA

Discounted permits: Discounted permits are available for $10 with income documentation.

How do I apply for a discounted permit?

1. Find out what zone you are in using the map.
2. Apply online and provide one of the following types of documentation:
   - Supplemental Nutrition Assistance card (formerly food stamps)
   - Energy assistance from Seattle City Light or Puget Sound Energy
   - Rental assistance from Seattle Housing Authority (Section 8) or copy of rental agreement in SHA property
   - Temporary Assistance to Needy Families (TANF) check or stub
   - Lease/rental agreement from Plymouth Housing, CHHIP, or other low-income housing providers
   - Proof of Supplemental Security Income (SSI) – NOT regular Social Security income
   - Issuance of King County Metro Transit Low-Income Fare Card (ORCA LIFT)
   - Provider One or Apple Health card
   - Other documentation considered on an individual basis

Source: SDOT



Application for Low Income Restricted Parking Zone (RPZ) Permits
Expiration date varies by zone

Seattle Department of Transportation

Name _____

Address _____ Unit # _____

City, State Zip _____

ZONE NUMBER _____

Email _____

Check here if you would like to receive your receipt and 10-day temporary permit(s) via email. **REQUIRES A PRINTER**

Item	Make	Model	Color	License	Cost	Enter Cost
Decal #1					$10.00	$
Decal #2					$10.00	$
Decal #3					$10.00	$
Decal #4					$10.00	$
Guest Permit	N/A	N/A	N/A	N/A	$10.00	$
					TOTAL ENCLOSED	$

Please bring or mail the following:

☑ **This application form, completed and signed.**

☑ **Low Income documentation**

☑ **Current proof of residency** showing your name and address, dated within the last 30 days. This can be a bill, bank statement, lease or rental agreement, rent receipt, or any properly dated business type mail other than mail from our office.

☑ **A copy of your current Washington State Vehicle Registration.** The vehicle must be registered in your name and at your address. You may update your address at: https://fortress.wa.gov/dol/vsd/vsdchangeaddress/ . (Not necessary if getting a guest permit only)

☑ **Check or Money Order,** made out to the City of Seattle. If applying in person, we also accept cash, Visa and Mastercard. **Permit fees are non-refundable.**

The information I have provided on this form is accurate and true to the best of my knowledge. By signing this document I am indicating that I have read and will comply with the rules and regulations (listed on the back of this sheet).

Applicant's signature_____ **Date**_____ **Day Phone**_____

BY MAIL:
ATTN: Traffic Permits
Seattle Dept of Transportation
P.O. Box 34996
Seattle,WA 98124-4996

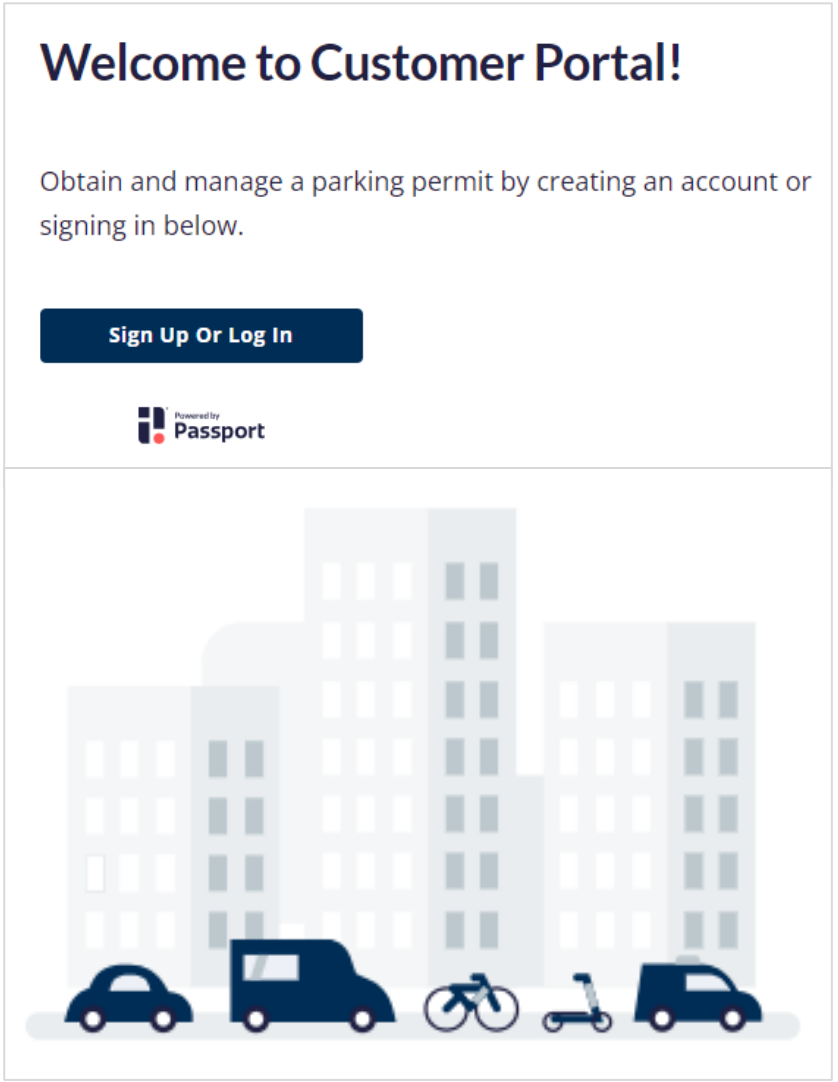
IN PERSON:
Seattle Municipal Tower
700 5th Ave. Ste, 3768
Seattle, WA 98104
8:30am-4:30pm (Mon-Fri)

QUESTIONS:
Phone: (206) 684-5086
Fax: (206) 684-5085
E-mail: rpzinfo@seattle.gov

For additional information please visit our website at: www.seattle.gov/transportation/parking/parkingrpz.htm

Denver, CO

- Denver limits access to residential parking permits based on the availability of off-street parking.
  - Encourages residents to utilize off-street parking and allows the city to expand permit eligibility to larger multi-unit buildings.
  - RPP Zones are typically implemented through a Curbside Access Plan.
- Addresses eligible for RPPs:
  - Addresses located in an RPP zone on streets with parking time limits or no parking, permit excepted restrictions.
- Addresses ineligible for RPPs:
  - Addresses in an RPP zone in large multi-unit dwellings if the number of units is significantly higher than the immediate off-street parking supply.
  - Buildings and addresses that have received on-site off-street parking exemptions and reductions.
- Denver will start charging fees for parking permits in 2024.
  - Each household will be allowed to apply for one permit $20 and guest pass (known as flex pass) for a fee of $25.



Source: City of Denver

Carsharing

5

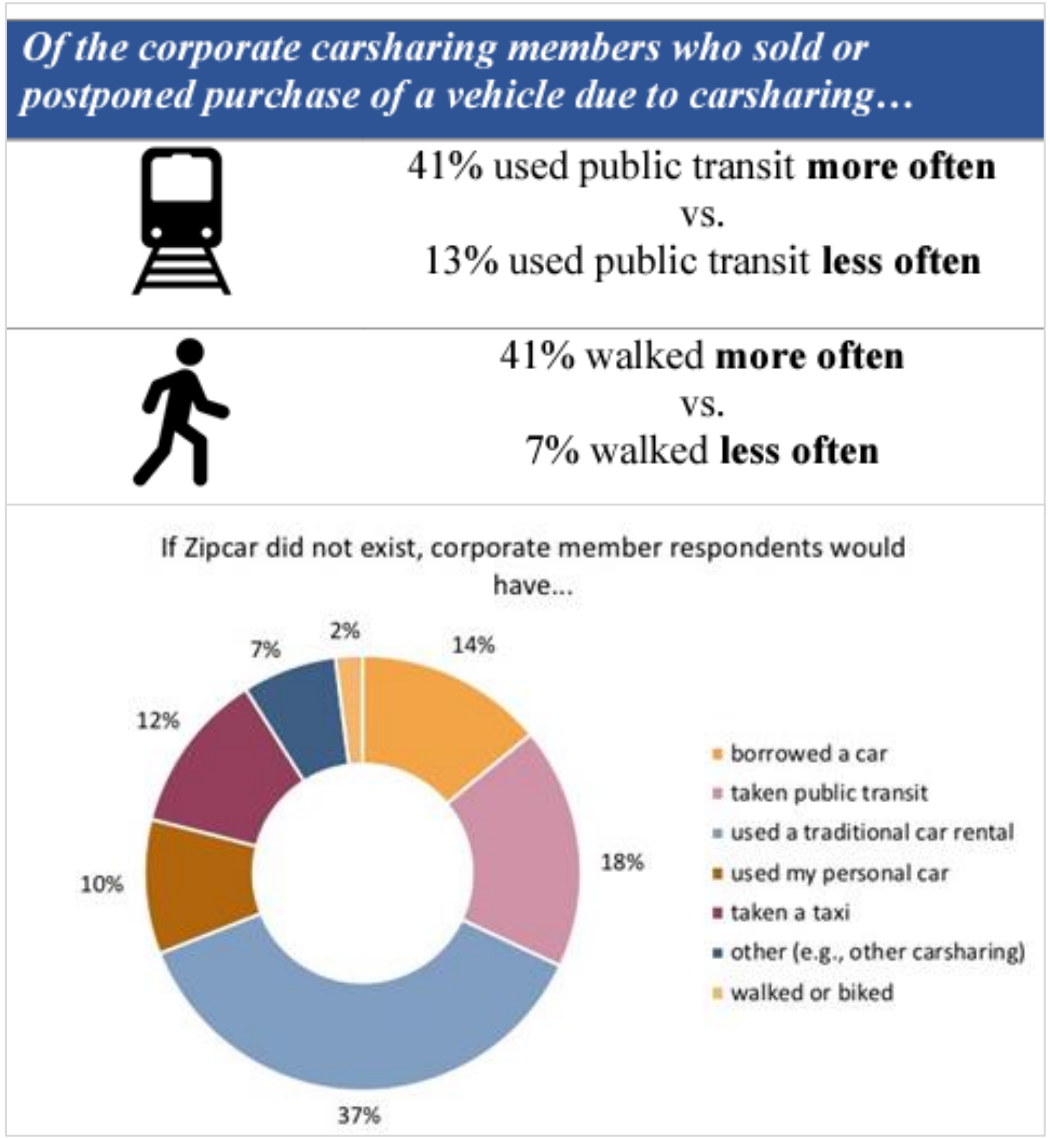
State of the Practice: Carsharing

Model	Description	Example
Business to Consumer	Carsharing provider offers individual consumers access to a business-owned fleet of vehicles through memberships, subscriptions, user fees, or a combination of pricing models	Zipcar
Business to Government	Carsharing providers offer transportation services to a public agency. Pricing may include a fee-for-service contract, per-transaction cost, or some other pricing model.	Berkeley, CA, and Philadelphia, PA
Business to Business	Carsharing providers sell business customers access to transportation services either through a fee-for-service or usage fees. The service is typically offered to employees to complete work-related trips.	Zipcar
Peer-to-Peer	Carsharing providers broker transactions among vehicle owners and guests by providing the organizational resources, like an app platform. Members access vehicles through a direct key transfer from the host (or owner) to the guest (or driver) or through operator-installed in-vehicle technology that enables unattended access	Turo, Getaround

Source: Shaheen, Cohen, and Farrar, 2019

State of the Practice: Carsharing

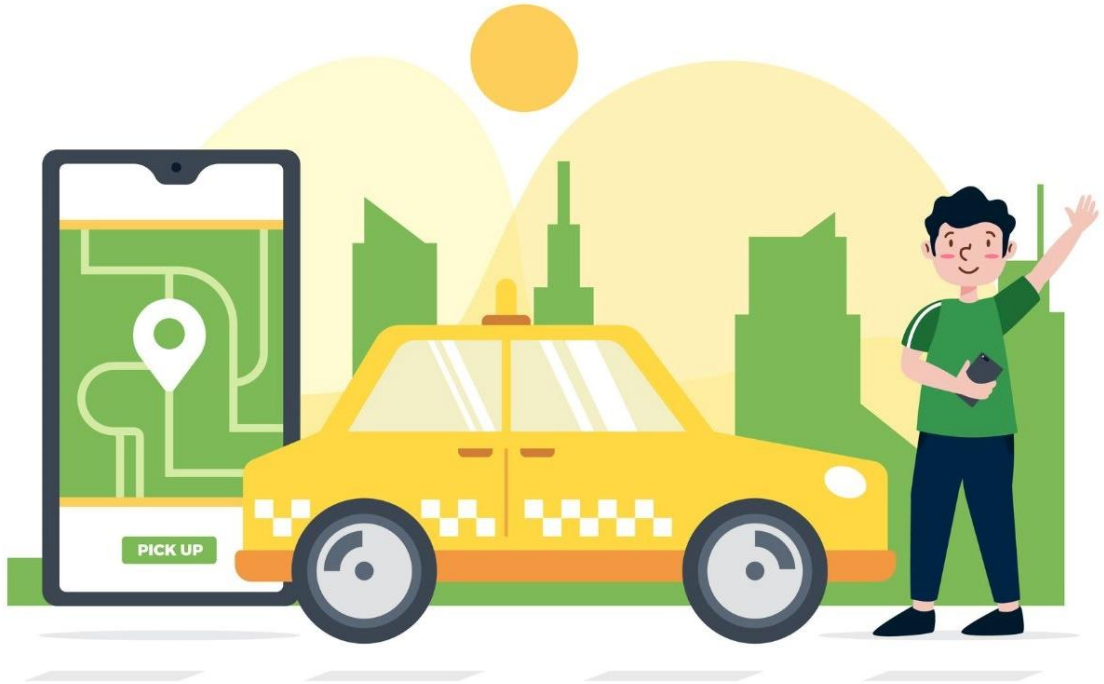
- "Carsharing's Impact and Future" (Shaheen, Cohen, and Farrar, 2019):
  - Reduction in vehicle ownership.
  - Increase in the use of alternative modes.
  - Potential reduction in VMT & parking demand.
  - Lower greenhouse gas emissions from reduced VMT and vehicle ownership.
  - Positive social impacts:
    - Access to vehicles without full costs of vehicle ownership.
    - Carsharing households saved an average of $154-$435 per month compared to private vehicle use.
  - Business carsharing users may be less likely to buy a car in the near future.



Source: Shaheen, Cohen, and Farrar, 2019

San Jose, CA

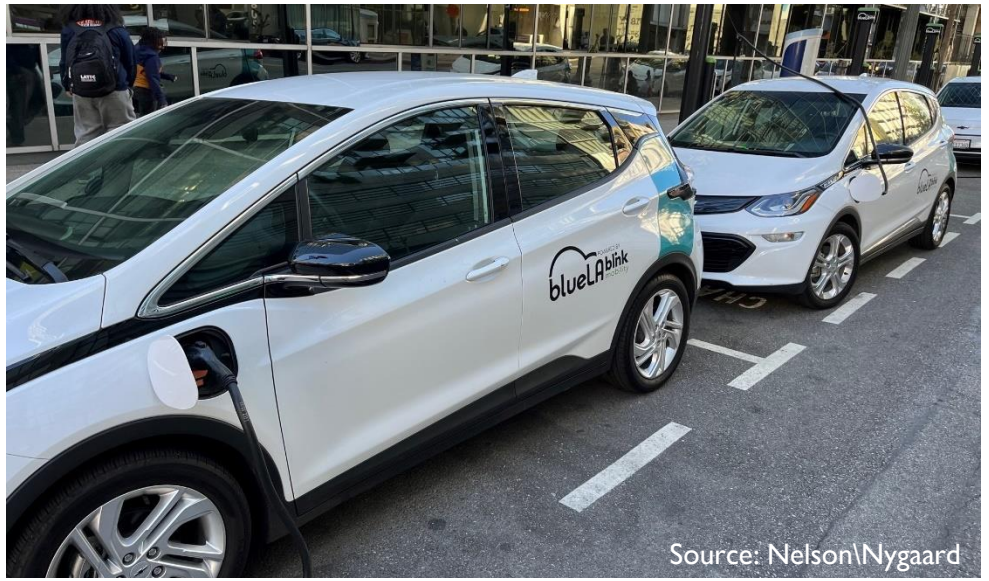
- Zipcar, Getaround, and Turo operate in San Jose.
- Zipcar has 27 cars available at 13 downtown San Jose locations. Members reserve and use vehicles by the hour or the day.
- Carsharing is a measure in San Jose's TDM ordinance.
  - "Provide at least one (1) car-share vehicle with a reserved parking space, plus another such vehicle and space for every 40 dwelling units and every 10,000 square feet of non-residential occupied floor area on site for use by Project residents/employees. Include striping, signage, and educational tools."



Source: Zipcar

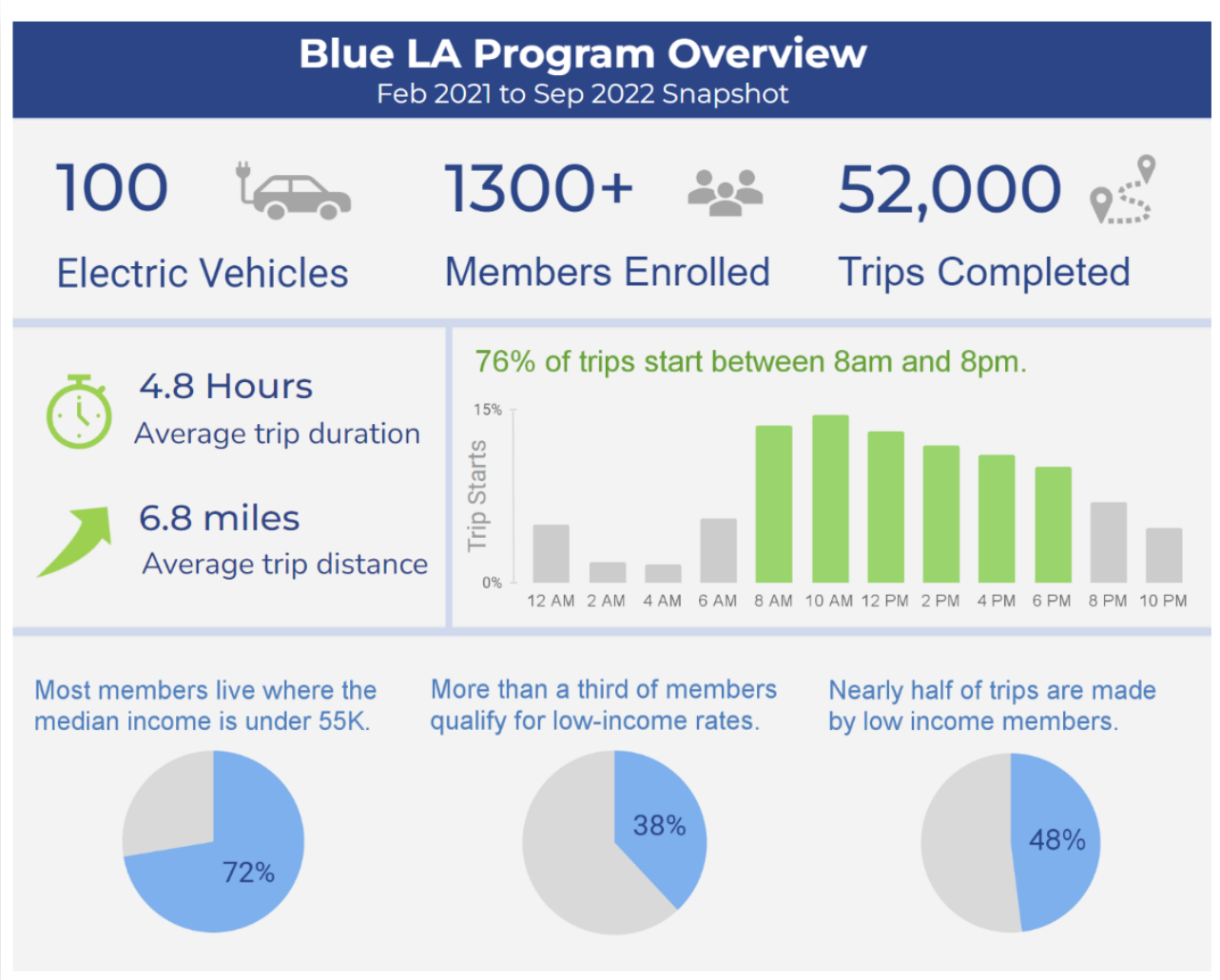
Los Angeles, CA - BlueLA

- BlueLA started in 2015 with a grant from the California Air Resources Board through California Climate Investments.
- Vendor is Blink Mobility.
- Piloted electric vehicle carsharing in low-income communities of Los Angeles.
- The program serves the communities of Westlake, Koreatown, Pico-Union, Downtown, Echo Park, Boyle Heights, and Chinatown.
- Currently, 100 electric vehicles with 40 designated on-street stations.



Los Angeles, CA - BlueLA

- Phase II of the program, which kicked off recently, will involve significant increases in both the number of BlueLA station locations and vehicles. This will include:
  - Expansion to 100 stations (with 500 individual chargers). Station construction will take place through 2024.
  - Growth of the fleet to 300 cars by early 2024.
  - Expansion into new neighborhoods, including South LA, and additional expansion in areas of Boyle Heights, and East Hollywood.



Source: LADOT

Los Angeles, CA - BlueLA

- New research on BlueLA found that the program increased transportation access for low-income travelers, but only due to reduced-rate pricing.
- The small footprint of the program limited transportation access.
  - BlueLA stations only served a small portion of the city of Los Angeles, reducing transportation access for people who did not live in the service area and would have liked to use BlueLA.
- Report concludes that car-share can't meet all transportation needs, but "subsidized car-sharing — particularly targeted to central-city neighborhoods — may address some accessibility needs of low-income households without imposing the burdens of automobile ownership."

Source: Curbed LA

Minneapolis and St Paul, MN - HOURCAR

- HOURCAR started in 2005.
- In 2011, partnered with Xcel Energy and the City of Saint Paul to pilot plug-in hybrid electric vehicles.
- In 2014 and 2015, participated in the Minneapolis On-Street Carshare Pilot Program, providing additional access to more vehicles in high-demand areas in Minneapolis.
- Part of the EV Spot Network, one of the largest EV charging and carshare networks in the US.

Source: Hourcar

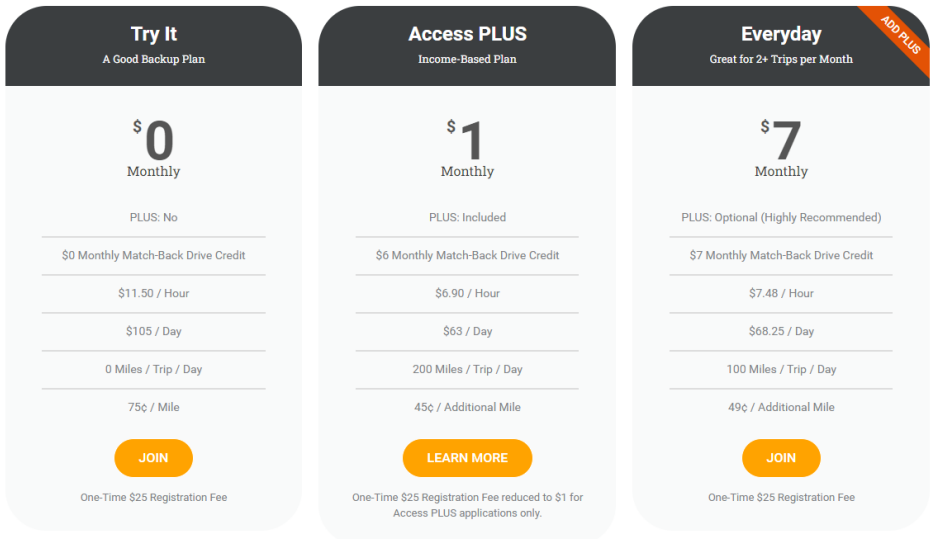
Equity Spotlight: Minneapolis and St Paul, MN - HOURCAR

- In January 2021, launched Access PLUS, which reduces the one-time registration fee from $25 to $1 and provides lower costs per hour and per day.
  - Household income must be less than 50% AMI.
- In 2022, launched the Multifamily Project in partnership with Xcel Energy, American Lung Association, and East Metro Strong.
  - Brings hub-based EV access to low-income and market-rate apartment buildings around the Twin Cities.

Access PLUS
Self-Certification Approved

AMI%	Household Size 1	2	3	4	5	6	7	8
30%	$24,650	$28,200	$31,700	$35,200	$38,050	$40,850	$43,650	$46,630
50%	$41,100	$46,950	$52,800	$58,650	$63,350	$68,050	$72,750	$77,450
60%	$49,280	$56,320	$63,360	$70,400	$76,032	$81,664	$87,296	$92,928
80%	$62,600	$71,550	$80,500	$89,400	$96,600	$103,750	$110,900	$118,050
100%	$82,740	$94,560	$106,390	$118,200	$127,656	$137,112	$146,568	$156,024
120%	$100,150	$114,450	$128,745	$143,050	$154,494	$165,939	$177,382	$188,829

Guidelines effective May 2nd, 2022, for Minneapolis, Saint Paul, and Bloomington MN. Source: NeighborWorks Home Partners https://nwhomepartners.org/wp-content/uploads/2022/09/2022-AMI-Chart-5-2-22.pdf



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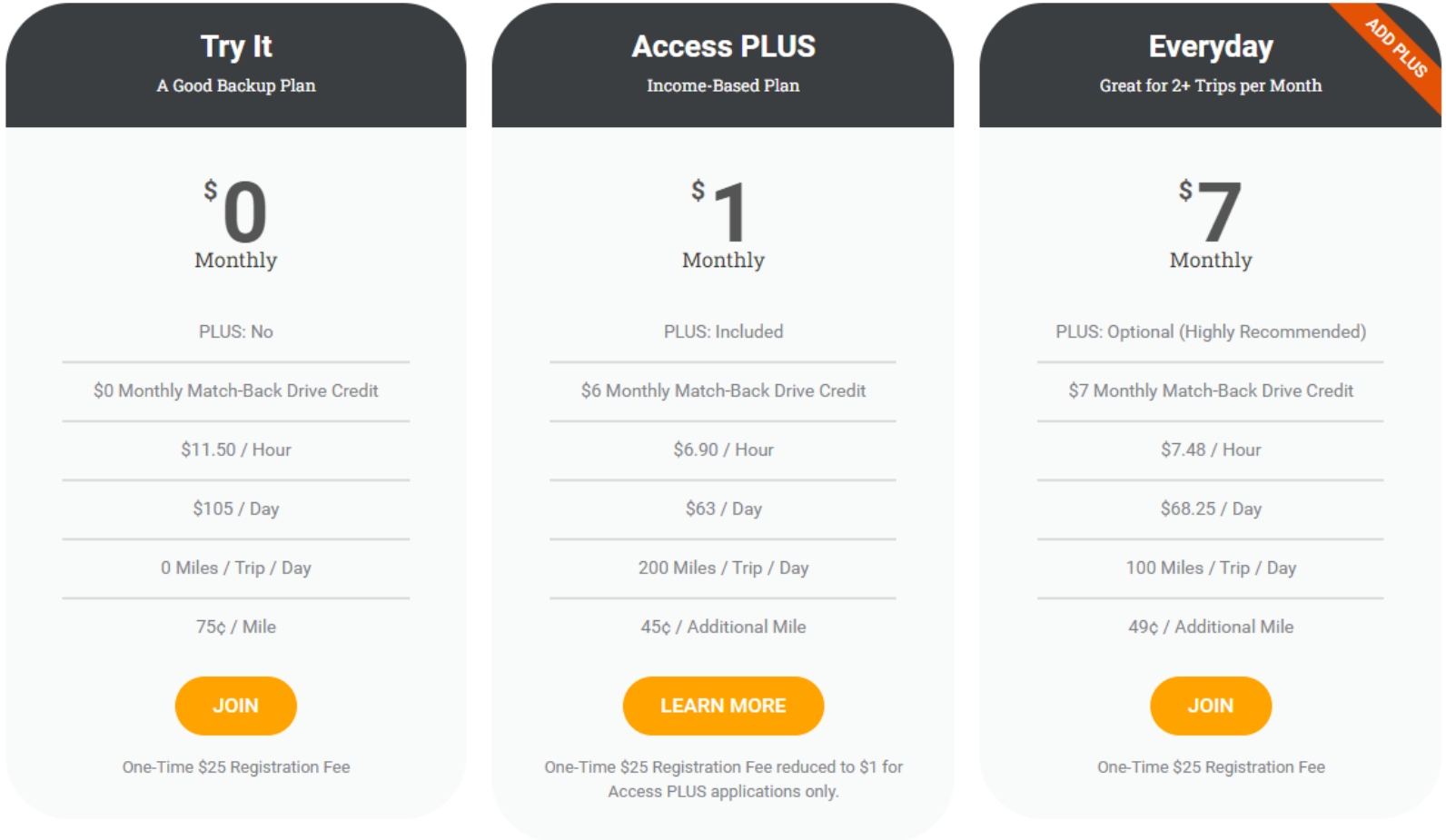
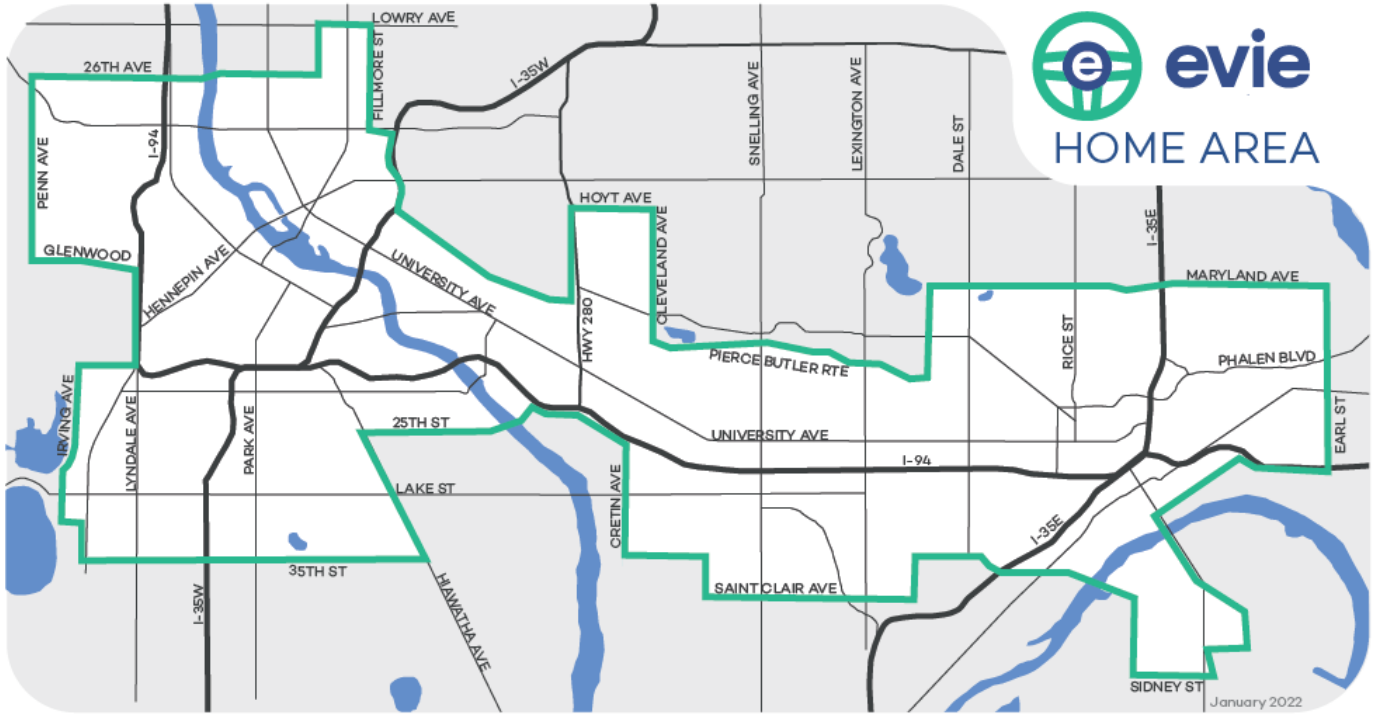


Source: HOURCAR

Minneapolis and St Paul, MN – EVIE Carshare

- An all-electric, free-floating carshare service with over 170 shared vehicles in Minneapolis and St Paul.
- One of the first municipally-operated carshare programs.
- Can be used as part of Metro Transit's guaranteed ride home program.
- In Minneapolis, users can park at any city parking meter without certain restrictions (valet parking or rush hour streets).
- In St. Paul, users can park at any city meter with a time maximum of two hours or more.



Source: EVIE Carshare

Seattle, WA

- Operators: Zipcar, Turo, GIG, Getaround.
- Parking spaces and rules:
  - Zipcar has its own spaces.
  - Getaround has a partnership with the City of Seattle to provide designated parking spaces for people renting Getaround cars.
  - Turo does not have designated parking spaces and must follow all city parking rules.
- Permitting:
  - Operators must pay fees for each vehicle and parking space:
    - $1,200 for each designated on-street space in paid parking areas.
    - $300 for each designated on-street space in unpaid areas.
    - $300 for each free-floating vehicles.
  - Each quarter, the City produces a report showing all carshare trips and operators must pay:
    - $0.50 per trip for combustion or hybrid engine vehicles.
    - $0.25 per trip for electric vehicles.

Source: GIG Carshare

Fresno, CA - MioCar

- MioCar is an all-electric, affordable carsharing with charging stations placed near low-income, rural households in the San Joaquin Valley.
- Catalyzed by a partnership and a planning grant submitted by San Joaquin's 8 MPOs, UC Davis, area transit agencies, and Caltrans.
- $4 per hour or $35 per day.
- 27 electric vehicles systemwide.

Source: MioCar

Ice Blocks Case Study

6

Ice Blocks

- Ice Blocks is a three-block retail, office, and residential development in midtown Sacramento.
- Development includes 100,000 square feet of office space, 55,000 square feet of retail space, and 142 apartment units.
- Key factor for shared parking success is the tenant mix and 24-hour operation.

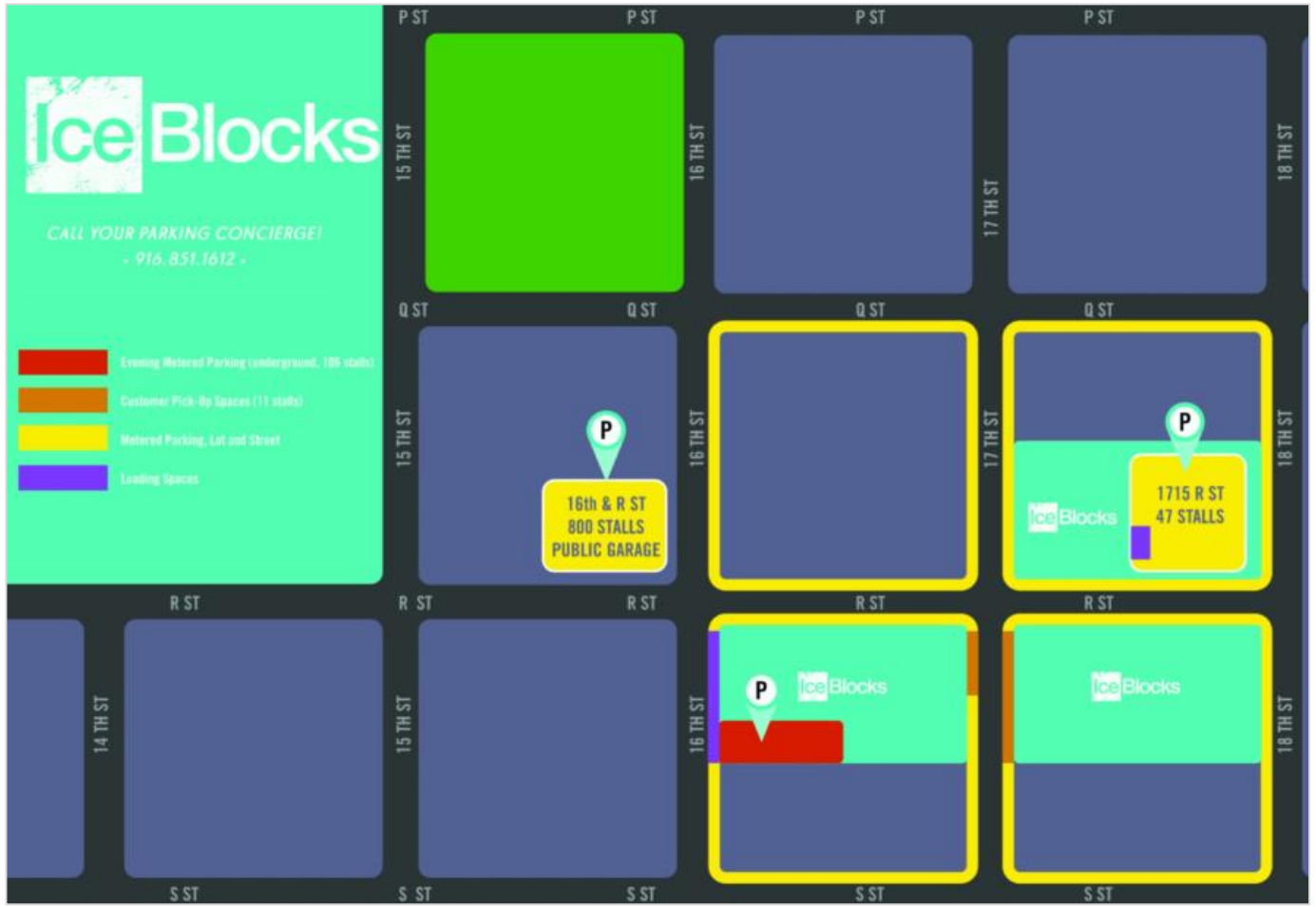
Ice Blocks

- Completed in 2016:
  - Mixed-use, urban office, retail, and restaurant
    - 16,000 SF
    - Courtyard surrounded by three shed-style buildings
  - 46 parking spaces
- Completed in 2017:
  - Mixed-use, urban apartments over retail and restaurant
    - Ground floor retail with loft residences above.
    - 142 apartments and 16,000 SF retail.
  - 103 parking spaces.
- Completed in 2018:
  - 33,000 SF retail and 100,000 SF office.
  - Mixed-use, urban office over retail and restaurant
    - Tenants include East Elm and Mendocino Farms
  - 105 parking spaces

Source: Ice Blocks Midtown

Parking Management at Ice Blocks

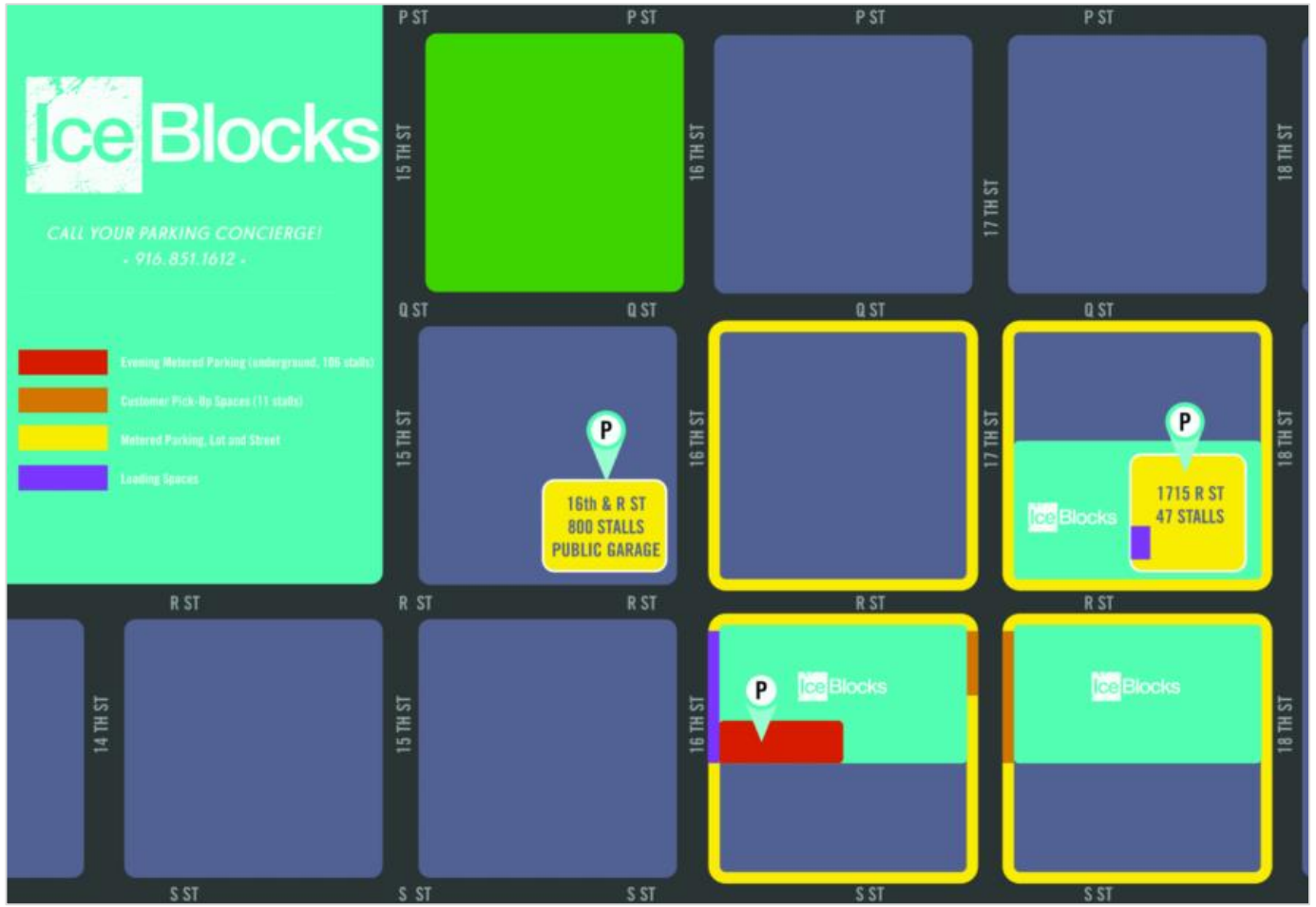
- Ice Blocks property owner approached City wanting on-street, reserved parking for residential units.
- City negotiated to manage the parking to avoid reserved parking. City acts as the parking authority on-site and the developer allows the City to interact with tenants.
- Initially, spillover parking was happening at nearby grocery store – to prevent this, City also began management of the grocery store's parking.
- City of Sacramento continues to manage parking for Ice Blocks via a 10-year agreement.



Source: Ice Blocks

Parking Management at Ice Blocks

- Ice Blocks is a case study of City's preferred approach to parking supply and management with developers.
- "Right to search" for parking:
  - Rather than focus on revenue return from parking, City staff want to promote the utilization and turnover of parking space and public/private access to the project.
  - By contrast, if a developer has reserved spaces, high-turnover uses cannot use them during the day when residents and tenants are less likely to be on-site.
- Coordinated management also unlocks flexibility for high-demand curb spaces on adjacent streets.



Source: Ice Blocks

Potential to Expand Ice Blocks-Style Management

- City manages city-owned lots and privately-owned parking – increasing overall "public" parking supply.
- Could expand to other unused parking, or parking with a clear time pattern.
  - Example: a Home Depot lot that sits empty overnight

Lot X (SW corner of Capitol Mall and 3rd Street)

Source: Sacramento Business Journal

Parking Benefit Districts (PBDs)

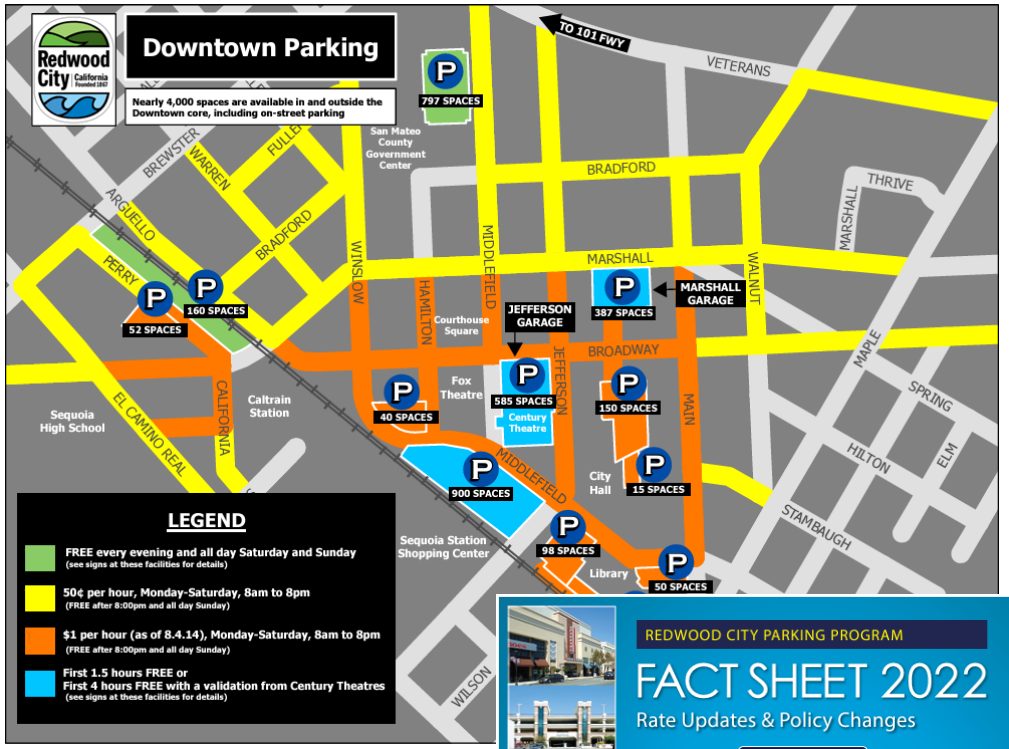
7

Redwood City, CA

- Redwood City Downtown Parking Program
- Sec. 20.115. - Use Of Downtown Meter Zone Parking Meter Revenues:

  Revenues generated from on-street and off-street parking within the Downtown Meter Zone boundaries shall be accounted for separately from other City funds and may be used only for the following purposes:

  - A. All expenses of administration of the parking program;
  - B. All expenses of installation, operation and control of parking equipment and facilities within or designed to serve the Downtown Meter Zone;
  - C. All expenses for the control of traffic (including pedestrian and vehicle safety, comfort and convenience) which may affect or be affected by the parking of vehicles in the Downtown Meter Zone, including the enforcement of traffic regulations as to such traffic;
  - D. Such other expenditures within or for the benefit of the Downtown Meter Zone as the City Council may, by resolution, determine to be legal and appropriate.



Ventura, CA

- Ventura Parking Program
- 16.225.050: Use of money deposited in parking pay stations and meters.
  - All moneys collected from parking pay stations and meters in this city shall be placed in a special fund, which fund shall be devoted exclusively to purposes within the geographic boundaries of the parking district from which the revenue is collected. Such moneys shall be used for the purposes stated in the parking district establishment ordinance. (Ord. No. 2009-002, § 8, 1-12-09)
- 4.400.030: Use of revenue.
  - All revenues collected from parking pay stations, meters, leases, and permits in the downtown parking district shall be placed in a special fund, which fund shall be used exclusively for activities benefiting the parking district. The specific authorized use of revenues shall be as follows:
    - A. For purchasing, leasing, installing, repairing, maintaining, operating, removing, regulating and policing of pay stations and/or parking meters in the parking district and for the payment of any and all expenses relating thereto.
    - B. For purchasing, leasing, acquiring, improving, operating and maintaining on- or off-street parking facilities.
    - C. For installation and maintenance of alternative mode programs, landscaping, pedestrian linkages, sidewalk cleaning, street furniture, way finding systems, and traffic control devices and signals.
    - D. For the painting and marking of streets and curbs required for the direction of traffic and parking of motor vehicles.
    - E. For proper security within the district.
    - F. For the proper regulation, control, enforcement and inspection of parking and traffic upon the public streets and off-street parking facilities.
    - G. To be pledged as security for the payment of principal of and interest on financing mechanisms used by the city to meet any of the purposes authorized by this section.
    - H. For transportation and parking planning, marketing and education programs related to the downtown parking district.
    - I. For construction and maintenance of public restrooms that enhance parking facilities.
    - J. Revenues from residential parking permits may, in addition to the foregoing, be used for sidewalk, landscaping and other transportation, pedestrian or bicycle enhancements on streets where the residential permit parking is provided. (Ord. No. 2009-002, § 4, 1-12-09)

Ventura, CA


DOWNTOWN VENTURA PARKING
FREE ALL DAY PARKING
FREE 4 HOUR PARKING
PAID PARKING - STARTING MAY 1
PS PARKING STRUCTURE
PAID STREET PARKING
CLOSED TO VEHICLES "MAIN STREET MOVES"
CITY HALL
POLI ST
SAN BUENAVENTURA MISSION
MAIN ST
MISSION PARK
FIGUEROA PLAZA
PS
SANTA CLARA ST
VENTURA AV
JUNIPERO ST
FIGUEROA ST
PALM ST
OAK ST
CALIFORNIA ST
CHESTNUT ST
PLAZA PARK
FIR ST
ASH ST
THOMPSON BL
101NB
101SB
N
HARBOR BL
PS

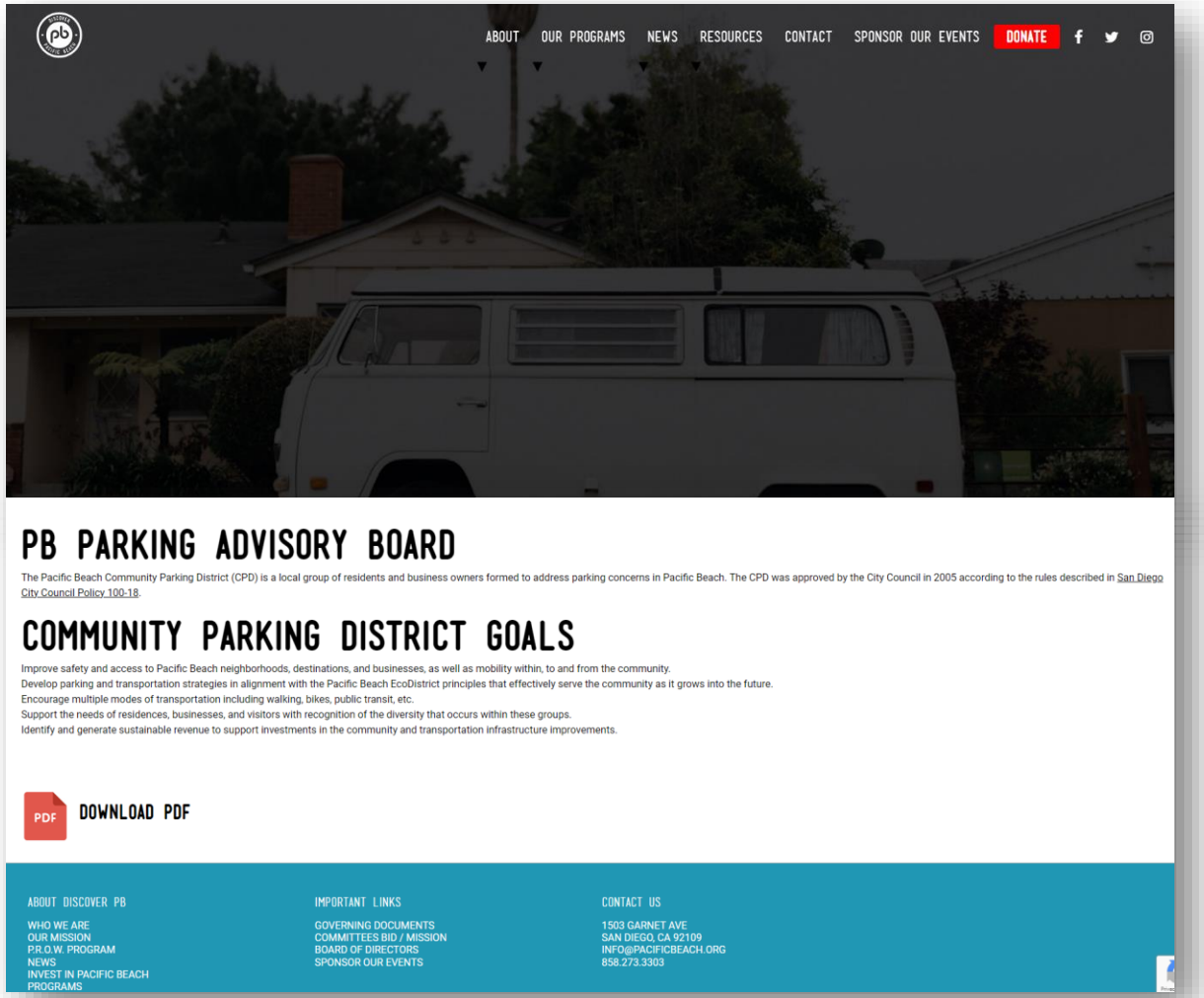
Old Pasadena, CA

- Old Pasadena Parking Meter Zone Advisory Commission
- 10.45.090 - Advisory body to recommend priority for expenditure of funds.
  - The city council may establish by ordinance or resolution an advisory body from each parking meter zone, which body will be made up of property owners and tenants from within the parking meter zone and which will meet as may be required by the city council in order to recommend to the city council the priority expenditures of net revenues from parking meters in its zone for street and parking related expenditures which regulate and control traffic and parking within the parking meter zone and its surrounding area.

San Diego, CA

- San Diego Community Parking Districts
- Council Policy No. 100-18: Community Parking District.
  - B. Revenues Subject to Allocation to a Community Parking District
    - 1. Annually, the costs of administering the Community Parking District Program, including the services of dedicated Transportation Engineer(s), and parking meter operations costs shall be subtracted from the total parking meter revenue prior to the calculation of the revenue subject to allocation to the Community Parking Districts.
    - 2. A percentage of the total parking meter revenues, less the administrative and parking meter operations costs described in Section B.1 above, generated within each Community Parking District shall be allocated to that Community Parking District on an annual basis. The percentage shall be forty-five (45%) each fiscal year.
    - 3. In addition to this 45% allocation, the City may allocate all or a portion of the parking management-related revenues to a Community Parking District on a case-by-case basis. Such additional revenues may be allocated to a Community Parking District so long as all of the following requirements are met…
    - 4. For the purpose of this Policy, City revenues which may be allocated to a Community Parking District in addition to parking meter revenue, if any, may include…:
    - 5. Community Parking District revenues allocated to each Community Parking District will be disbursed pursuant to the adoption and approval of an Annual Plan & Budget submitted to the City Council, as provided in sections C and D below.
  - C. Use of Allocated Community Parking District Funds
    - 1. An allocation of parking meter or other parking management-related revenue to a Community Parking District shall be made only from new or prospective revenues resulting from meter installations or the implementation of other parking management activities within the District, and the allocation shall not result in any reduction of current City revenues or anticipated increases in City revenues.
    - 2. Community Parking District…expenditures may include, but is not limited to, the following:
      - a. Increasing the parking supply (e.g., lease, purchase, or construction of additional on-street or off-street parking accessible to vehicles, including bikes) through means such as self-parking or valet-parking, and generally available to all users…
      - b. Managing the existing parking inventory, including such measures as, but not limited to, parking evaluations, reconfiguration of existing on-street parking inventory, residential permit parking programs, employee parking programs, enforcement…
      - c. Providing mobility (parking and access) information through wayfinding signage or media…
      - d. Providing funding for community shuttles or circulator systems within the boundaries of the Community Parking District…
      - e. Enhancing mobility within the Community Parking District and facilitating the use of alternative forms of transportation to reduce parking demand
      - f. Providing for extraordinary maintenance and landscaping activities…
      - g. Providing pedestrian or vehicular safety, comfort and convenience, e.g. through activities and improvements
      - h. Inclusion of eligible City Capital Improvement Projects which meet one or more of the above purposes shall be encouraged.

San Diego, CA



Mid-City Community Parking District

The Mid-City Community Parking District works to increase parking options, creates safe and friendly streets, increases pedestrian activity, advances alternative transportation options and promotes economic revitalization. We foster community cooperation through creative collaborations that enhance the vitality of our businesses, sustain the health of our residential community, and promote a model cohesive neighborhood.

As Mid-City neighborhoods increase in popularity and more residents move onto the commercial corridors; on-street parking spaces have become increasingly scarce. In addition to expanding parking on side streets and promoting alternative transportation options, the Mid-City Community Parking District is exploring ways to better manage parking demand. Parking meters serve as a useful tool that can be used to increase spaces available by promoting turnover and leaving spaces open for customers. They also have an added benefit of bringing resources back into the community that can be used for much-needed improvements.

Parking Meters

Meters were created in the 1930's to help improve customer turnover and they remain the primary tool for this purpose. A well-managed meter program gives visitors enough time to shop, dine and conduct business while providing a time-based incentive to move their cars when they are done. Good policy strikes the balance between attracting customers and creating turnover.

Parking meter revenue stays in the community

Forty-five percent of parking meter revenue stays in Mid-City. Funds are spent on improvements, such as angle parking conversions, which have added over 400 new parking spaces. Infrastructure like bike racks and other measures that make it easier and safer to move around the neighborhood are also paid for with parking funds.

The case for meters...

Customers will have a place to park

Who are the most important people to a business? Customers, of course! Without customers, and the revenue they bring to businesses, businesses simply could not survive. If their customers are less likely to patronize a business if they have to park further away, any business should love a tool that helps to make the closest parking spaces available to their customers. Parking meters do just that!

The purpose of time limits on parking meters is to ensure that parking spaces regularly become available for customers and visitors.If customers have to park too far away, they are probably not going to patronize a nearby shop or restaurant. More times than not customers are being chased away because parking spaces are occupied, not because they have to pay for parking. The lack of convenient short-term parking keeps many potential customers away.

Won't customers leave if they have to pay to park?

Some businesses think meters will drive customers away. The truth is, anyone who leaves because they can't park for free makes room for others who are willing to pay for parking in the available space. People who are willing to pay for parking tend to spend more money in local shops and restaurants.

Who do you think would leave a bigger tip, someone who will come only if they can find a free space after driving around long enough, or someone who is willing to pay for parking if they can easily find a space? The person that is willing to pay will probably spend more at a store or bring more business to the area than a freeloader who won't come to your neighborhood unless they can get free parking. The kind of customers you're going to get is probably a little bit more free-spending if they can easily find a space and they're willing to pay for parking.

Better for the environment

Looking for free parking forces people to needlessly drive around, subsidizes driving, and is a bad way to allocate land. Meters help cut down on cruising and emissions.

Employee parking

Employees parking in spaces that should be reserved for customers is a problem in almost all business districts. In order to improve parking availability, parking meters are used to regulate the amount of time one vehicle can park. This encourages vehicle turnover opening those spaces for other parkers.

Next Steps...

Meter location based on demand

Parking studies have been conducted and show where demand is highest. This along with outreach to businesses will help guide where meters should go.

Using performance-based parking to determine a fair price for meters is key. Generally in San Diego, meters are in operation from Mon-Sat 8AM - 6PM and have a 2 hour limit. The standard rate is $1.25 an hour. However, meter rates and limits can be changed based on demand and what makes sense for particular blocks. For instance, rates can be lowered during the day and raised at night to encourage turnover in areas that are popular in the evenings. Hours of operations can also be extended past 6PM if it makes sense for the area. The goal is to always have one or two spaces per block open to allow customers to park.

REVISIONS TO VEHICLE & BICYCLE PARKING REQUIREMENTS