

10. Eliminate City-mandated parking minimums citywide and introduce parking maximums.

Page 16 of 157 Eliminate City-mandated parking minimums citywide and introduce parking maximums to encourage use of public transportation, walking, and biking. In December 2018, the City abolished minimum parking requirements and prohibited certain uses, like gas stations and drive-through restaurants, within a quarter mile of its 23 light-rail stations. It also adjusted the parking regulations (reducing existing parking minimums by half, for example) within a half-mile radius of each station. Parking minimums could be abolished citywide, leaving parking provision up to market forces. Throughout the United States, zoning ordinances that prescribe minimum ratios of parking space have created higher prices and sprawling conditions. By requiring a developer to build parking spaces for each unit of housing or for each square foot of development, which cost up to \$40,000 per space for underground garage parking and can reduce the amount of new usable space by taking up real estate on the lot or in the building, the cost of building that parking gets bundled in to the cost of renting or selling the building. Required parking spaces add an estimated \$225 per spot in rent prices per month nationally; in places with higher construction costs and land values like Sacramento, that number could be much higher. 5 Removing parking minimums doesn't mean there won't be any parking spaces: developers and lenders, who closely follow market demands, can build the parking spaces their future tenants will demand, whether for residential or commercial businesses.

Instituting parking maximums along important transit corridors, including along Freeport Boulevard, Northgate Boulevard, Del Paso Boulevard, Stockton Boulevard, Folsom Boulevard, and Florin Road, could help to discourage excess vehicle trips and ensure that valuable land is available for more important uses, like housing and space for local businesses. Parking maximums have been used effectively in transit-rich areas of Portland and Seattle, where they have helped to increase transit ridership and create space for housing and businesses. Capping the amount of parking a new development could provide could also help Sacramento shift trips away from cars and toward walking, biking, and transit.

Further study, community outreach, and coordination with the City's Parking Services Division would be required prior to the implementation of this Key Strategy.