



June 15, 2026

Jessie Shen, Infill Coordinator
Phil Serna, County Supervisor, District 1
Patrick Kennedy, County Supervisor, District 2
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Rosario Rodriguez, County Supervisor, District 4
Pat Hume, County Supervisor, District 5

Sacramento County
700 H Street, Suite 1450
Sacramento, CA 95814

Subject: Strong SacTown Comment on June 2026 Draft Housing and Infill Zoning Code Amendments

Dear Supervisors and Staff,

We are writing to give feedback on the [June 2026 Draft](#) of the Housing and Infill Zoning Code Amendments. We have one main request:

Eliminate all minimum vehicle parking requirements.

The proposed zoning code still requires 1 off-street parking stall per dwelling unit (A.2. No.16), imposing significant costs on builders, renters, buyers, and the county itself. **Let the market decide how much parking is actually needed.** Mandated parking hurts the feasibility of infill projects, drives up rents and starter home costs, and spreads the tax base thinner across more infrastructure miles per capita. We need to enable developers to use land more productively, helping the county grow its tax base in a fiscally sustainable way. The County's deferred maintenance backlog for roads is [\\$1.4 billion and growing](#)—infill measures are our best chance at reversing that trend.

In 2013, the City of Sacramento began relaxing vehicle parking requirements, culminating in the 2024 General Plan that eliminated all vehicle parking minimums. Today, the new normal for house-scale and apartment-scale projects is a parking ratio well below 0.5:1 (stalls:beds), and no parking at all for projects inside the central city. Nationally, renters with bundled parking pay 17% more rent (Gabbe & Pierce, 2017), easily \$300/month in the Sacramento area for a parking spot the renter *might not actually use*. Similarly, as much as 24% more households could afford to buy a home if it was constructed without parking (Jia & Wachs, 1999).

The costs go beyond dollars. Many of the region's most desirable areas are historic, walkable Main Streets (Elk Grove Blvd, Sutter St, etc.) which predate cars and could not legally be rebuilt today. These places foster community, create spaces for all ages, and shorten trips, thereby reducing Vehicle Miles Traveled (VMTs), the County's highest source of greenhouse gas emissions and air pollution. Eliminating parking mandates would substantially advance the County's environmental commitments, improve the health and quality of life for residents, and even [combat the loneliness epidemic](#).

Thank you for inviting our input in the shared goal of streamlining infill housing development. We look forward to continuing the conversation.

Sincerely,

Alyssa Lee, Board Member
Strong SacTown
www.strongstactown.org

Troy Sankey, Board Member

Kay Crumb, President