

July 28, 1988
REF: 88-07-66

DEPARTMENT OF
PUBLIC WORKS

OFFICE OF THE DIRECTOR

CITY OF SACRAMENTO
CALIFORNIA

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City Planning Commission
Sacramento, California

Members in Session:

SUBJECT: EAST END PARKING GARAGE PROJECT ALTERNATIVE SELECTION

SUMMARY

This report discusses the East End Garage Project and recommends Alternative 1 of the four project alternatives as the final site selection.

BACKGROUND

On August 31, 1982, representatives of the East End Merchants appeared before the Budget and Finance Committee to request additional parking facilities to meet increasing demand in the east end of the downtown area. In response, the City prepared a study on downtown parking needs. This study illustrated the dynamic growth and change in City parking operations in the 10 years between 1972 and 1982.

The study concluded that, based on the supply and demand for parking in the east end, a new parking garage was needed. Based on this finding, the City Council made initial appropriations in the 1982-1983 Parking Capital Improvement Budget for design of the East End Parking Garage.

In April 1983, the Budget and Finance Committee approved SHRA's staff recommendation to include the East End Garage Project in the parking element of the Comprehensive Downtown Redevelopment Study (The Sanger Report).

On January 15, 1985, the City Council, based on recommendations from the Comprehensive Redevelopment Study, adopted a resolution adopting an East End Parking Program. The East End Parking Program recommended the following:

"As a part of the development of both parking and the core area retail district, immediate steps should be taken to acquire property and build approximately 1,000 parking spaces on the half-block between 10th and 11th Streets, on the south side of I Street. Consideration should be given to incorporating the gasoline service station into the new garage design."

The resolution directed the City Manager to take action necessary to implement the East End Parking Program.

A recommendation to acquire other properties in the block was heard by the City Council on August 14, 1986 wherein a resolution of necessity was adopted by an eight to one vote. On October 14, 1986, the Council rescinded its prior action and set a new hearing for November 18, 1986, in order to include all of the necessary findings.

On November 18, 1986, the City Council heard this item again and received testimony from several property owners. Staff was directed to investigate the feasibility of lower level retail designation in the East End Parking Garage design and report back.

At the end of January 1987, Chevron USA advised the City that it was considering selling the service station site. Therefore, in March 1987 the Budget and Finance/Transportation and Community Development Committees directed staff to re-examine the issue of acquiring the Chevron gas station site.

The full City Council has not yet reconsidered its original position on the matter. In April 1987 City staff proceeded to negotiate a contract with Jones and Stokes Associates to do an environmental impact report on the project.

Environmental Impact Report

The Environmental Impact Report included four separate project alternatives, one of which does include the Chevron property site and three of which do not include that parcel. The final EIR for the East End Parking Garage has been completed and officially distributed, and a public hearing was held on March 30, 1988. The final EIR consists of a summary of environmental impacts and mitigation measures, comments on the Draft EIR and responses by the City to these comments. The EIR was certified by the City Council on July 19, 1988.

Project Alternatives

The four project alternatives are described in Exhibit A, showing architectural renderings, site plans and details relating to structure and costs.

Timetable

The Project Timetable is estimated as shown in Exhibit "D". The City Council certified the Project EIR on July 19, 1988. A recommendation for the project site selection will be presented in a report on August 23, 1988 to the City Council.

Discussion

The East End Garage will serve critical needs in the Downtown area as follows:

- o Short-term parking for customers in the downtown retail commercial area;
- o Additional parking for City, County and Federal facilities in the immediate project vicinity; and
- o Parking for clients and customers who have appointments with private businesses in the project vicinity.

The four design alternative sites are shown in Exhibit B.

A parking garage with at least 1,000 parking spaces is needed to satisfy tax reform legislation requirements for tax exempt financing, as explained in the financial section of this report.

The architectural firms of Herb Niiya and International Parking Design have been selected to design the parking structure. They are ready to proceed upon final decision for the design alternative for the project.

Alternative 1 (1,052 parking spaces) includes the full north 1/2 block, with vehicle entry lanes from 10th Street and vehicle exit lanes onto 11th Street. The SHRA Commission has reviewed the project and recommends Alternative 1 with stipulations pertaining to the Urban Design Guidelines (refer to Attachment E). Alternative 2 excludes that portion of the north 1/2 block where the Chevron service station is located. Vehicle entry lanes are on I Street and vehicle exit lanes are on 11th Street. Alternative 2 (840 parking spaces) does not provide

adequate parking to serve the extent of public parking demand anticipated for the east end vicinity of the core area. Alternative 3A (1,032 parking spaces) would cross over 11th Street and would require the acquisition of the southeast corner properties including the removal of the Chart House. Alternative 3A would permanently obstruct a protected view corridor of the State Capitol and impact tourism appeal and property values north of the State Capitol building. Alternative 3B (1,133 parking spaces) is similar to Alternative 3A except that it requires the closure of 11th Street to through traffic; otherwise, Alternative 3B includes the same land parcels as Alternative 3A. Alternatives 3A and 3B would have vehicle entry lanes on I Street and vehicle exit lanes on 11th Street

City staff is recommending Alternative 1 as the preferred alternative for the East End Garage Project because it provides an adequate quantity of parking spaces to serve east end parking demand without necessitating the closure or observation on 11th Street. Adverse impacts relating to the urban design guidelines can be mitigated, so that the project would be an integral enhancement to the general plans for the civic center, library and other projects adjacent to Plaza Park.

Architectural facade treatment and retail frontage can be designed into Alternative 1 to create features needed for consistency with Sacramento's urban design guidelines. The Downtown Transportation Task Force recommendations include the East End Parking Garage as an essential component in meeting present and future transportation and parking needs in downtown Sacramento.

FINANCIAL DATA

The total construction costs and annual debt service for each alternative are estimated as follows:

<u>Project Alternative</u>	<u>Construction Cost</u>	<u>Annual Debt Service</u>
1	\$13.7 million	\$1.981 million
2	\$10.4 million	\$1.489 million
3A	\$12.8 million	\$1.835 million
3B	\$14.2 million	\$2.026 million

The above costs do not include property acquisition which is estimated at approximately \$4 million. The proposed method of financing is through a certificate of participation. In order

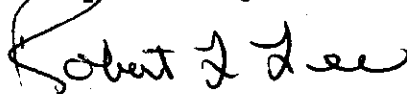
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Projections of the City Parking Fund Revenues and Expenses are shown in Exhibit C, which shows projections of how the East End Garage fits into a 10-year parking enterprise financial scenario. The East End Garage debt service is shown beginning in year 3, or 1989-1990, with a debt service of 1.373 million per year. With an increase in parking fees as recommended in the Downtown Parking Study, a positive net revenue position can be maintained with the Parking Fund.

RECOMMENDATION

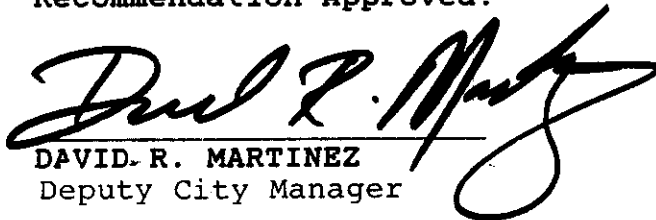
It is recommended that the City Planning Commission approve Alternative 1 as the East End Garage Project.

Respectfully Submitted,




ROBERT L. LEE
Deputy Director of Public Works

Recommendation Approved:



DAVID R. MARTINEZ
Deputy City Manager

Approved:



MELVIN H. JOHNSON
Director of Public Works

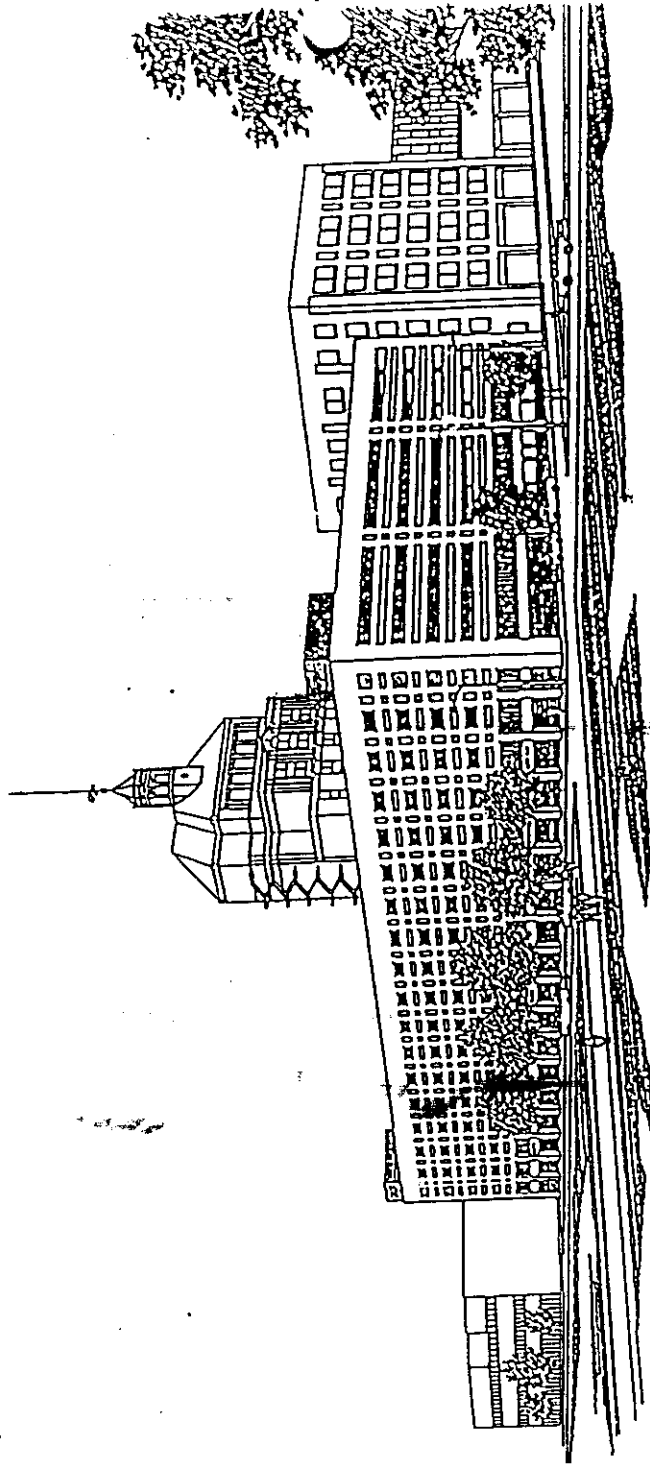
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Attachments

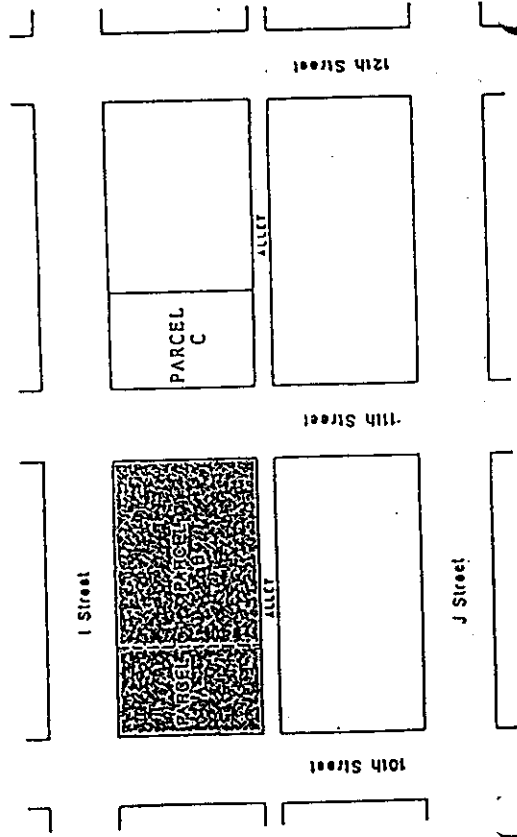
District 1

ALTERNATIVE #1

I. ARTIST'S RENDERING



II. SITE PLAN



III. SPACE:

1,052 Parking Spaces
 @ 341,900 sq. ft. Parking Area
 14,568 sq. ft. Commercial Area

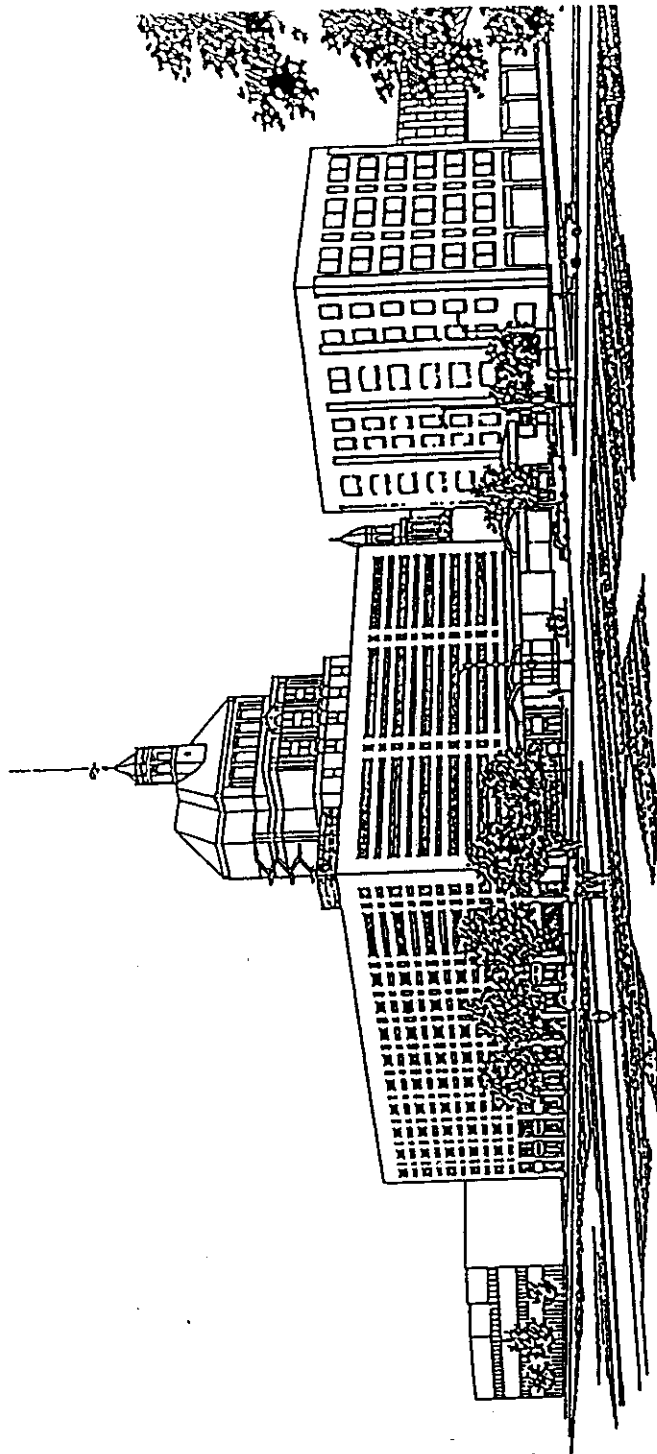
IV. FINANCIAL:

Construction Cost
 Debt Service

\$13.7 million
 \$2.0 million P
 year

ALTERNATIVE #2

I. ARTIST'S RENDERING



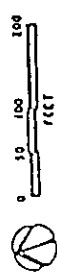
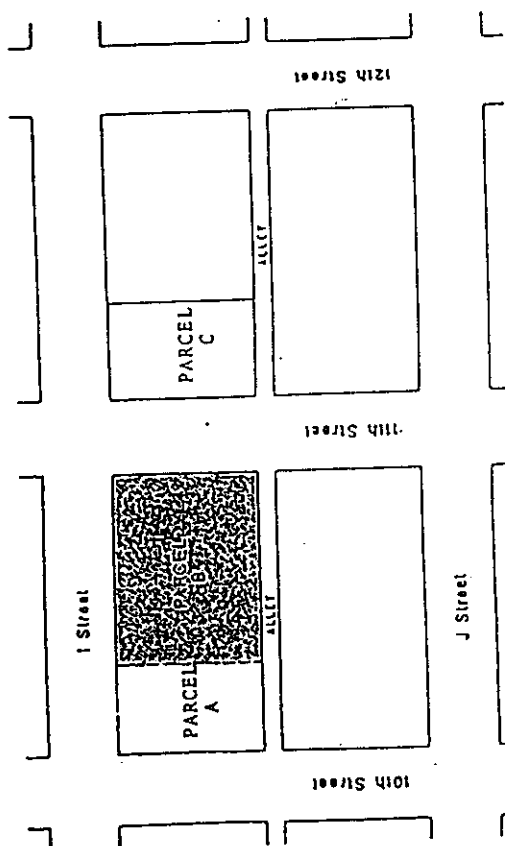
III. SPACE:

840 Parking Spaces
 @ 273,000 sq. ft. Parking Area
 6,221 sq. ft. Commercial Area

IV. FINANCIAL:

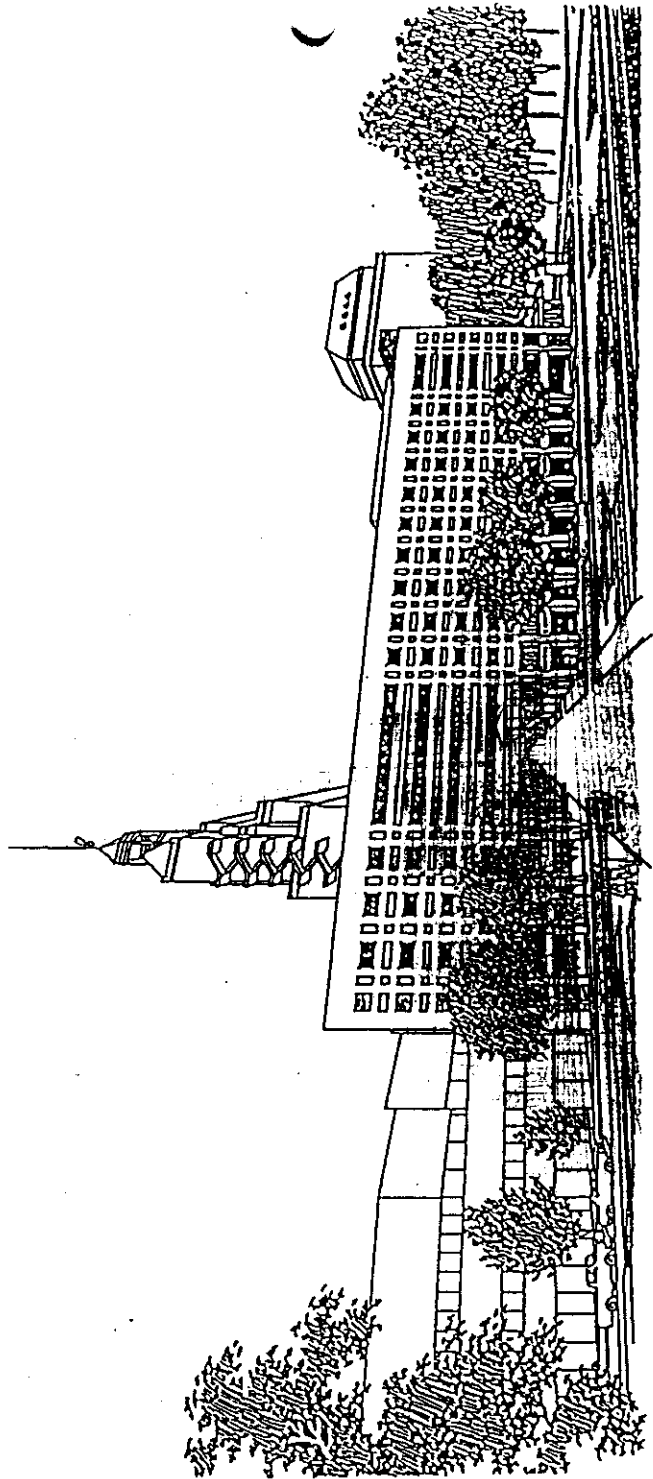
Construction Cost: \$10.4 million
 Debt Service: \$1.5 million
 year

II. SITE PLAN

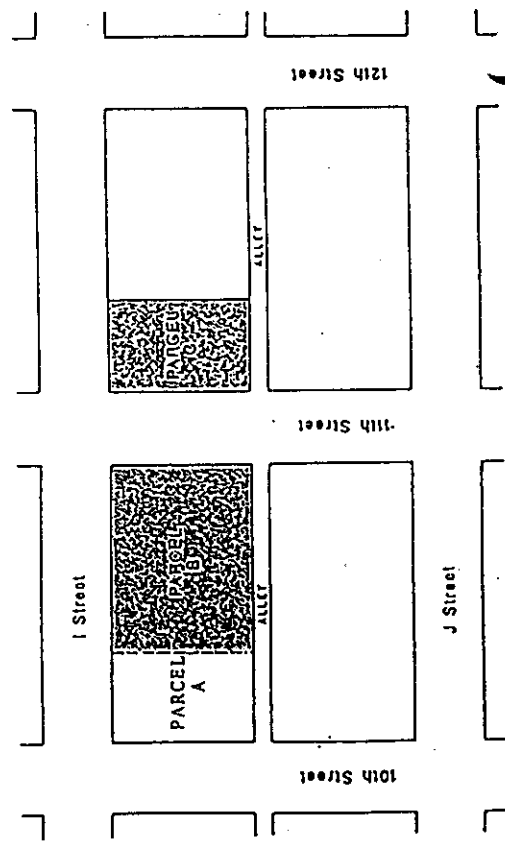


ALTERNATIVE #3A

I. ARTIST'S RENDERING



II. SITE PLAN



III. SPACE:

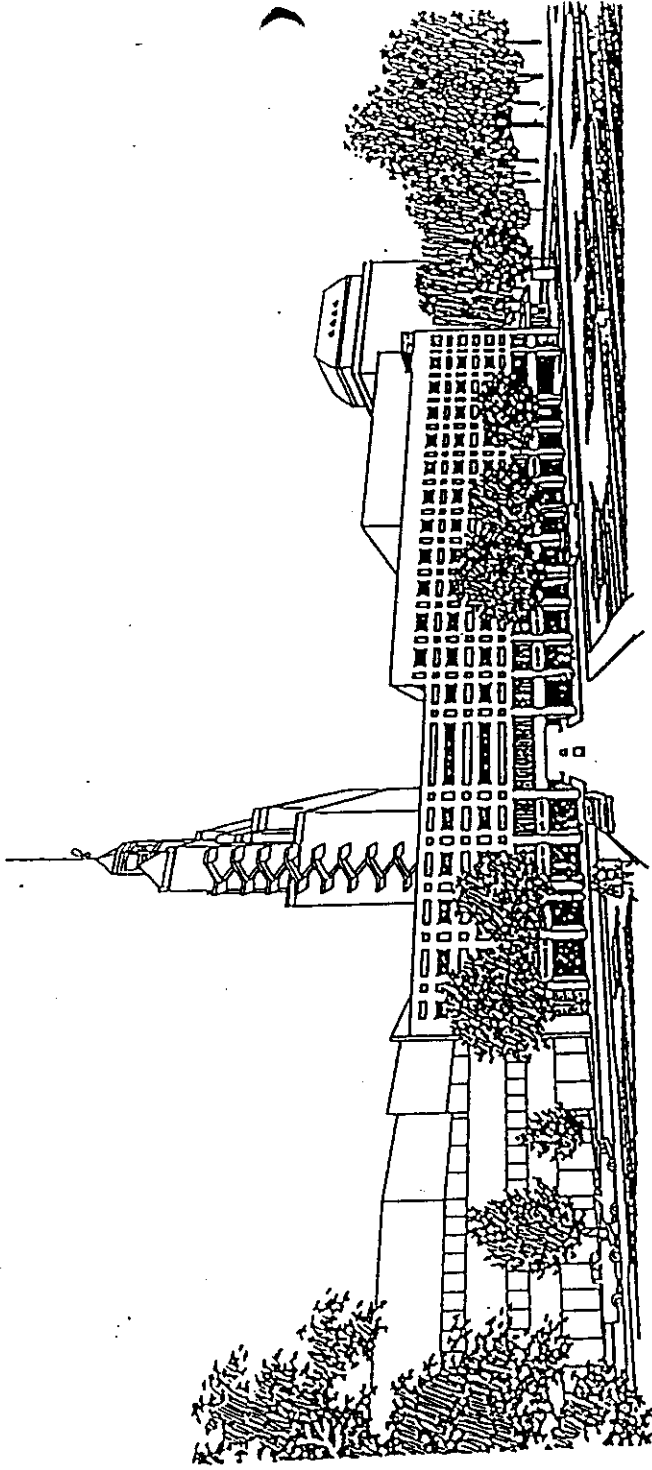
1032 Parking Spaces
 @ 335,400 sq. ft. Parking Area
 10,791 sq. ft. Commercial Area

IV. FINANCIAL:

Construction Cost \$12.8 million
 Debt Service \$1.8 million

ALTERNATIVE #3R

I. ARTIST'S RENDERING



III. SPACE:

1133 Parking Spaces
 @ 368,225 sq. ft. Parking Areas
 18,668 sq. ft. Commercial Area

IV. FINANCIAL:

Construction Cost \$14.2 million
 Debt Service \$2.0 million

II. SITE PLAN

