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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

TRANSPORTATION DIVISION

CITY HALL
ROOM 304
915 I STREET
SACRAMENTO, CA
95814-2608

916-449-5307

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

November 15, 1988

Budget and Finance/Transportation
and Community Development Committee
Sacramento, California

Honorable Members In Session:

Subject: Parking Infrastructure Report

SUMMARY

In the fall of 1987, the City Council directed staff to report on the condition of the City's infrastructure, identify deficiencies, and outline plans to meet future growth. The first of these reports, discussing the water system, was reviewed by joint committees in February. The second on the subject of storm drainage requirements was reviewed in April.

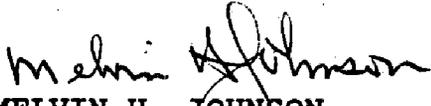
The third report, an overview of Parking Infrastructure, status and requirements, is now presented for committee information (see attached exhibit). Current issues in parking include downtown commercial and office space development, resulting parking demand, balance between commuters and consumers, supply of short term vs. long term parking, future financing alternatives and fee structures.

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and Community Development Committee
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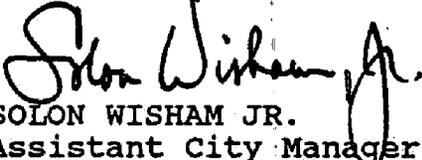
RECOMMENDATION

This report is submitted for committee information.

Respectfully submitted,


MELVIN H. JOHNSON
Director of Public Works

Approved for Committee
Information:


SOLON WISHAM JR.
Assistant City Manager

MS:ls
CA1-26.L
10.1388

November 15, 1988
All Districts

CITY OF SACRAMENTO

OVERVIEW OF CURRENT AND
PROJECTED PARKING SYSTEM REQUIREMENTS

PREPARED BY

DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

NOVEMBER 1988

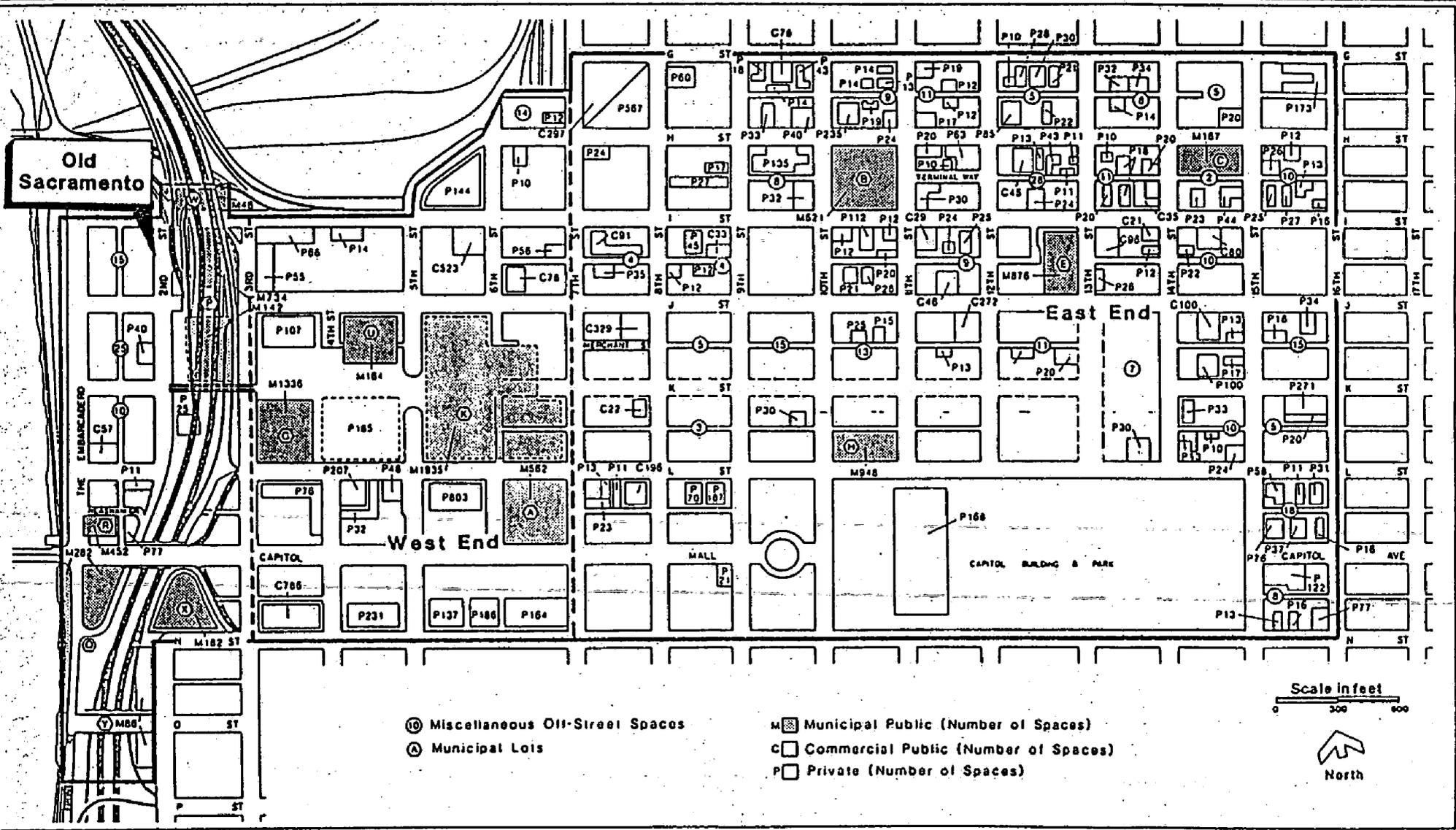
SUMMARY

The City of Sacramento parking objective is to provide an adequate parking supply to accommodate parking demand generated by economic development in the City and to improve parking conditions in residential areas to enhance the quality of life. The parking operation has experienced dynamic growth and change during the past ten years. During this time, two new parking garages, two major additions to the underground garage and five surface parking lots in the Core Area have increased the operation from 5,770 to 8,579 off-street parking spaces. Residential Permit Parking has been implemented in nine areas, adding regulations to approximately 15,000 on-street parking spaces. Approximately 1,730 ten-hour parking meters have been installed in conjunction with this program.

Parking fees for City Parking facilities continue to be well below the private sector, providing parking at low rates. Revenue is currently sufficient to operate and maintain existing parking facilities. The City parking enterprise is operating under the policy recommendations of the Downtown Transportation Task Force by providing downtown employees with alternatives to all-day single occupant vehicle parking by encouraging carpools/vanpools, subsidized bus and rail service and peripheral parking. However, even with TSM measures fully implemented, the Core Area will continue to experience a substantial parking deficiency, due to the anticipated extensive commercial development. City Parking Policy includes the expansion of the parking space supply to facilitate short-term customer business activities as a vital part of the local economy.

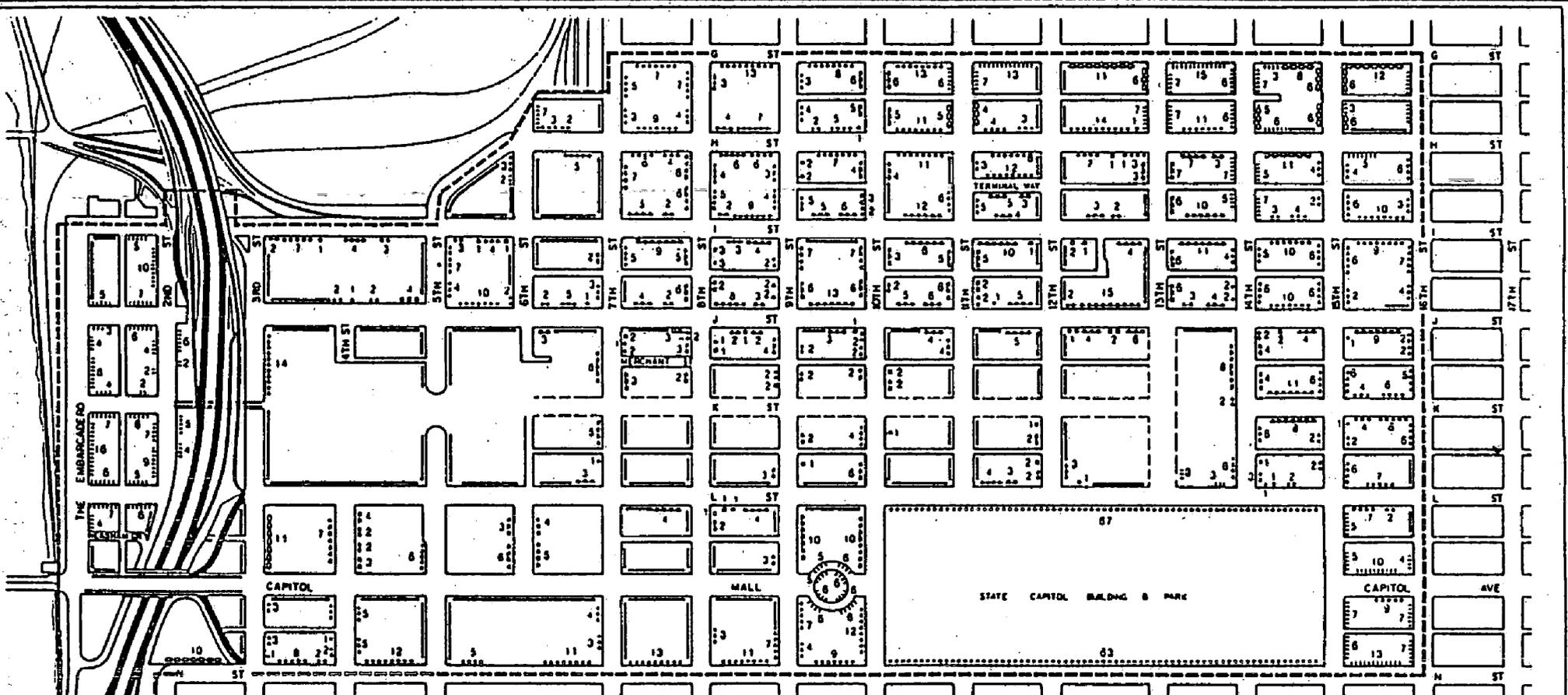
INTRODUCTION

The City of Sacramento parking enterprise operates 18 off-street parking facilities. Ownership of these facilities is under several different agencies. The City Parking Operation also regulates and enforces on-street parking within the area bounded by the Sacramento River, Fruitridge Road, 65th Avenue south of Highway 50, Howe Avenue north of Highway 50 and El Camino Avenue. Figure 1 identifies the location of all off-street parking facilities located in the Central Business District. Figure 2 identifies the location of existing on street parking meters. Figure 3 illustrates the area within which on-street parking is enforced by the City parking operation.

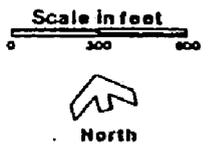


CORE AREA

FIGURE 1



- ○ ○ ○ ○ 10 Hour Metered Spaces
- ● ● ● ● 2 Hour Metered Spaces
- — — — — 1 Hour Metered Spaces
- ⋯ ⋯ ⋯ ⋯ ⋯ 30 Minute Metered Spaces
- ⋯ ⋯ ⋯ ⋯ ⋯ 15 Minute Metered Spaces
- ⋯ ⋯ ⋯ ⋯ ⋯ Unmetered Parking Spaces
- 12 Number of Parking Spaces
- — — — — No Parking



ON-STREET PARKING SUPPLY
Downtown Sacramento Parking Study

Within the Central Business District of Downtown Sacramento there are numerous off-street parking facilities. Some are operated by the City, while a large number are operated by the County, State and private corporations. Approximately 37.8% of the total CBD off-street parking supply is reserved for private use; the remaining 62.2% (11,988 spaces) is available for public use, with the City providing 8,579 (72.6%) of the 11,988 off-street public parking spaces. Since the first City operated off-street parking facility opened in 1951, it has been City parking policy for short-term customer parking demand to pre-empt all-day employee parking demand. This is set forth in Section 25.154 of the Sacramento City Code, which authorizes monthly parking in City parking facilities, providing that it does not utilize space required to meet daily short term parking demand. Without the City's role in providing public parking facilities, the balance between short-term and long-term parkers cannot be maintained and the cost of parking escalates. Businesses cannot survive without adequate parking for their short-term customers. As Sacramento continues to grow and shopping malls with free accessible parking are developed throughout the metropolitan area, adequate parking remains a key issue in not only retaining major businesses in the downtown area, but in the development of new office, commercial and retail business as well.

HISTORY

On-street parking was available in Downtown Sacramento at no charge until 1945 when parking meters were first introduced along J Street in the Central Business District, providing parking for \$.05 per hour. The City did not provide public off-street parking facilities until 1951, when the City acquired the block bounded by 6th, 7th, L Streets and Capitol Mall and developed the property into an off-street surface parking lot with 346 spaces (Lot A). In June 1951, the City adopted a bond initiative to authorize the sale of bonds in the amount of \$1.6 million for the purpose of providing off-street parking facilities in the Central Business District. In May 1952, Lot B (10th and I Streets) opened to provide an additional surface parking lot with 358 parking spaces. Bond proceeds were used to develop Lots A and B into two-level parking facilities and to acquire the north half block bounded by 14th, 15th, H and I Streets (Lot C), which opened as a surface parking lot in May 1954 with 167 parking spaces.

As early as the mid 1950's the City of Sacramento had been making serious efforts to address the need to provide adequate parking conditions to meet anticipating growth due to commercial distress in the Central Business District. Parking studies of the Central Business District were done by D. Jackson Faustman (the former Traffic Engineer/Parking Director) in March, 1955

and by Coverdale & Colpitts in August, 1955. These studies showed that there was an urgent need for additional short-term parking in order for Sacramento to successfully compete with shopping centers being developed in outlying areas. At the time of these studies, 2,221 on-street parking meters and 5,085 off-street parking spaces were available to the public. There were 2,327 parking spaces available for private use. Public off-street parking rates were \$.10 per hour, while on-street parking rates remained at \$.05 per hour. In order to finance additional parking facilities, these studies recommended that additional bonds be sold. During this same year, funds derived from the sale of the bonds in 1951 were used to double-deck Lots A and B, which both opened for operation in December 1956, providing an additional 479 parking spaces. Revenue bonds were sold again in July 1956 to generate an additional \$1.4 million to supplement the existing Reserve Fund and to acquire and improve Lots A, B and C for off-street parking. In the Coverdale & Colpitts study, an additional proposed surface parking lot located on the eastern half block bounded by 12th, 13th, I and J Streets (Lot E) was recommended for a public parking facility. Lot E opened for public parking operations in November 1956, providing 192 additional parking spaces.

The Sacramento Housing and Redevelopment Agency (SHRA) was formed in 1962 and thus began redevelopment for the downtown area. In December 1964, the City leased a surface parking lot between 3rd, 4th, J & L Streets from SHRA which provided 610 public parking spaces, designated as Lot G. In May 1964, Series A Revenue Bonds were sold by the City to generate \$3.2 million to redeem outstanding bonds issued in June 1951 and July 1956 and to acquire the property bounded by 10th, 11th, K and L Streets for development of a multi-level parking garage, to be designated as Lot H. In 1968 the Parking Authority was created to issue parking revenue bonds totaling \$8 million (Series A), which redeemed the outstanding \$3.2 million bonds sold in 1964. The City transferred ownership of Lots A, B, C, E and H (Figure 1) from the City of Sacramento to the Parking Authority. The City and Parking Authority then entered into a lease whereby the City assumed the role of lessee-operator and became responsible for operating and maintaining the facilities. The lease requires the City to pay a rental amount equal to the debt service on the Series A and B bonds. This guaranteed the bonds and made it possible to obtain a higher bond rating and a lower interest rate.

Series A Bond proceeds (\$4.8 million) were used to fund the construction of Lot H, which opened to the public in May 1970, providing 948 parking spaces and retail frontage on L Street at the ground level. In July 1970, SHRA completed the construction of a two level underground parking garage (Lot K) beneath Downtown Plaza, bounded by 5th, 6th, J and L Streets (1,140 spaces). In July 1974, the City entered into an agreement with the State of California to lease property beneath the I-5 freeway bounded by 2nd, 3rd, I and K Streets. A 350 space surface parking lot was constructed by the City on this site to

serve Old Sacramento (Lot P). SHRA used tax increment revenue (and one year later sold revenue bonds to replenish the redevelopment fund) to develop an additional parking facility in Old Sacramento, Lot R, located at Capitol Avenue and Neasham Circle. The City began operating this facility in September 1976, providing 452 spaces. Series B Parking Authority Revenue Bonds, authorized in April 1975, generated \$5.45 million to construct a multi-level garage on Lot E, which opened to provide 876 parking spaces for the new Community Center in October 1976. This facility also includes retail frontage on J Street at the ground level. Construction of another multi-level garage (Lot G) began in January 1978, and this facility opened in May 1979, providing a total of 1,336 parking spaces and retail frontage on the K Street Mall. Meanwhile, an addition to Lot K beneath Weinstock's was also constructed and opened in November 1979 (473 spaces). Another addition was added to Lot K beneath I. Magnin (originally Liberty House), opening in March 1981 (322 spaces). The City and SHRA, in a joint venture, developed Lot P into a multi-level parking facility. The Parking Authority funded one-third of the project cost and SHRA funded the remaining two-thirds. The City began operating Lot P in April 1982, providing a total of 876 spaces to further enhance the parking supply for Old Sacramento and the new Railroad Museum.

Throughout the last 25 years, numerous other temporary surface lots have been operated by the City. Most have since been redeveloped into commercial buildings or permanent parking structures.

In addition to the dynamics of change in off-street parking as shown in the foregoing, the City's on-street parking supply has also undergone dramatic changes. Prior to 1940, parking regulations were limited only to a few situations--parking was prohibited in front of fire stations, fire hydrants and at streetcar stops. Double parking was prohibited and loading zone parking was regulated. In the early 1940's, time limit parking restrictions were implemented in the downtown area followed by parking meters in 1945. The City's Residential Permit Parking Ordinance was adopted in 1978 and the Sutter Memorial Hospital neighborhood was the first area implemented under this program in 1979. Currently, nine Residential Permit Parking Areas regulate residential streets for the residents' vehicles, displacing all-day long term commuter parking. In 1982 the first 10-hour parking meters were installed in the State Capitol residential permit parking area to provide regulated all-day on street parking for a fee within walking distance of places of employment in the downtown area. The Midtown Residential Permit Parking and Transportation Management Program was implemented in April 1988. Under this program, on-street parking permits for a fee were available to non-residential commuters for the first time as an interim measure (to be phased out by January 1990).

A number of significant parking studies have been completed for the Sacramento downtown area. The most recent major parking study of Downtown Sacramento was conducted by Wilbur Smith and

Associates. This study was utilized by the Downtown Transportation Task Force (DTTF), which was established at the direction of the City Council in 1987, to create a consensus among the City, County, State and local business representatives to recommend specific actions to improve transportation and parking in the area. The task force presented 32 recommendations to the City Council in March 1988 (Figure 4) dealing with parking management and fees, traffic circulation and alternative transportation modes based on projections that office and commercial space in the downtown area may increase as much as 86%, or approximately 10 million square feet, over the next ten years, creating a need for 22,000 to 25,000 additional parking spaces.

EXISTING CONDITIONS

Availability

Currently, there are 2,358 on-street parking spaces within the Core Area (bounded by G, N, Front and 16th Streets). This number includes all curb spaces except red zones or zones prohibited by signs. Zones reserved for police and fire vehicles, as well as zones designated as handicapped, are also included. The rate at most short term parking meters is \$.50 per hour; the 10-hour parking meter rate is \$2.00.

In addition to the eight parking structures discussed earlier in this report, the City also operates ten surface parking lots, four of which are outside of the core area. The City currently provides a total of 8,833 off-street parking spaces, 254 of which are outside of the core area. Figure 5 identifies City operated lots, indicating the date acquired, number of parking spaces, square footage, present land value, replacement value of improvements and total present value.

Currently, 1,428 parking meters and 11,988 off-street parking spaces are available to the public in the core area. The City operates 8,579 of the public off-street parking spaces with weekday rates at \$.35 (West End), \$.40 (East End), or \$.50 (Lot H, 10th & L), for the first three hours and \$1.00 for each hour thereafter. Area demand fee differentials for off-street parking were implemented for the first time in 1988/89. East End parking facilities pay a higher short-term rate than West End (and Old Sacramento) facilities. In contrast to privately operated parking facilities, the City charges rates well below what the market will bear for monthly parking because of resistance from employee interest groups and office building developers who want to easily obtain tenants with lower priced monthly parking. The remaining 3,409 spaces available to the public are privately owned/operated. Private off-street parking accounts for approximately 7,285 off-street parking spaces.

SUMMARY OF RECOMMENDATIONS
OF THE
DOWNTOWN TRANSPORTATION TASK FORCE

FIGURE 4

Recommendations for Immediate Implementation

Parking

Circulation

Alternative Modes

- | | | |
|--|---|--|
| 1) Immediate increases in parking fees:
-Monthly; 15%
-Hourly; 10¢ to 20¢ more
-Daily; 25¢ to 50¢ more
Use parking and other revenue to create Parking Downtown Alternatives Fund. | 14) Defer conversion of 3rd/5th and 9th/10th Streets to two-way operation. | 17) Adopt strengthened TSM Ordinance; include specified features. |
| 2) Conduct economic survey. | 15) Preserve light rail easement along R St. | 18) Establish Inter-Agency Marketing Committee to coordinate marketing of transportation alternatives. |
| 3) Future parking fee increases. | 16) Examine bus and right-turn lanes during peak hours on J & L and 9th & 10th. | 19) Establish a program to offer transit validations for customers who use transit for shopping trips. |
| 4) Continue to restrict parking revenues to transportation-related projects. | | |
| 5) Develop more parking at a pace that will not detract from efforts to promote alternative modes. | | |
| 6) Review minimum parking requirements to ensure that alternative modes are not discouraged. | | |

Recommendations for Immediate Implementation - continued

Parking - continued

- Avoid use of public funds
o create private parking.

8) Ensure that off-street parking in redevelopment projects is owned by city or SHRA.

9) Restripe for compact cars.

10) Allow temporary parking lots.

11) Work with state on compliance with trip reduction measures and minimum parking requirements.

12) Continue carpool/vanpool priority but allow two permits for single drivers with valid need for every five carpool or vanpool permits.

13) Maintain parking meter rates above prevailing hourly off-street parking fees.

SUMMARY OF RECOMMENDATIONS - continued

Contingent on Funding or Further Review

Parking

20) Use ten-hour meters for carpools.

21) Continue to develop peripheral park and ride system using west-end parking lots.

22) Develop park and ride lots and shuttle services in areas not served by light rail.

23) Conduct a pilot project to evaluate privatization of city parking operations.

Circulation

24) Conduct a comprehensive study to develop a Downtown Transportation Plan.

25) Make specified improvements to bikeway system.

26) Work with RT to develop funding for a timed-transfer between K Street Tram and light rail.

Alternative Modes

27) Develop baseline travel and employment data and establish commute mode split goal for Downtown.

28) Undertake and fund specialized promotional and marketing efforts to encourage alternative modes.

29) Implement expanded Downtown Ridesharing and Public Transit Promotional Program.

30) Improve public awareness of, and quality of, bicycle facilities downtown.

31) Investigate vanpool development program to serve downtown commuters.

GENERAL RECOMMENDATION
FROM ALL TASK FORCE MEMBERS

32) It is recommended that the City Council charge the Public Works Department with submitting a written report on the status of the implementation of the recommendations of the Downtown Task Force by January 1, 1989. Copies of this report will be provided to Task Force members.

<u>LOT¹</u>	<u>DATE</u>	<u>SPACES</u>	<u>SQUARE FEET</u>	<u>PRESENT LAND VALUE⁸</u>	<u>REPLACEMENT VALUE OF IMPROVEMENTS⁸</u>	<u>TOTAL PRESENT VALUE⁸</u>
A ²	1951/1956	346/562	84,300 ⁸ /168,600	\$ 12,800,000	\$ 2,572,154	\$ 15,372,154
B ³	1952/1956	358/621	93,150 ⁸ /186,300	6,528,000	2,968,430	9,496,430
C ³	1954	167	50,100	1,536,000	120,240	1,656,240
E ³	1956/1976	192/876	59,040/316,003 ⁹	4,896,000	10,210,035	15,106,035
G ³	1964/1979	610/1336	232,000 ⁸ /453,814 ⁹	14,450,000	17,368,000	31,818,000
H ³	1970	992	371,640 ⁹	5,120,000	9,348,702	14,468,702
K ³	1970/1979/1981	1140/1613/1935	430,000/616,400/781,800	34,490,000	29,025,000	63,515,000
L-1	1987	15	7,400	112,178 ¹¹	31,912	144,090
L-2	1987	45	20,075	246,467 ¹¹	55,115	301,582
L-3	1987	38	17,400	70,049 ¹¹	47,611	117,660
M	1986	156	56,600	113,200 ¹²	∅	113,200
P ⁵	1974/1982	350/876	175,852/326,033	4,396,300 ¹²	9,641,400	14,037,700
Q ⁴	1985	282	123,237	10,475,145	142,500	10,617,645
R ³	1976	452	156,400	2,815,000	5,876,000	8,691,000
U ³	1978	164	28,600	3,520,000	∅	3,520,000
W ³	1978	48 ²	55,546	1,393,920	166,638	1,560,558
X ⁶	1986	182	54,014	3,240,864	182,000	3,422,864
Y ⁶	1986	86	57,895	1,146,390	146,200	1,292,590

1 Lots B, C, E and H (East End); Lots A, G, K and U (West End); Lots P, Q, R, W, X and Y (Old Sacramento); Lots L-1 and L-2 (Outside of Core Area and within Central Business District); Lots L-3 and M (Outside of Central Business District)

2 Owned by Parking Authority

3 Owned by SHRA

4 Owned by City of Sacramento

5 Owned by SHRA (2/3) and Parking Authority (1/3)

6 Owned by Crocker Art Museum and City of Sacramento

7 Tour Bus and RV's only

8 Estimate

9 Includes commercial rentals

10 As of June 1987

11 Owned by Regional Transit

12 Owned by State of California

8-10-88

FIGURE 5

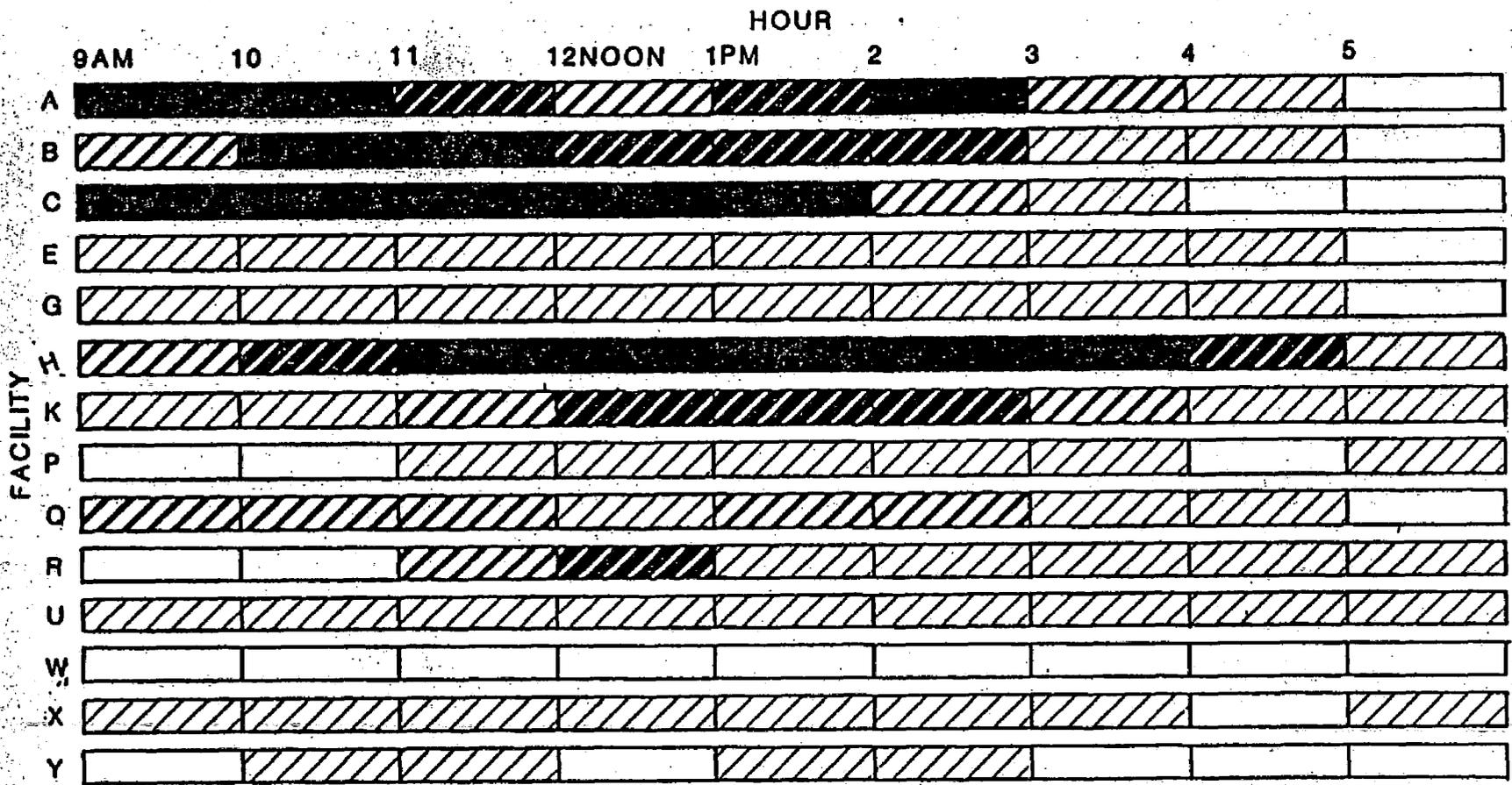
These spaces are primarily restricted to employees or customers of the facility owners.

The City promotes short-term parking so that the retail/commercial businesses in the Core Area will remain competitive with the suburban businesses, where parking is always available to the customer. Due to the unavailability of new monthly parking permits in downtown City parking facilities, many commuters have resorted to driving out and around the block prior to 3 hours to re-enter garages, thereby avoiding the higher rate after the third hour.

Surveys conducted during February/March 1987 indicated that parking space occupancy approaches 87% off-street (Figure 6) and 90% on-street for the Core Area. East End City operated facilities experience peak hour occupancy in excess of 90% and parking spaces in the West End of City operated facilities are 78% occupied during peak hours (only Lot A's occupancy rate exceeds 90%). Old Sacramento has the greatest percent of available parking spaces in City operated facilities during peak hours, experiencing a 70% occupancy rate. Short-term on-street parking is least available in the West End (96.9%); East End occupancy rate is 88.4% and Old Sacramento is 70% occupied.

Without adequate and convenient parking for customers and employees of the downtown area, downtown businesses would relocate outside of the downtown area. The City attempts to meet these needs by developing public parking facilities which promote revitalization and expansion of business development in the Core Area of the city. The City, and later the Parking Authority, have funded parking facility construction primarily in the east end of the Core Area since 1951. Starting in the 1960's, SHRA has funded parking facility construction in the west end of the Core Area and in Old Sacramento. While the East End parking demand is employee intensive, the West End is retail intensive and Old Sacramento is tourism oriented. As Figure 1 shows, East End facilities consist of Lots B, C, E and H; West End facilities include Lots A, G, K and U; Old Sacramento facilities are Lots P, Q, R, W, X and Y. Parking lots outside of the Central Business District include Lots L-1, L-2 and L-3 (to replace parking lost with the construction of Light Rail) and Lot M, which is being operated by the City on a temporary basis until agreement is reached with California State University, Sacramento on land easements in the area.

Currently, there are approximately five million parking transactions annually in City operated facilities. The most recent major parking study, Downtown Sacramento Parking Study (1988) prepared by Wilbur Smith and Associates, indicated that there currently is a strong development trend toward more office construction in the core area and accompanying demand for more long-term, low cost spaces. It also identified the conflicting parking needs of short-term customer demand versus employee demand. Environmental concerns, such as air quality and traffic congestion, were also identified as major considerations in



95 - 100% Occupied
 Less Than 50% Occupied

90 - 95% Occupied

85 - 90% Occupied

50 - 85% Occupied



FULL CONDITIONS IN CITY LOTS
Downtown Sacramento Parking Study

FIGURE 6

planning for new parking facilities. This study concluded that there is an overall parking space deficit of approximately 5,200 spaces in the east end of the Core Area and a slight surplus in Old Sacramento for short-term parking.

As one of the DTF recommendations, a study is currently underway to determine to what extent retail customers in the Core Area are persons employed in the Core Area. The issue being addressed is whether or not commuters will remain in the Core Area after working hours as retail customers, if using alternative modes of transportation.

Physical Condition of Existing Parking Structures

In 1986, it was determined that the light weight aggregate concrete and structural steel used to construct the upper decks at Lots A and B was deteriorating. In order to retard further deterioration, the top levels of each lot were sealed, loose concrete on the under side of the upper levels was chipped away, drainage was improved and vehicle weight limitations on the upper level were reduced. These repairs will keep Lots A and B in structurally sound condition for several more years. Plans are underway for redevelopment of both sites.

Construction Cost Estimates, prepared by MarroShaffer and Associates in December 1987, identified \$1,688,000 in necessary structural repairs to ensure future structural integrity at Lots E, G, H, K, P and R. The study itemizes repairs at each facility and prioritizes them from 1 through 5. Priority 1 repairs are the most critically needed to maintain structural integrity of the facilities. Priority 5 repairs are those that are the least critical, but, if not done, may cause more severe structural problems in the future. Figure 7 identifies the costs by priority for each garage and describes the recommended repairs. Summarized below are these costs* by facility and by priority:

By Facility:		By Priority:	
Lot E	\$ 361,619	Priority 1	\$ 180,802
Lot G	384,530	Priority 2	456,488
Lot H	560,934	Priority 3	1,201,905
Lot K	471,048	Priority 4	109,286
Lot P	180,312	Priority 5	76,708
Lot R	<u>66,746</u>		
Total	\$2,025,189	Total	\$2,025,189

*All estimates include 20% construction contingency.

The 1988/89 off-street parking operating budget provides \$877,290 for these repairs, which include all Priority 1 and 2 repairs and \$240,000 for Priority 3 repairs.

SUMMARY SHEET

E-LOT

Priority One	\$ 9,000
Priority Two	62,000
Priority Three	90,000
Priority Four	15,000
Priority Five	27,000
TOTAL COST E-LOT	\$203,000

P-LOT

Priority One	\$ 2,000
Priority Two	27,000
Priority Three	63,000
Priority Four	1,000
Priority Five	8,000
TOTAL COST P-LOT	\$101,000

G-LOT

Priority One	\$ 20,000
Priority Two	30,000
Priority Three	160,000
Priority Four	6,000
Priority Five	No Cost
TOTAL COST G-LOT	\$216,000

R-LOT

Priority One	No Work
Priority Two	\$ 3,000
Priority Three	31,000
Priority Four	3,000
Priority Five	No Work
TOTAL COST R-LOT	\$37,000

H-LOT

Priority One	\$ 20,000
Priority Two	83,000
Priority Three	190,000
Priority Four	22,000
Priority Five	No Work
TOTAL COST H-LOT	\$315,000

K-LOT

Priority One	\$ 50,000
Priority Two	51,000
Priority Three	140,000
Priority Four	15,000
Priority Five	8,000
TOTAL COST K-LOT	\$264,000

TOTAL ESTIMATED CONSTRUCTION COST (ALL PARKING LOTS) \$1,136,000

FIGURE 7

RECOMMENDED PRIORITIES FOR ACCOMPLISHING WORK ITEMS

Priority One
 Priority Two
 Priority Three
 Priority Four
 Priority Five

(Problem Classification Codes 15 and 17)
 (Problem Classification Codes 8, 10 and 11)
 (Problem Classification Codes 1, 2 and 5)
 (Problem Classification Codes 9 and 16)
 (Problem Classification Code (all remaining))

CLASSIFICATION CODES

Problem Classification Code:

Problem Description:

Repair Procedure:

1

Wall cracks

Clean areas adjacent to crack. Open crack to sound materials. Seal with polyurethane sealant complying with Federal Spec. TT-S-230. Prime and prepare joint as recommended by sealant manufacturer.

2

Slab cracks, soffit cracks.

- A. If crack appears at slab soffit only, no action is required; monitor for any further development.
- B. If crack appears at slab surface and/or penetrates thru slab, clean surfaces adjacent to crack at top surface. Sawcut or grind crack open to sound materials. Apply polyurethane self leveling sealant complying with Federal Specs. TT-S-227e. Use gun grade II on sloping area of Sealant thickness should not exceed (approx.) 3/8". If prepared crack is deeper, install a non-adhering backer rod prior to sealing.
- C. If considerable cracking appears at slab surface (i.e., cracks at less than 18" o.c. over an area approximately 20'x20'), Owner may elect to coat entire area with elastomeric coating. (A specification is attached.) Cracks 1/16" or less in width may be bridged by the elastomeric coating. For cracks greater than 1/16" in width, follow procedure described in ② B., above, then cover sealed joint with masking tape, minimum 1" wide, to prevent sealant from bonding to elastomeric coating. Apply elastomeric coating as described in attached Specification.
- D. Owner has been investigating sealing cracked slab areas using the "REVOLAN" system. Results appear promising but IPK cannot recommend this as a repair procedure due to inadequate long term history of the use of this product.

3

Cracks in slab on grade

No action required. Monitor for any further deterioration.

4

Beam bearing

Subsequent re-inspection of areas where bearing pads were non-existent or appeared to have slipped revealed the fact that either bearing pads were not installed, or were installed out of line with beam/corbel joint. No corrective actions are recommended; monitor for any deterioration or future problems

5

Concrete spalling

- A. Remove all loose concrete to reach sound clean concrete. Provide a minimum of 1/2" depression around perimeter of area to be patched.
- B. Apply a "Wet to Dry" epoxy bonding material to all surfaces being repaired. (An acceptable material is "Sikadur 32 HI-MOD". Prepare and apply in accordance with manufacturers recommendations.)
- C. Where areas of patch are 2" or greater in thickness, nail 1" hexagonal 14 gauge wire mesh to existing sound concrete surfaces.
- D. Patch with non-metallic premixed non-shrink grout with ultimate compressive strength of (minimum) 5,000 psi at 28 days. If patch is greater than 2" in thickness, apply in layers maximum 2" thickness, allowing 4 days between application of successive layers. An epoxy mortar such as Sikatop 122 may be used in lieu of non-shrink grout, with Architect's approval.
- E. Trowel and/or sack finish surfaces to match existing adjacent surfaces.

11

Cracks in slab with vertical displacement

Repair with hot pressure epoxy injection as described in (8), above. Grind surface where offset, to approximate flush appearance.

12

Depression in slab surface

Monitor. If puddling becomes problem bush-hammer surfaces to roughen; provide (minimum) 1/2" depressed area at edges. Coat with wet to dry epoxy bonding agent as previously described. Fill to proper level with epoxy mortar as previously described. Finish to match adjacent surfaces.

13

Leaking roofing

Repair and/or replace roofing as required. Work to be done by licensed Roofing Contractor who can provide written 5 year warranty.

14

Various Mechanical, Electrical, Misc. Metal Items masonry, etc., missing, malfunctioning or requiring corrective action

Repair and/or replace as required using appropriate personnel experienced in their trade.

6

Fire Alarm System damaged

Repair as required; test to confirm proper operation.

15

Column corbels cracked and/or spalled.

Use hot pressure epoxy injection at cracks, with sound concrete at each side of crack, as described in (8) above. At corbels with sections of concrete loose or missing (example: Lot G - Column E4 - 3rd Level, Lot K - Column C11 - Lower Level), repair as described in (5), above.

7

Damaged or missing roof drain covers

Replace roof drain covers.

8

Cracks in girders, beams, walls, columns

Repair with hot pressure epoxy injection system. Work to be performed by Licensed Contractor with proven experience in that type of work. Submit qualifications and procedure outline to IPK for review.

16

Rebar or other materials applied across expansion joint, impairing function of joint

Cut and remove any reinforcing steel; remove any other materials obstructing function of joint. Open joint and clean to clean to sound surfaces. Patch concrete as described in (5). Where applicable, replace sealant as described in (9).

9

Expansion joint failing; concrete spalling and/or sealant deteriorated, with openings in sealant, metal and/or concrete

Clean joint, remove existing sealant materials. Repair spalled concrete as described in (5) above. Place form to hold joint open; do not allow concrete materials to fill joint. Place backer rod in open joint; rod diameter to be such that it remains in compression. Place rod so that maximum sealant thickness is 1/2" or as recommended by sealant manufacturer for each joint width. Sealant material to conform to Federal Spec. SS-S-200d. Backer rod material to be as recommended by sealant manufacturer.

17

Exposed rebar or Post Tensioning cables

Clean all surfaces to expose clean, sound original material. Coat surfaces with "Wet to Dry" epoxy bonding agent. Patch material over rebar or cables to be a minimum of 1" thick. See (5), for acceptable materials.

10

Column spilt and crack

Repair spalls and cracks with hot pressure epoxy injection; see (8), above. Repair concrete as required, after epoxy injection as described in (5), above.

Financial

SHRA owns five parking facilities (Lots G, K, P, R and W) which are operated and maintained by the City as lessee operator. The City manages, operates and maintains each facility and accounts for revenue and expenses. The City pays SHRA a percentage of the net revenue as rent.

Present financial commitments for the Parking Fund and Parking Authority total \$42.3 million. This represents \$10.9 million Series A and B Bond payments which will be paid by 1999, \$13.7 million for construction of the East End garage (a project which has been presented and approved by the Budget and Finance Committee, the Transportation and Community Development Committee and the Planning Commission), a commitment to Hyatt Hotel at an estimated rate of \$275,000 per year through the year 2041 (although the annual commitment may be as high as \$475,000) and \$193,900 annually for Lot R debt service through 2005. Although the agreement with Hyatt Hotel does not expire until 2041, it is estimated that the annual funding to SHRA may last as few as three to five years, providing that the hotel parking operation becomes financially self-sufficient. The debt service for Lot R is paid by the Parking fund each year and immediately reimbursed by SHRA. The City is ultimately responsible for the Lot R debt, should SHRA lose its financial ability to pay.

The following information is detailed in Figure 8 and is summarized as follows: Off-street parking operating expenses (including capital improvements) are approximately \$8.7 million for 88/89. It is estimated that parking operating expenses will be \$23.7 million in 1999/2000 (based on 4% annual growth), assuming all proposed projects identified in Column XII are completed. Present capital assets of the City parking operations (including Parking Authority, SHRA and City of Sacramento) are estimated at \$190.9 million. It is estimated that in 1999/2000, capital assets will be valued at \$419.5 million. Present on-street parking assets are estimated at \$500,000. All off-street parking revenue for 1988/89 is estimated at \$9.8 million. It is estimated that in 1999/2000 approximately \$29.8 million in off-street parking revenue will be collected, assuming that anticipated facilities are constructed and off-street parking rates increase in accordance with Wilbur Smith and Associates' recommendation to \$1.00 per hour for short-term parking and, at the higher priced facilities, \$90.00 per month for monthly parking.

On-street parking revenue is generated through parking citations, parking meters and miscellaneous permit sales. For 1988/89 an estimated \$4.2 million will be collected. The 1988/89 operating budget for on-street is \$1.3 million, or 31% of the estimated collected revenue. In the Year 2000, it is estimated that approximately \$5.4 million in on-street revenue will be collected. Recently, both the City and County have indicated that it may be mutually advantageous for the City to

YEAR	REVENUE (EXISTING FEES)	OPERATING COSTS	+ DEBT SERVICE	+ CIP COSTS ¹	= LEASE PAYMENTS ²	= TOTAL COSTS	NET REVENUE	+ FEE INCREASE ³	- RENT INCREASE	= NE
88/89	8,501	4,397	1,005(A)	1,000	1,847	8,249	252	1,260	472	1,0
89/90	9,105	5,024	2,379(B)	1,040	2,007	10,450	- 1,345	3,002	1,125	5
90/91	9,293	5,693	2,375	1,082	2,183	11,333	- 2,040	3,660	1,502	1
91/92	9,950	5,921	2,377 ⁴	1,125	2,292	11,715	- 1,765	5,254	2,003	1,4
92/93	11,281	6,718	4,151(C)	1,170	2,496	14,535	- 3,254	5,829	2,141	4
93/94	12,537	7,176	4,752(D)	1,217	2,711	15,856	- 3,319	6,168	2,305	5
94/95	13,880	7,592	5,162(E)	1,265	3,004	17,023	- 3,143	7,080	2,449	1,4
95/96	14,564	7,387	6,698(F)	1,316	3,266	18,667	- 4,103	8,116	2,672	1,3
96/97	15,585	7,682	6,698	1,369	3,523	19,272	- 3,687	8,708	2,864	2,1
97/98	16,670	7,989	6,698	1,423	3,794	19,904	- 3,234	9,410	3,037	3,1
98/99	17,831	8,309	6,698	1,480	4,082	20,569	- 2,738	10,176	3,222	4,2
99/00	18,797	8,641	5,694	1,539	4,385	20,259	- 1,462	11,015	3,418	6,1

XII

XIII

XIV

(A) SERIES A & B BONDS		ANNUAL DEBT SERVICE	\$ 1,005,000
(B) EAST END GARAGE	\$ 13,700,000	ANNUAL DEBT SERVICE	1,373,000 (For Planning Purposes Only)
(C) CIVIC CENTER GARAGE	20,000,000	ANNUAL DEBT SERVICE	1,774,000 (For Planning Purposes Only)
(D) EXPAND LOT E	6,780,000	ANNUAL DEBT SERVICE	601,000 (For Planning Purposes Only)
(E) EXPAND LOT P	4,626,000	ANNUAL DEBT SERVICE	410,000 (For Planning Purposes Only)
(F) 14TH & H GARAGE [LOT C]	17,300,000	ANNUAL DEBT SERVICE	1,536,000 (For Planning Purposes Only)
	\$ 62,406,000		

¹ CIP costs include +/- \$900,000 per year for structural repairs

² Includes \$275 annual payment to SHRA for Hyatt Hotel

³ Assumes first 2 hours at same rate for all years except 88/89

⁴ Assumes construction of \$15.4 million garage on Lot U with \$1.279 million per year debt service payments by SHRA

Revised 10-20-88

process City parking citations. If this occurs, the process may be advertised for bids to private firms to perform this function.

FUTURE PARKING SPECTRUM

Availability

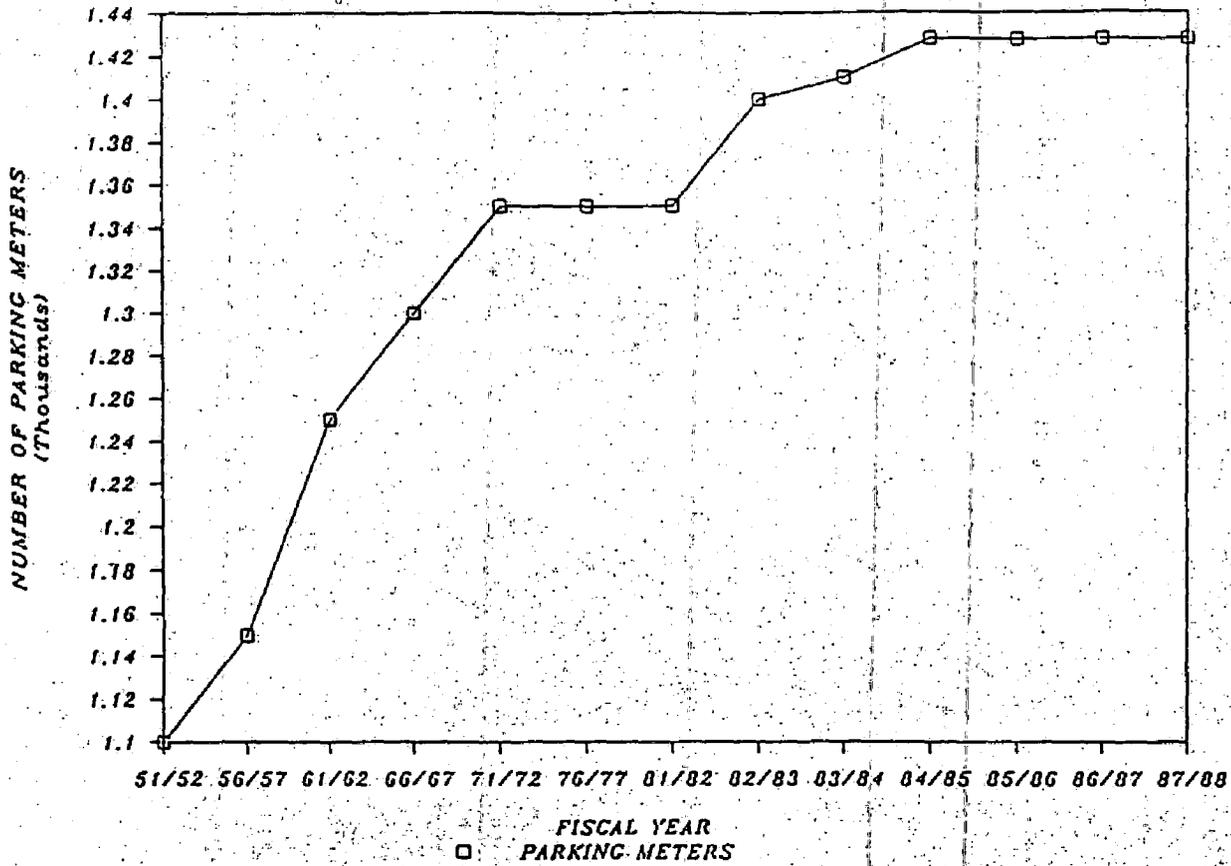
Parking demand continues to escalate in the downtown area despite the emphasis placed on alternative transportation. Figure 9 depicts the growth that has occurred in the Core Area (available parking spaces, cars parked, revenue collected and monthly permits sold) at five year increments from fiscal year 51/52 through 87/88 and annually thereafter. Due to anticipated future commercial development, it is estimated that by the year 2000, an additional 20,000 employees will be working in the downtown area. Short-term parking demand will increase proportionately. Current trends indicate that as many as 10,000 new parking spaces including 3,400 publicly provided parking spaces will be constructed to accommodate both the short-term and long-term parkers. The majority of these new parking spaces must be privately developed to serve the parking need generated from the private developments themselves. Based on the Downtown Sacramento Parking Study, the City will need to develop from 4,500 to 7,000 public parking spaces. Over the next eight years, at \$13,000 per space (adjusted by 4% inflation rate annually), this amounts to future financial commitments of \$64,106,000. A gross deficit of available long-term parking is eminent.

As the percent of the total parking supply controlled by public agencies decreases, local government influence regarding transportation policy will decline. Furthermore, if convenient parking is not available, businesses will relocate elsewhere so that parking is not a problem for them.

Transportation Management Policies will continue to advocate alternative transportation by encouraging all businesses (both private and governmental) to promote carpools, vanpools, bicycling, rapid transit (possibly by subsidizing Regional Transit bus/Light Rail passes) and other methods such as providing a shuttle service from peripheral parking locations. In the future, it may be necessary to mandate transportation policies to insure compliance, thereby, preserving air quality and limiting the number of vehicles competing for the use of public streets and parking spaces; while at the same time, providing customer appeal to promote and develop the retail market.

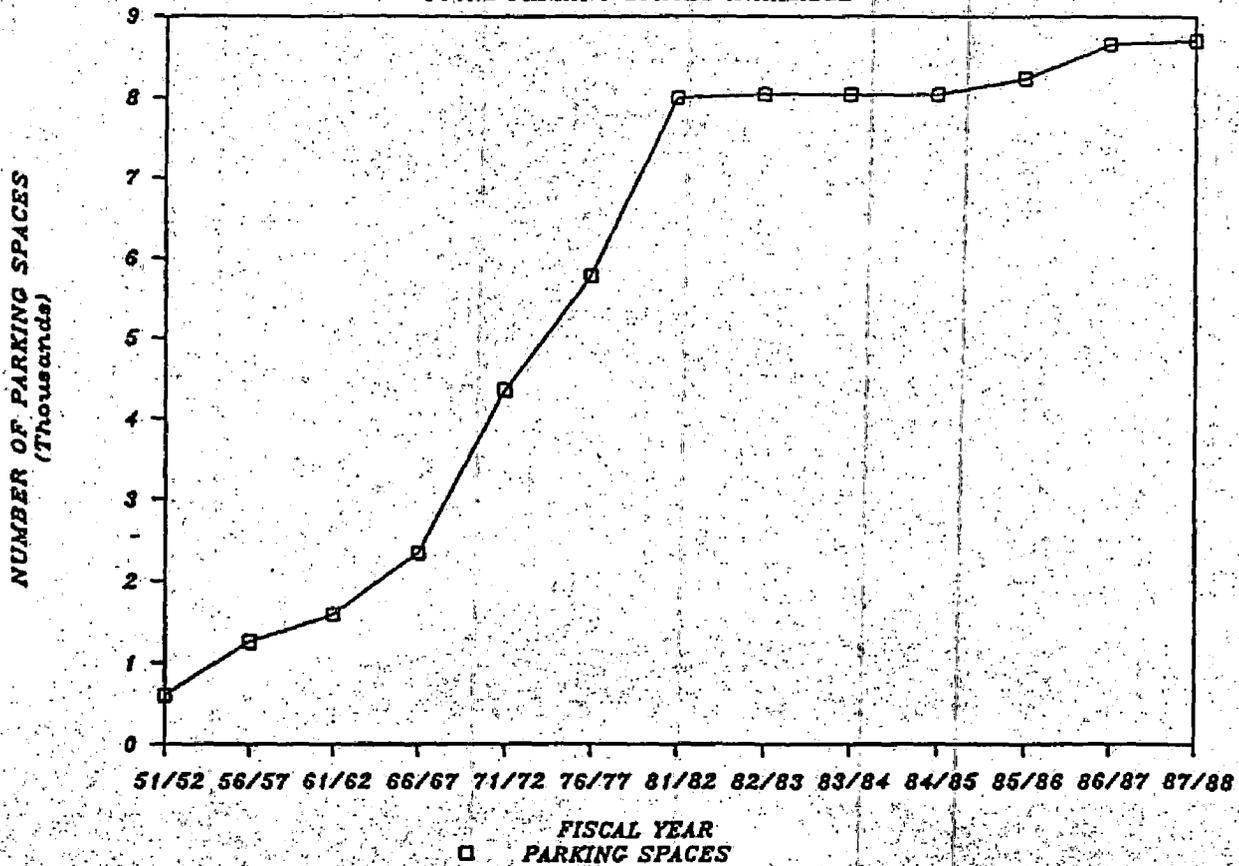
CORE AREA ON-STREET PARKING

TOTAL PARKING METERS



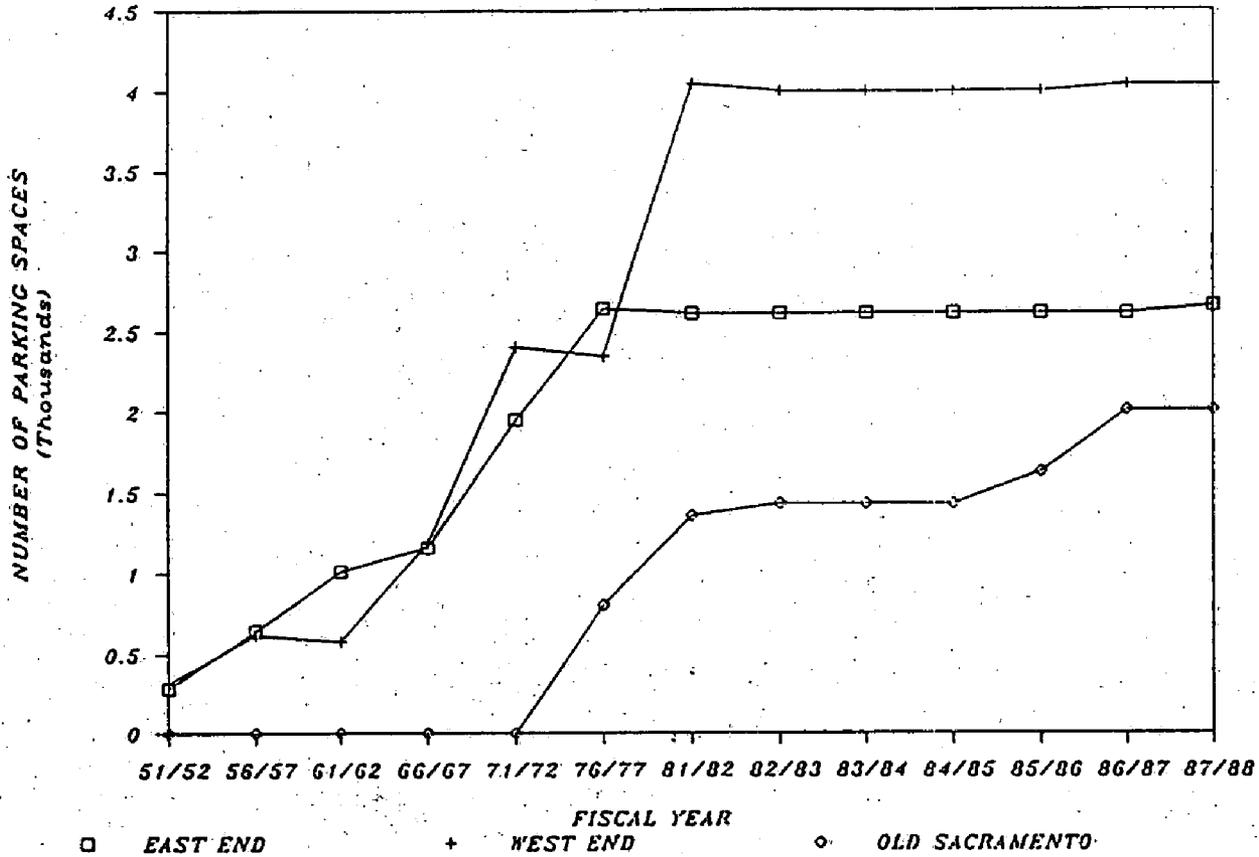
CORE AREA OFF-STREET PARKING OPERATIONS

TOTAL PARKING SPACES AVAILABLE



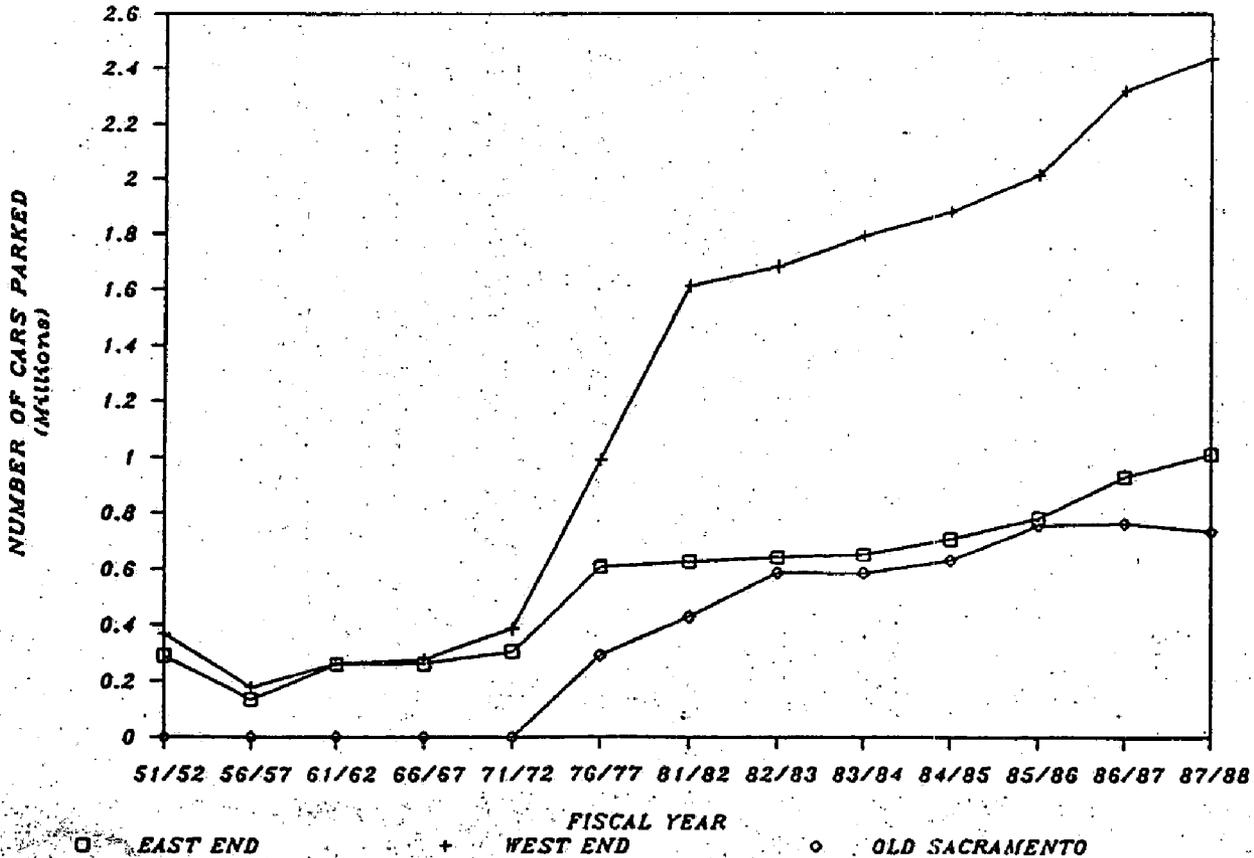
CORE AREA OFF-STREET PARKING OPERATIONS

TOTAL PARKING SPACES AVAILABLE



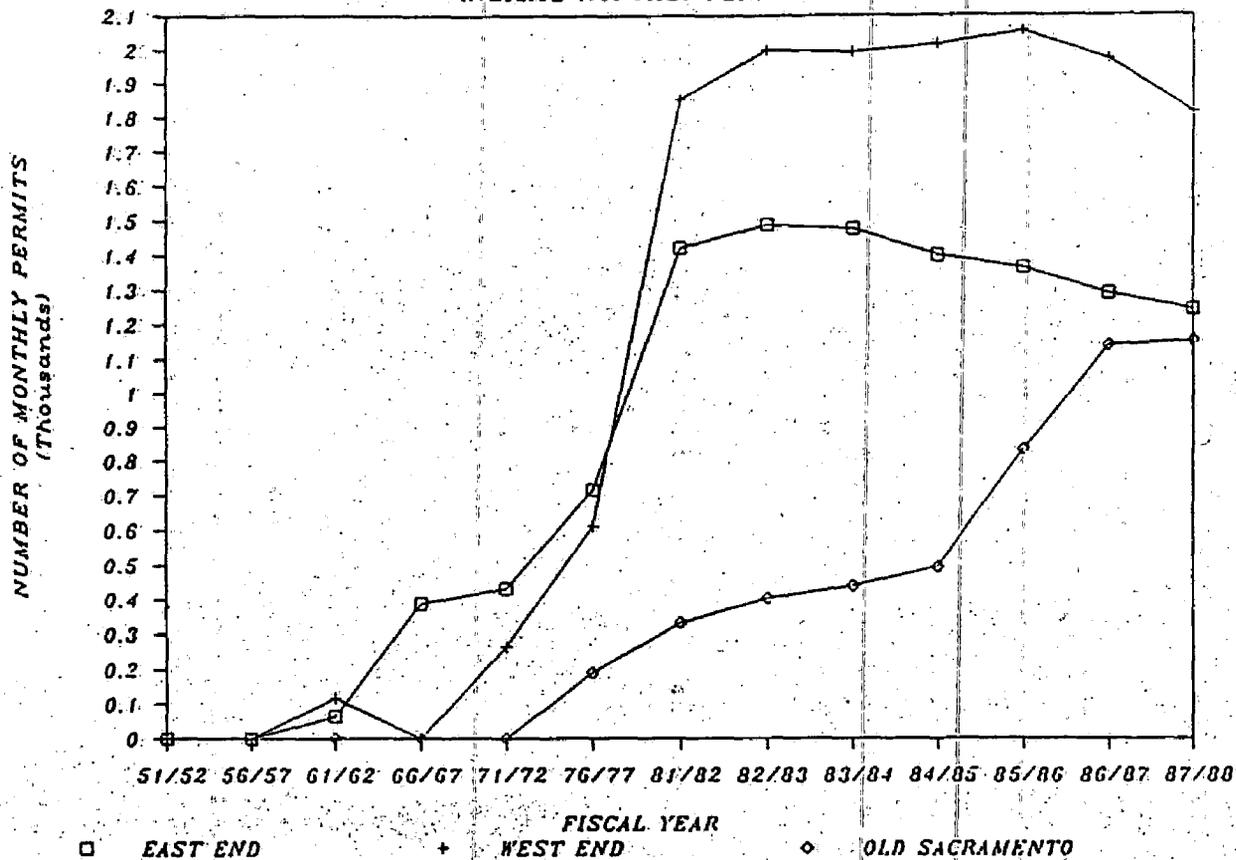
CORE AREA OFF-STREET PARKING OPERATIONS

SHORT TERM CARS PARKED



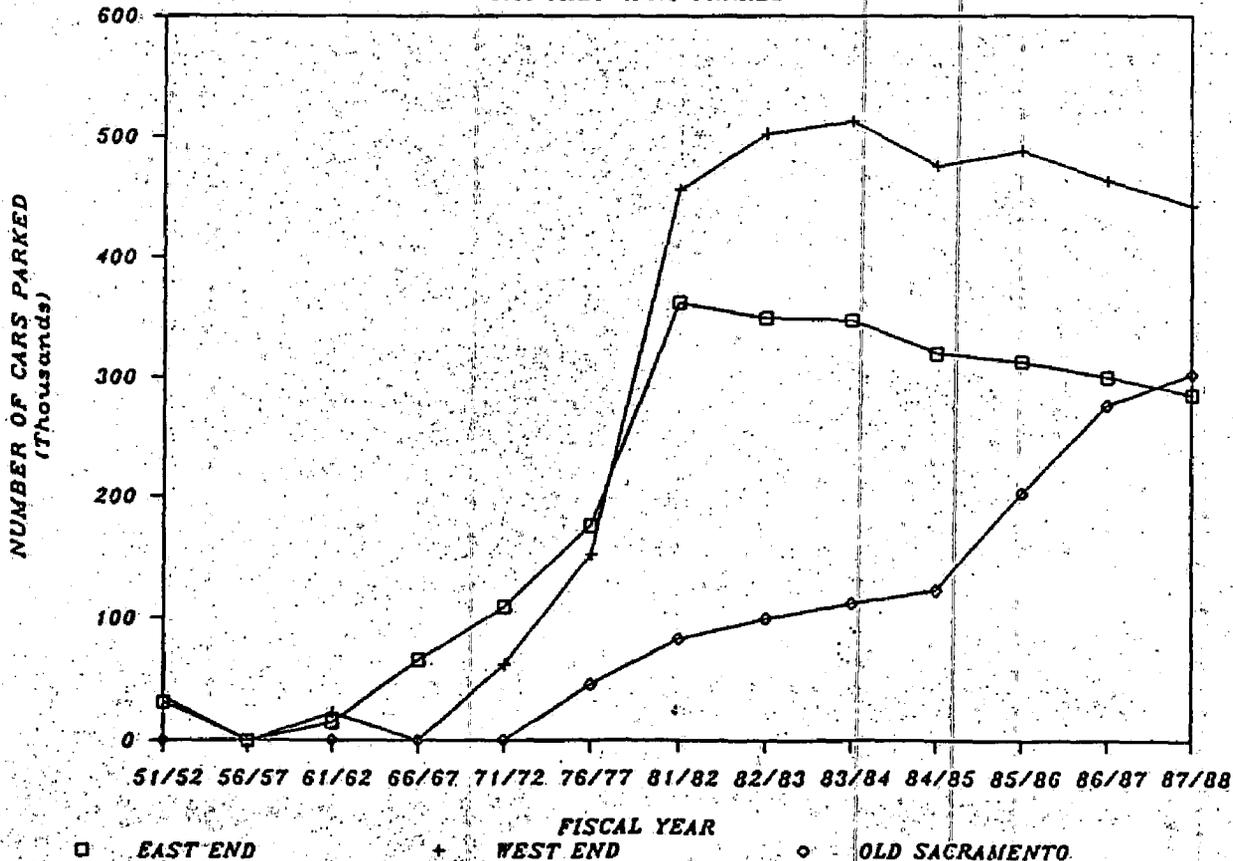
CORE AREA OFF-STREET PARKING OPERATIONS

AVERAGE MONTHLY PERMITS



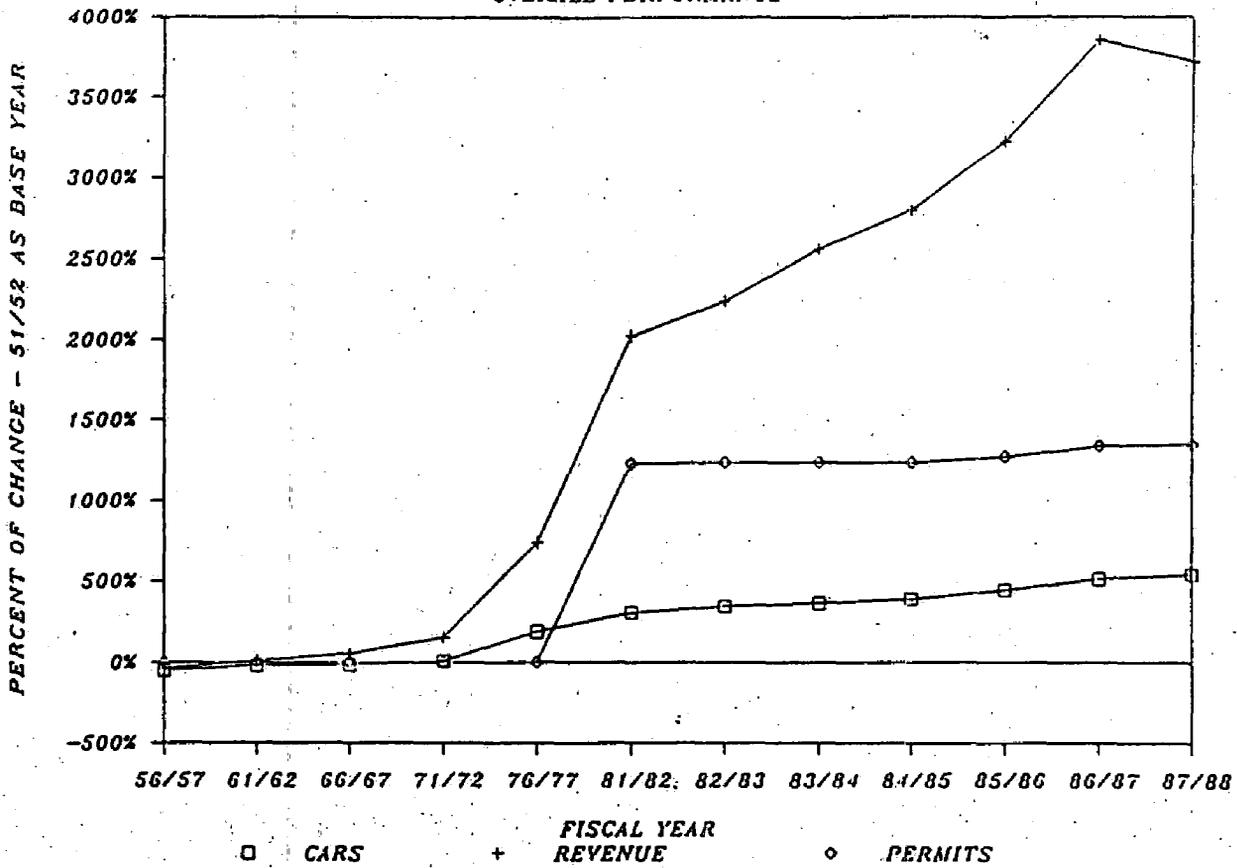
CORE AREA OFF-STREET PARKING OPERATIONS

MONTHLY CARS PARKED



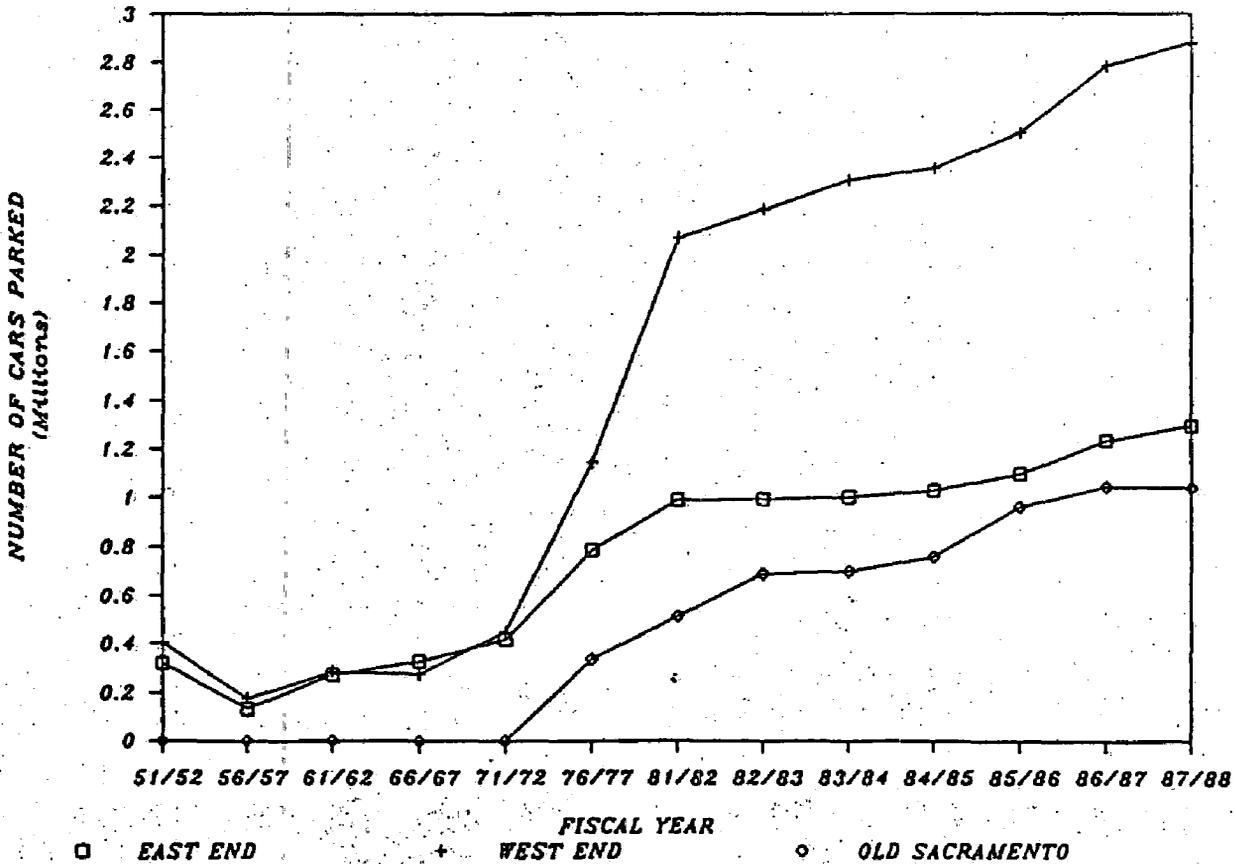
CORE AREA OFF-STREET PARKING OPERATIONS

OVERALL PERFORMANCE



CORE AREA OFF-STREET PARKING OPERATIONS

TOTAL CARS PARKED



To augment future parking provided by private industry, the City must supply additional public parking. Several sites have been identified for future development. City projects are identified in Figure 8. Construction costs are estimated at \$13,000 (1989/90 dollar value) per space plus the costs associated with land acquisition.

The most eminent major parking development being planned by the City is the East End Garage, which is in the final approval stage. It is estimated that this facility, providing 1,052 parking spaces, will open late in 1990, to serve retail and commercial demand in the east end of the Core Area and to provide parking for visitors to City, County and State buildings. On Lot U, a multi-level parking facility is scheduled for construction during 1991/92. This project will be developed by SHRA, and it is possible that it will be operated by a private company. The Civic Center garage, estimated to open during fiscal year 1993/94, will provide 1,700 parking spaces for new City government offices to be developed adjacent to City Hall. An expansion of Lot E is planned for 1994/95, which will add 381 spaces to facilitate increased parking demand generated by the Community Center. Double-decking Lot P, planned for fiscal year 1995/96, will provide 142 additional parking spaces. A multi-level garage, providing approximately 900 parking spaces, will be built on Lot C, (which is presently operated as a 167 space surface lot) and is scheduled to open during 1996/97. In addition to facilities in the core area, alternative sites are currently under consideration for development to provide peripheral parking and a shuttle service into the Core Area for commuters.

As parking demand increases and short-term parking spaces become less available, additional parking meters will be installed and residential permit parking areas will expand. It is anticipated by the mid 1990's, free on-street parking will not be available in the Core Area. Outside of the Core Area, new residential permit parking areas will be implemented to keep commuter vehicles parking out of the residential areas. As commercial areas are developed, parking meters will be installed to provide more short-term customer parking.

Future Structural Repairs

The MarroShaffer study recommends that \$1,147,483 be included in the 1989/90 and 1990/91 proposed operating budgets to maintain structurally secure parking facilities. After 1990/91, it is anticipated that an ongoing structural maintenance program will require allocating a minimum of \$500,000.00 annually (adjusted by 4% inflation rate annually). It is estimated that the life expectancy of a multi-level garage built in the 1960-70's is approximately 30 to 40 years. Proper design, coupled with sufficient maintenance, will extend the life of a facility. The present City operated garages (excluding Lots A and B) can provide parking for years to come, provided an ongoing general maintenance program is adhered to.

All of the City's garages built since 1970 used post tension cables during construction and appear to be structurally sound. Post tensioning provides a more efficient structural design and provides for a continual tightening (or closure force) that minimizes the cracking that develops with conventional reinforced slabs. As new methods are developed to minimize future structural deterioration problems, they will be used in new facility construction. In order to fund new off-street facilities while maintaining existing facilities, it is estimated that revenues must increase at approximately 6% per year. Figure 8 shows that proposed annual fee increases, along with natural growth, will provide sufficient revenue to maintain and operate existing facilities as well as construct and operate proposed facilities identified herein.

On-street parking requires periodic replacement of parking meters. Life expectancy for a parking meter is approximately 12 to 15 years. The City currently has a meter replacement program, allocating \$70,000 annually (adjusted by 4% inflation rate annually), replacing approximately 400 meters per year.

CONCLUSION

The City continues to pre-empt long-term parking with short-term parking despite the dramatic increase in office construction desiring employee parking. Without private developers contributing to new parking facility construction, the anticipated parking demand cannot be accommodated. Conservative rate increases, coupled with natural growth, will provide sufficient revenue to fund existing operations and anticipated new construction for the next ten to twelve years. If the City does not adequately maintain the existing facilities, it may be necessary to redirect funds originally allocated for new construction for structural repairs. As parking demand outpaces parking supply, more people working in the Core Area will turn to alternative transportation.