

6

DEPARTMENT OF  
GENERAL SERVICES

OFFICE OF THE DIRECTOR

CITY OF SACRAMENTO  
CALIFORNIA

5730 - 24TH STREET  
BUILDING FOUR  
SACRAMENTO, CA  
95822-3699

916-449-5548

DIVISIONS:

COMMUNICATIONS  
FACILITY MANAGEMENT  
FLEET MANAGEMENT  
PROCUREMENT SERVICES

February 6, 1991

Joint Budget and Finance and  
Transportation & Community Development Committee  
Sacramento, California

Honorable Members in Session:

SUBJECT: REPORT ON PARKING AND TRANSPORTATION MANAGEMENT PLAN STUDIES  
FOR THE SACRAMENTO COMMUNITY / CONVENTION CENTER EXPANSION (PA10)

### SUMMARY

This report back to the Joint Committee transmits the results of a parking demand study, a potential parking site and design study, and a Transportation Management Plan (TMP) for the Sacramento Community / Convention Center Expansion project. Based upon the findings of these studies and the adoption of the Transportation Management Plan (TMP), this report concludes that additional parking facilities are not required to meet parking demand created by the Community / Convention Center Expansion.

### BACKGROUND INFORMATION

#### History and Description of the Expansion Program Environmental Impact Report (EIR):

As a result of the declining marketability of the existing Community / Convention Center due to insufficient size of exhibit area and inadequate technical amenities, a recommendation was made to expand the facility. A market study for an expansion of the Community / Convention Center was conducted by Coopers & Lybrand in 1987. The market study provided space planning parameters for the expansion which would optimize the market potential of the expanded Community / Convention Center; and recommended an addition of more than 140,000 square feet of exhibit space, plus meeting rooms, a ballroom, and additional loading docks. Based upon this analysis, the City prepared a comprehensive Draft Environmental Impact Report (EIR). The EIR considered all of the significant environmental impacts of expanding the existing Community / Convention Center to the maximum potential size recommended by Coopers & Lybrand, and construction of three (3) new office buildings in close proximity to the Convention Center (13th and I Street Office Building, 13th & J Street Office Building, and 12th & K Street Office Tower). In accordance with California's Environmental Quality Act (CEQA), the EIR analyzed four alternative expansion sites: North, East, West, and the SOCA alternative. In addition, a "No Project" Alternative was analyzed.

In October 4, 1988 the City Council certified the Program EIR as complete and adequate under CEQA, and on October 25, 1988 the Council selected the East Alternative as the preferred site, and issued "Findings of Fact and Statement of Overriding Considerations" (Attachment "A"). The East Alternative site consists of the

existing Convention Center site and the block directly to the east, excluding St. Paul's Episcopal Church and the Panattoni building.

Council directed that a Supplemental EIR (SEIR) be prepared to fully analyze the East Alternative project when the Expansion design had progressed to a point where a clear definition of size, function and specific impacts could be determined.

Description of Project EIR Parking Impacts:

The 1988 EIR analysis of parking impacts (Draft EIR, pages 4-102 to 4-124) was based on the largest possible Community / Convention Center facility within the limits recommended by the Coopers & Lybrand 1987 Market Study, and the gross-size and anticipated occupancies of the three proposed office buildings. The parking utilization and inventory studies were based on 1988 data and land uses.

The EIR "Findings of Fact and Statement of Overriding Considerations" states that the impacts of traffic, circulation and parking can be reduced by preparation of a Transportation Management Plan (TMP) and setting the goal of achieving 90 percent utilization of available parking supply during the critical weekday afternoon period (2:00 pm) through five (5) feasible potential measures (promote regional/national conventions; provide satellite parking; promote alternative transportation modes for attendees; promote alternative transportation modes for existing area employees and visitors; and construct additional parking). Note that "90 percent utilization" is a recognized standard for parking design, and simply means that when 90 percent of the parking spaces within a parking system, or facility, are occupied the entire system is considered full for design purposes. The 10 percent remaining spaces are not counted as part of the available supply and act as a buffer to maintain an expected supply. The City's findings determined that limiting the size of short-term weekday events and restricting event schedules were infeasible as parking impact mitigation measures. The City's findings further state that the loading dock for the Convention Center will be located and designed to mitigate potential noise impacts on adjacent uses.

The findings required the City to plan which of the five specific measures would be utilized as more specific details on the final design of the project were developed. The specific measures incorporated in the project design are to be analyzed in a Supplemental Environmental Impact Report (SEIR).

Description of the Parking and Transportation Management Plan (TMP) Studies:

The parking and TMP studies for the Sacramento Community / Convention Center Expansion project reflect the demands on the study area parking inventory of a facility developed in the Concept and Schematic Designs, and responding to the market projections and recommendations contained in the Coopers & Lybrand "Phase II Market, Financial and Economic Analysis of the Sacramento Community Convention Center Expansion, July 1990".

The event scenarios used for analysis reflect a "combination of events likely to occur simultaneously" for the specific day/time periods, which is consistent with the parking analysis contained in the program EIR. The events selected are based on mature-use (1998) projections for an anticipated market as detailed in the Coopers & Lybrand Phase II Market Study; and the occupancies are based on the Market Study or on Community / Convention Center historical, event-occupancy data. The scenarios were developed on the basis of single events, or combinations of events, which yield the highest potential parking demand, and/or the potentially greatest use of facility leasable area. The individual event types/sizes selected are anticipated to occur at least once every 3 months. For combinations of recurring events, which generate a significant parking demand (including events which may only occur no more than once each 3 months, and events which occur an average of two times per month), the events were conservatively assumed to occur simultaneously.

Study No. 1: International Parking Design, Inc. (IPD) of Sherman Oaks, California was retained to prepare a parking study to identify and evaluate potential parking facility locations (both on and off site), recommend preferred parking solutions, and prepare conceptual designs. IPD has worked on several projects in Sacramento, including the new Civic Center Garage currently under construction. IPD evaluated potential parking facilities located on the Community / Convention Center site underneath the exhibit hall expansion, and on five (5) sites located north of J Street within the area corresponding to the pedestrian travel limitations recommended in the Coopers & Lybrand Market Study. IPD was directed to develop a site-specific schematic design and construction cost estimate for a future parking facility on a preferred site.

Study No. 2: Barton-Aschman, Inc., of Pasadena, California was retained to prepare a study which documents the current area parking inventory; analyzes and determines the reasonable "worst case" total parking demand to establish the resulting balance/unsatisfied demand on the area parking system resulting from events at the expanded Community / Convention Center; and establishes the balance/unsatisfied demand resulting from future construction of currently proposed office building developments within the study area. Barton-Aschman, who is also familiar with the Sacramento area, was selected to provide these studies based on their extensive national experience with the unique demands of convention center facilities.

Study No. 3: In conjunction with the IPD and Barton-Aschman parking studies, the City retained the consulting firm of Korve Engineering, Inc. of Sacramento, California to develop a Transportation Management Plan (TMP) that will serve to reduce the total parking demand generated by the Expansion project; provide mechanisms to manage the vehicular and pedestrian traffic resulting from likely "worst-case" facility events; and provide for management of truck loading/unloading operations. Korve Engineering is also experienced with parking and traffic studies in Sacramento, and has extensive experience developing parking and TSM plans for large, public facilities in Northern California. The TMP alternatives, recommendations and realistic expectations for demand reductions are based on the event parking demands as developed by Barton-Aschman.

The consultants have reviewed each others work to ensure that the basis of the studies is consistent throughout. All study results and calculation factors are either consistent with the original program EIR, or the revisions are clearly indicated in the studies. The data contained in the parking and TMP studies will become part of the "project description" of the Community / Convention Center Expansion project for SEIR analysis, and will also serve as framework for event operations and for marketing the facility.

Analysis of the Parking and TMP Studies:

A synopsis of each of the submitted studies and highlights of special considerations are included in this report, with detailed descriptions contained in the specific parking studies and TMP study submittals. Copies of the IPD, Barton-Aschman and Korve Engineering reports have been distributed to City Council; and portions of each report are attached to this report as Attachments "B", "C" and "D", respectively. Copies of the complete submittals have been filed with the City Clerk and are available for review.

A variety of City staff and consultants were involved in reviewing and evaluating the parking study and TMP submittals and this report, including representatives of: City Manager's Office, Community / Convention Center, City Attorney, General Services Facility Management Division, Public Works Department's Parking and Traffic Divisions, Planning and Development Department's Current Planning and Environmental Services Divisions, and the Finance Department.

Study No. 1 - IPD Parking Facilities Site Study:

The "Parking Structure Site Analysis" submitted by IPD includes conceptual designs (with alternates) for six (6) potential parking structure sites located within the maximum 4 to 6 block pedestrian travel distance recommended by the Coopers & Lybrand Phase II Market Study. Sites were selected for study based on the

existence of publicly-available parking lots and/or where a site can be reasonably consolidated for a new parking structure. The study sites include: the existing City parking structure on 13th and I Streets (City Lot E), including restructuring and expansion; below the Community / Convention Center Expansion; the half block between 13th and 14th on the south side of I Street; the half block between 14th and 15th on the south side of I Street; the half block between 14th and 15th on the south side of H Street (City Lot C); and the half block between 14th and 15th on the north side of I Street. A map showing the locations of the sites is included in the IPD report (Attachment "B"). The conceptual designs for each site, and the resulting new parking spaces provided, are based on the maximum attainable building construction for each site within the limitations established by the the City's zoning and urban design guidelines. The study shows that, with the exception of parking beneath the Community / Convention Center expansion, a parking structure is realistically feasible on all sites. A parking structure has been determined to be infeasible beneath the Exhibit hall expansion due to general conflicts between the parking access ramps and required pedestrian access and truck dock locations, the significant structural limitations and resulting parking space reductions due to exhibit hall floor loading requirements, and to the relatively high cost-per-space of below-ground parking.

The preferred site for a future parking facility is the existing City surface parking Lot C (Scheme 5C). This site is well within pedestrian travel recommendations of the Phase II Market Study, is readily accessible to the Memorial Auditorium and Sacramento Theater Company, and does not require demolition of existing buildings. The fact that the City owns the site greatly enhances the overall economic feasibility of any potential parking facility project. Lot C allows the City the option to develop the site when the area parking demand dictates, without the risk of "losing" a privately-held potential site to major development in the interim. Preliminary project cost estimates to construct a parking garage at City Lot C at various times are attached to this report as Attachment "E".

#### Study No. 2 - Barton-Aschman Parking Demand Study:

The "Parking Demand Analysis for the Sacramento Community / Convention Center" (Parking Demand Study) submitted by Barton-Aschman includes the results of a parking inventory survey conducted on two (2) separate days (a weekday and a weekend day) when the Community / Convention Center had no scheduled events ("dark days"). Barton-Aschman also conducted a second weekday inventory count two months later to verify the findings of the first count. All study inventories were performed on "dark days" to develop an accurate level of existing demand on the available inventory without the effects of any demand resulting from events held at the existing (non-expanded) Community / Convention Center. Barton-Aschman recommended against an inventory of parking during a time when an event was under way as the inventory count would not be able to differentiate between facility patrons and other users, and would result in inaccurate demand projections. The parking demand factors used in the demand analysis for the Expansion project have been developed by Barton-Aschman from data collected at convention-center facilities similar in size and market to the expanded Community / Convention Center. These factors have been applied to the total expanded facility and, in accordance with the program EIR, to the "worst-case" parking demand resulting from significant and likely combinations of events.

Barton-Aschman performed a physical count of the total inventory available at existing publicly-accessible off-site parking facilities and of available on-street spaces within the study area on each hour of the day from 7 am to 9 pm. The inventory study area duplicates the area analyzed in the original program EIR, and corresponds to the pedestrian travel limitations for the Community / Convention Center recommended by the Coopers & Lybrand Phase II Market Study.

The calculated Community / Convention Center demand for weekday evenings and weekends includes the simultaneous use of the Community Center Theater, the Sacramento Theater Company theater, and the renovated Memorial Auditorium to an 80 percent occupancy level, which is consistent with historical

Community / Convention Center data for average event occupancies. Parking ratios indicated in the Parking Demand Study Tables are based on industry-standard ratios, on ratios developed from Barton-Aschman's experience with other convention facilities, or on data collected for Community Theater events by Korve Engineering. Barton-Aschman has concluded that the days and times selected for analysis in the EIR are valid for development of "worst-case" demand impacts, and have analyzed the demand corresponding to those days and times in Tables 2, 3 and 4 of their report.

The results of the Barton-Aschman study differ from the program EIR in that the Barton-Aschman analysis indicates that the anticipated parking demand for the study area is not as great as was indicated in the program EIR. While the Barton-Aschman study is consistent with the basic format of the original EIR analysis, several critical EIR assumptions and the base data used to determine the parking demand and utilization impact have required revisions due to significant time-related changes within the study area and to revisions in the project scope. Significant revisions/differences include:

1. The EIR (Table 4-17) indicates that calculations for Convention Center trip generation and resulting parking impact are based on a facility with a simultaneously-utilized 170,900 square feet of leasable area. This figure was based on assumptions made about likely worst-case event scenarios (page 4-106) for the potentially-largest marketable facility as recommended by the initial Coopers & Lybrand Market Study (1987). For both the EIR and Barton-Aschman studies, the exhibition events selected for likely, simultaneous occurrence require significant amounts of area within the facility in addition to the primary event area. An example of this type of expanded usage is a trade show, which requires exhibition, meeting room and ballroom space for various uses at different times of the day. Attendees, who would otherwise occupy the primary event area, move from event area to event area as required. This type of usage results in a decrease in the leasable area available for other events, while not increasing the facility occupancy and the resulting parking demand over the level expected only for the primary event. While the event scenarios and analysis times analyzed in the EIR remain relevant and have been duplicated in the Barton-Aschman study, the actual area available for simultaneous usage in the Expanded facility scenario, as developed from the site-specific architectural program and the Concept and Schematic Designs, is not at the "worst case" marketable facility size. The maximum area which has been determined to be available for simultaneous-utilization in the current design is slightly less than 136,000 square feet, which is a 20 percent decrease from the EIR size.
2. The EIR (Table 4-23) indicates that Memorial Auditorium will seat 4000 in an arena-type seating configuration. Memorial Auditorium is currently under design for renovation to include fixed theater seating for approximately 2500 patrons, resulting in a decrease of 37 percent from the occupancy assumptions of the EIR.
3. Several large off-street parking structures have been completed since the completion of the project Draft EIR which significantly increases the inventory of available off-street parking. The effects of the future leasing of these new buildings on parking demand has been incorporated in the Barton-Aschman calculations. These projects include:
  - a. The 12th and K Street Office Tower (1201 K Street) analyzed in the project EIR has been constructed with a parking capacity of 383 cars. This project has private lease parking spaces with 147 of the spaces available to the public. Additional spaces can be made available to Community / Convention Center patrons, and/or general public, on weeknights and weekends.

- b. The 13th & J Street Office Building (1325 J Street) analyzed in the project EIR is nearing completion of construction with a parking capacity of 560 cars. This is also private lease parking unavailable to the Community / Convention Center during normal office hours. However, the City has retained unrestricted public parking for 526 cars during weekday evenings and for 24 hours per day on the weekend.
  - c. The EIR (page 4-122) indicated that construction of additional parking facilities would mitigate the impact. Projects cited included the Hyatt Hotel (then under construction and not considered part of the inventory for the EIR analysis). Completion of the Hyatt now adds 480 cars to the off-street publicly-available study-area inventory. Also, the City has started construction of the Civic Center Parking Garage (listed as the East End Garage in the EIR) to provide public parking for a total of 1033 cars.
4. The City Parking Administrator has reported a decline of short-term parkers of approximately 16 percent in City-owned public parking facilities, and monthly permits have decreased by 9 percent. This has occurred at the same time that Regional Transit has reported an even larger (19 percent, plus) increases in RT ridership, and the State of California has instituted subsidized RT passes for employees. In addition, parking fees in City parking facilities have been increased substantially over the last two years, and new parking facilities associated with unleased office projects are competing successfully for a large share of the parking demand.
  5. Several large office building projects in the study area are in planning for future construction which will negatively affect the overall study area parking system supply. Barton-Aschman has indicated that these office projects will significantly impact the parking supply, although the extent of the impact will depend on the amount of parking spaces actually constructed as part of each office building project.

Based on the Barton-Aschman study of current parking inventory utilization and their calculations of the Expansion project parking demand for likely "worst-case" events as shown in Tables 2 and 7, the impact on the existing 2:00 p.m. weekday study area parking inventory will be at a utilization rate of 97 percent (373 space deficit) for only the Community / Convention Center. Because there are 567 spaces in excess of the 90 percent utilization of available inventory, the deficit for the Community / Convention Center demand is more than offset. The utilization rate will be 102 percent (691 space deficit) for the Community / Convention Center combined with a fully-leased condition at the new 1201 K Street and 1325 J Street office projects. The utilization percentages shown in Table 7 do not take into account any parking demand reductions resulting from TMP activities.

Tables 5, 6 and 8 of the Barton-Aschman study show the effects of the cumulative build-out of four (4) proposed office building projects (with and without the City-directed TSM programs) within the study area on the study area parking inventory. All four of these projects are currently undergoing environmental review by the City. The Barton-Aschman calculations indicate that if these projects are constructed with the minimum on-site parking currently required by the City for office projects (1 space per 600 gross square feet of office building area), there will be a parking inventory utilization rate of 115 percent to 120 percent (2,031 to 2,493 space deficit). The utilization percentages shown in Table 8 take into account parking demand reductions resulting from TSM activities. The unsatisfied parking demands generated by these office building projects will almost certainly require the development of additional parking facilities.

Study No. 3 - Korve Engineering Transportation Management Plan (TMP) Study:

The "Sacramento Community / Convention Center Expansion Transportation Management Plan" by Korve Engineering, Inc. provides a workable plan to manage the taxi, bus, and auto loading required by various facility events; describes an operational plan to distribute the parking demand created by Community / Convention Center events to available parking spaces at nearby City parking facilities; describes TMP program options available to the Community / Convention Center management to reduce the overall demand on the parking inventory for various expanded Community / Convention Center events; and details truck marshalling requirements to provide for an orderly load-in/load-out process.

The TMP provides a framework for event operations and for marketing the expanded facility to convention and trade-show operators, including plans for patron transportation modes and arrival sequences for various events at the expanded Community / Convention Center. The Korve study does not include TMP programs, with the corresponding parking demand reductions, which would be applied to current office buildings and to future office building projects within the study area. (Refer to the Barton-Aschman report - Table 6 - for the potential demand reductions, based on current City policy, of TSM programs for the proposed office building projects.)

Korve has determined that reductions to parking demand created Community / Convention Center events can be achieved through a combination of TMP programs, including: developing workable options to encourage alternate means of transportation to Community / Convention Center events; requiring show operators to provide advance information to event patrons regarding alternative transportation modes; and working with Regional Transit to enhance utilization of both light rail and remote RT parking lots. Korve's study has determined that significant reductions to the parking demand resulting from Community Center Theater, Memorial Auditorium, and Sacramento Theater Company events cannot be expected due to the nature of the events.

Based on the results of the Korve TMP study, a reduction in parking demand of 130 to 360 spaces can be reasonably expected at the critical 2:00 p.m. weekday time period noted in both the project EIR and Barton-Aschman studies. The expected demand reduction is a result of TMP programs, and is not directly dependant on the the amount of available parking. Based on the Korve determination of the potential range of TMP demand reduction for individual events, the Barton Aschman parking demand for the 2:00 p.m. weekday time period would be reduced to a range of 1,915 to 2,145 spaces, and would result in a percentage of utilization of the study area inventory for Community / Convention Center events, only, of 90 percent to 94 percent (13 to 243 car deficit for the available inventory, with the available inventory based on 90 percent of the total parking inventory). Combined with the demand created by full-leasing of the 1201 K and 1325 J Street office projects (without TSM), the resulting utilization percentage would increase to a range of 96 percent to 100 percent (331 to 561 space deficit for the available inventory).

The Korve study has been based on anticipated Community / Convention Center events, including regional/national events drawing a large number of out-of-town patrons. These out-of-town patrons are expected to stay in various local hotels, both within and outside the Central Business District (CBD) as the CBD does not yet contain adequate hotel rooms to fully-service the anticipated demand. Shuttle buses and taxis are expected to provide the major means of transportation to the Community / Convention Center by out-of-town patrons residing in remote hotels. The TMP details how to adequately manage the resulting large number of buses and taxis required, including bus queuing and marshalling of buses at City Lot W ( 1 and 2nd Street). However, the Coopers & Lybrand Phase II Market Study has indicated that adequate CBD hotel rooms in close proximity will be required to achieve the regional/national market potential. As these hotel patrons will be expected to arrive on foot, the Korve TMP procedures for significant usage of hotels outside the CBD is the actual (unlikely) "worst-case" scenario for regional/national events requiring marshalling of shuttle buses and taxis.

The TMP includes procedural plans for marshalling exhibit trucks at a remote location, and planning for truck staging so that the trucks arrive directly to the loading docks and do not queue on City streets. These procedures will reduce the impact of trucks on City transportation corridors, and reduce traffic conflicts with surrounding facilities during rush-hour and office hours time periods.

Parking Management Procedures:

In conjunction with the Korve TMP study, the City Parking Administrator and Community / Convention Center management have developed operational procedures to manage and utilize off-street parking to facilitate availability by Community / Convention Center patrons. The parking demand generated by a significant portion of Community / Convention Center events can be met by utilizing the spaces in the Community / Convention Center Garage (Lot E), only. As the parking demand for combinations of simultaneous events grows to the levels indicated by the study scenarios, parking at other nearby City facilities will be utilized in addition to the existing Community / Convention Center Garage (Lot E). Monthly-permit parkers will be relocated from Lot E to other nearby City parking facilities, and hourly parking at each of the other designated City facilities will be displaced.

The parking management procedures will provide significantly more than the "1,200 to 1,500 parking spaces in close proximity to the Community / Convention Center" recommended by the Coopers & Lybrand in the Phase II Market Study, 1990 (page 74) as necessary to effectively market the expanded facility, particularly for public (consumer) shows. As indicated in the Korve TMP, the parking demand resulting from successful TMP programs for the 2:00 p.m. event scenario at a "mature" (1998) operation level can be accommodated almost entirely by nearby off-street City parking facilities. (Refer to the attached Department of Public Works, Office of Engineering and Transportation Services, Parking letter dated January 23, 1991 - Attachment "F".)

Conclusions:

Based on current demand/inventory and TMP calculations, the available parking inventory in the study area will provide parking to meet the 2:00 p.m. weekday demands of the expanded Community / Convention Center, only, at a utilization rate in the range of 90 percent to 94 percent. This utilization rate indicates a deficit of 13 to 243 parking spaces above the effective parking supply. Again, with the 567 spaces in excess of the 90 percent utilization of available inventory, the deficit for the Community / Convention Center demand is more than offset. With the potential for full-occupancy leasing of the 1201 K Street and 1325 J Street office buildings, the 2:00 p.m. weekday utilization rate could climb to a range of 96 percent to 100 percent of the available parking inventory. The weekday evening and weekend day parking utilization rates for Community / Convention Center and other simultaneous theater events are 94 percent and 71 percent, respectively, without TMP reductions. The utilization rate with TMP reductions would be no greater than 85 percent and 66 percent, respectively.

As previously noted in this report, the event scenarios were conservatively developed with high-occupancy, high-area combinations of events, which were "likely" to occur simultaneously. The scenarios were used to study the effects of the "worst-case" project parking demand. The conservative basis of this method for development of the scenarios is supported by the Phase II Market Study which indicates (on page 59) that an expanded facility of the size developed in the Concept and Schematic Designs will have an "optimal range for beneficial occupancy" of the available, leasable-area of 61 percent total usage. Therefore, even the "worst-case" simultaneous-event scenarios, which require the use of a majority of the available leasable area and/or have the greatest occupancy levels, could occur, no more than 61 percent of the time and/or to no more than a 61 percent maximum occupancy of the leasable area. For example, State professional exams are conducted on the average of two times per month for a single day; and while the "likely" 1,440 attendance level used in the parking studies occurs several times per year, the average test size for calendar years 1989-90 was 920 and the median size was 858.

In the short term, it will be possible to provide parking for Community / Convention Center patrons at specific City parking facilities through a parking management program. This program will provide adequate nearby parking sufficient for all foreseeable events during the facility market-growth period (1994 to 1998). However, as the amount of parking spaces in City parking facilities available to non-Community / Convention Center parking patrons decreases, the effects of the increased parking demand will be felt in other portions of the study area.

As usage of the expanded Community / Convention increases to the mature operations level, and as office building development in the downtown area continues, the available parking inventory within the study area will be depleted. If downtown growth, as projected by currently-planned private office development projects, ultimately creates the office-hours parking demand (Barton-Aschman, Table 8) sufficient to justify additional off-street parking facilities, the City has retained the option to construct a new parking facility at City Lot C. The existing Community Center Garage (Lot E) and at a new Lot C facility could then provide spaces for approximately 75 percent of the "worst-case" daytime demand, and could provide all of the 1,200 to 1,500 nearby parking spaces recommended by Coopers & Lybrand as required, to meet the long-term demands of weekday Community / Convention Center events. This report recommends that City Lot C be designated as the site of a future parking facility for the Community / Convention Center to meet future parking demands within the project study area.

Parking mitigation measures called for by the project EIR Findings of Fact to reduce the effects of traffic, circulation and parking resulting from the Community / Convention Center Expansion project have been addressed as follows:

1. The Korve Engineering TMP has been prepared to reduce the requirement for single-occupant automobile transportation for the Community / Convention Center Expansion events.
2. Parking utilization for the Expansion project is anticipated to meet the EIR Findings of Fact goal of 90 percent utilization of study area parking spaces. The construction of the Hyatt Hotel parking garage and the Civic Center Garage now under construction will add 1513 spaces to the EIR study-area inventory as mitigation measures put in service subsequent to program EIR analysis. The following additional mitigation measures called for in the program EIR as potential mitigation measures have also been studied as part of the Community / Convention Center Expansion project.
  - a. Mitigate traffic and parking impacts by promoting regional/national conventions: The program and Schematic Design for the expanded Community / Convention Center are in accordance with the facility requirements recommended in the Coopers & Lybrand Market Study to allow the expanded Community / Convention Center to compete for regional/national conventions, which is not possible with the existing facility.
  - b. Provide satellite parking: Satellite parking, with dedicated shuttle bus service to the Community / Convention Center, has been determined to be infeasible for the Community / Convention Center. In the Phase II Market Study (1990), Coopers & Lybrand recommend that adequate nearby parking for facility patrons is necessary for marketing the facility and achieving facility utilization potential. Satellite parking lots near I-80 have been recently leased with relatively-short term leases (3 years), and the leases have been awarded on a "spot-bid" basis. Even if the objections of exhibit and trade show operators to the lack of nearby parking facilities could be overcome, the uncertainty of continued availability resulting from the short-term, spot-bid leasing of satellite parking lots limits the reliability of satellite parking as a long-term solution for Community / Convention Center parking requirements.

- c. Mitigate traffic and parking impacts by promoting alternative transportation modes for attendees: The Korve Engineering TMP study indicates that a reduction on the parking demand can be expected through incorporation of the TMP plan recommendations for promoting Community / Convention Center alternative transportation programs, including utilizing RT light rail park-and-ride programs.
- d. Mitigate traffic and parking impacts by promoting alternative transportation modes for existing area employees and visitors: City Council and State of California policies and programs, developed after the certification of the project EIR, aimed at reducing the use of automobile transportation to the Central Business District have been implemented.
- e. Construct additional parking: Additional off-street parking to meet the parking demands of the expanded Community / Convention Center is not currently required. As the demand created by the Community / Convention Center Expansion project can be adequately accommodated by the existing supply, any parking facility constructed to meet short-term, study area parking demands would incur a significant, unwarranted negative cash flow to the City. However, additional off-street parking facilities can be provided at City Lot C if continuing downtown development, and the resulting increase to the study area parking demand, is sufficient to justify construction of additional parking facilities.

Potential noise and traffic flow impacts of the truck dock, as cited in the EIR, have been minimized by location of the dock on K Street away from the historic St. Paul's church and the residential neighborhood across 15th Street, and by recessing the docks beneath landscaped terraces. The truck marshalling plan included in the TMP will mitigate noise and circulation impacts by providing a means to control access and eliminating trucks queued within the study area waiting for dock parking space.

#### Schedule:

Council direction is required as parking is a major element of the project description required for Supplemental Environmental Impact Report (SEIR) analysis. Completion of the SEIR is a critical element for the Community / Convention Center Expansion project schedule. Any delay in development of the SEIR will cause a corresponding delay in the start of project construction.

#### FINANCIAL DATA

There is no line item in the Community / Convention Center Expansion project budget for construction of an off-street parking facility. Funding requirements for construction of a parking garage would be provided by the Parking Fund.

#### POLICY CONSIDERATIONS

It is proposed that management of existing public parking resources and a Transportation Management Plan (TMP) is the preferred Expansion project parking response. Alternatives to parking management of existing public parking resources and a TMP is the construction of a new parking facility, either on the preferred City Lot C or on one of the other sites identified in the IPD study, with TMP.

It is proposed that the data contained in the parking and TMP reports will be included in the Project Description for analysis in the Community / Convention Center Expansion project SEIR.

The completion of new large-scale office developments within the SEIR study area may decrease the parking inventory available to meet the Community / Convention Center event demands. This decrease in study area

parking inventory availability may ultimately require the construction of additional parking facilities dedicated to Community / Convention Center use to meet marketing and/or attendee demands.

MBE/WBE EFFORTS

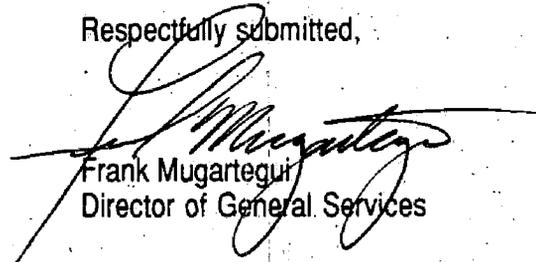
This report does not affect MBE/WBE provisions.

RECOMMENDATIONS

It is recommended that the Joint Committee recommend that the City Council, by resolution:

1. Direct staff to include analysis of a preferred project parking plan and alternatives in the preparation of the Supplemental Environmental Impact Report (SEIR) for the Sacramento Community / Convention Center Expansion project. Management of existing public parking resources with a Transportation Management Plan (TMP) is the preferred Expansion project response to project parking demands. Alternatives include analysis of the construction of a new parking facility on the preferred City Lot C, and analysis of the construction of a new parking facility on at least one of the other sites identified in the IPD study.
2. Direct staff to include the data provided in the various parking and TMP studies as part of the preferred project parking plan for the Supplemental Environmental Impact Report (SEIR) for the Sacramento Community / Convention Center Expansion project.

Respectfully submitted,



Frank Mugartegui  
Director of General Services

RECOMMENDATION APPROVED:



JACK R. CRIST  
Deputy City Manager

Contact Persons:  
Duane Wray, Facility Manager, 449-5445;  
Keith Kramer, Senior Analyst, 449-5845; or  
Jim Faber, Project Manager, 449-6745

February 19, 1991  
District 1

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION DIRECTING THE ANALYSIS OF  
A PREFERRED PROJECT PARKING PLAN AND ALTERNATES  
IN THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
FOR THE SACRAMENTO COMMUNITY / CONVENTION CENTER EXPANSION  
(PA10)**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

That the City Council does hereby:

1. Direct staff to include analysis of a preferred project parking plan and alternatives in the preparation of the Supplemental Environmental Impact Report (SEIR) for the Sacramento Community / Convention Center Expansion project. Management of existing public parking resources with a Transportation Management Plan (TMP) is the preferred Expansion project response to project parking demands. Alternatives include analysis of the construction of a new parking facility on the preferred City Lot C, and analysis of the construction of a new parking facility on at least one of the other sites identified in the IPD study.
2. Direct staff to include the data provided in the various parking and TMP studies as part of the preferred project parking plan for the Supplemental Environmental Impact Report (SEIR) for the Sacramento Community / Convention Center Expansion project.

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
MAYOR

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

ATTACHMENT "A"

RESOLUTION No. 88-912  
OCTOBER 25, 1988

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS  
SUPPORTING THE SACRAMENTO  
COMMUNITY CONVENTION CENTER EXPANSION

# RESOLUTION No. 88-912

Adopted by The Sacramento City Council on date of  
OCT 25 1988

RESOLUTION ADOPTING FINDINGS OF FACT AND STATEMENT  
OF OVERRIDING CONSIDERATIONS SUPPORTING THE  
SACRAMENTO COMMUNITY CONVENTION CENTER EXPANSION  
(M87-076)

WHEREAS, the Sacramento Community Convention Center Expansion complies with all applicable requirements of law; and

WHEREAS, the City Planning Commission, at a regularly noticed public hearing on June 16, 1988, considered public testimony on the Draft EIR;

WHEREAS, the City Planning Commission and the City Council, at a duly noticed public hearing on September 1, 1988, received and considered public testimony and the written record on the Final EIR;

WHEREAS, the City Council on October 4, 1988, following public testimony, adopted an intent to approve the expansion of the Sacramento Community Convention Center, subject to certain conditions.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The attached "Findings of Fact and Statement of Overriding Considerations on the Sacramento Community Convention Center Expansion" attached hereto and incorporated herein by reference are adopted; and
2. The Sacramento Community Convention Center Expansion is hereby approved; and
3. The City Clerk is hereby directed to obtain from the City Planning Department Environmental Coordinator, an affidavit documenting the proper filing and posting with the County Clerk of the County of Sacramento, a Notice of Determination prepared in accordance with the California Environmental Quality Act.

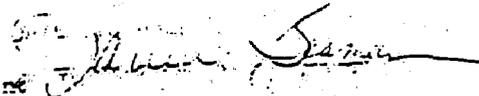
ANNE RUDIN

MAYOR

ATTEST:

ACTING JANICE BEAMAN  
Assistant CITY CLERK

M87-076

ACTING Assistant 

88-912

SACRAMENTO COMMUNITY CONVENTION CENTER EXPANSION  
FINDINGS OF FACT AND  
STATEMENT OF OVERRIDING CONSIDERATIONS

1. PROJECT DESCRIPTION

The existing Sacramento Community Convention Center contains 50,000 square feet of exhibit space, 170,000 square feet of meeting space and a performing arts theater with a seating capacity of over 2,400. The facility is currently used for smaller state and local conventions and trade shows, public shows and numerous community events. According to Convention Center management, the City of Sacramento has been unable to attract and accommodate its full market potential of convention related events, due in part to the size constraints of the Convention Center and the current heavy utilization level of the facility (Coopers & Lybrand; December 1987 Draft Report). In an effort to alleviate these problems and to boost Sacramento's ability to accommodate convention-related events, the City Department of General Services proposes to develop an expansion to the existing Community Convention Center.

A draft market analysis for the proposed Community Convention Center Expansion provided space allocation and design parameters for the proposed expansion which would optimize its market potential (Coopers & Lybrand, 1987). The market analysis recommended an addition of more than 140,000 gross square feet of exhibit, meeting and ballroom space and additional loading dock facilities. The recommendations of the market analysis are summarized as follows:

- The primary exhibit space should be expanded by 100,000 gross square feet (gsf) to provide a total of 150,000 gsf of exhibit space.
- A 20,000 gsf ballroom should be added adjacent to the exhibit space. The ballroom should be configured so that it could serve as additional exhibit space.

City Planning Commission and Sacramento Housing and Redevelopment Agency Commission to consider certifying the FEIR as complete and adequate. The Council, along with the two Commissions, expressed an intent to certify the FEIR as complete and adequate. Staff was requested to provide further program and economic information for the findings of fact to be made on October 4, 1988. On October 4, the Council certified the EIR as complete

- B. All staff reports, memoranda, maps, letter, minutes of meetings and other planning documents prepared by City staff relating to the project;
- C. All testimony, documents, and other evidence presented by the City relating to the project;
- D. The proceedings before the City Planning Commission, the Sacramento Housing and Redevelopment Agency Commission, and the City Council relating to the subject project, including testimony and documentary evidence introduced at the public hearings;
- E. Matters of common knowledge to the Council which it considers including, but not limited to, the following:
  - 1) The Sacramento City General Plan, including the Land Use Map and elements thereof;
  - 2) The text and land use plan of the Central City Community Plan;
  - 3) The Air Quality Maintenance Plan, a basic strategy adopted by City, as required by Environmental Protection Agency regulations implementing the Clean Air Act;
  - 4) The Zoning Code of the City of Sacramento;
  - 5) The Sacramento City Code; and

6) Other formally adopted policies and ordinances.

4. POTENTIAL SIGNIFICANT EFFECTS AND FINDINGS REGARDING MITIGATION MEASURES

The FEIR identified a number of potential significant effects that could result from the project site selected (east alternative). However the City Council finds that the inclusion of certain mitigation measures as part of the project approval will reduce most but not all of those potential

- 4) Change in character of the area from small to large scale development.

The City Council finds, based upon substantial evidence in the record, that the following mitigation measures will reduce the above described potentially significant land use effects to a less than significant level:

- 1) The City will comply with all statues regarding relocation and financial assistance to displaced businesses and residents, as set forth in the California Government Code.
- 2) Prior to excavation for the Expansion, a structural assessment for St. Paul's will be conducted to determine appropriate mitigation measures. Excavation and/or pile driving activities near the church will be supervised by a structural engineer to ensure that appropriate setbacks are maintained to minimize the potential damage to the church. In addition, loading docks, potentially noisy HVAC units and other nuisance uses will be located as far from the church as possible.
- 3) The City will consider including retail uses which would be compatible with Convention Center activities in the J Street frontage of the Expansion. Because there is currently no design for the Expansion, it is infeasible at this time to commit to incorporation of retail uses as a mitigation measure. Incorporation of retail uses into the design will be analyzed in the Supplemental Environmental Impact Report, to be done at the

design/construction stage of the expansion project. Findings of feasibility on this mitigation measure will be made at the time the S.E.I.R. is certified and the project design approved.

- 4) The expanded loading dock facilities for the East Alternative should be buffered from nearby uses and the street using landscaped setbacks and noise barriers, as necessary.
  
- 5) The City will investigate the feasibility of relocating the Merrium Apartment building to a compatible site in the downtown area. If the City determines relocation to not be feasible then the City will cause replacement housing to be constructed. If alternate housing is constructed, the Merrium Apartments will be demolished, thereby resulting in a significant adverse impact. The City Council finds that under such a circumstance that certain overriding social and economic considerations make mitigation of this impact infeasible. Those considerations are discussed in Section 6 of this document.

B. Historic Preservation and Cultural Resources

The City Council has determined that the project site selected (East Alternative) could cause the following potentially significant effects on historic preservation and cultural resources:

- 1) Demolition of the Merrium Apartments (a priority structure) if relocation is found to be infeasible;

- 2) Indirect aesthetic effects of large new buildings adjacent to St. Paul's Episcopal Church and the Gallion Building; and
- 3) Uncovering of prehistoric or historic artifacts during construction:

The City Council finds, based on substantial evidence in the record, that the following mitigation measures will reduce the above described potentially significant effects on historic and cultural resources to a less than significant level:

- 1) The City will make every reasonable effort to relocate the Merrium Apartment Building to another site.
- 2) The final design of the Convention Center Expansion will be compatible with adjacent buildings, including St. Paul's Episcopal Church. Prior to excavation for the Expansion, a structural assessment for St. Paul's will be conducted to determine appropriate mitigation measures. Excavation and/or pile driving activities near the church will be supervised by a structural engineer to ensure that appropriate setbacks are maintained to minimize the potential for damage to the church.
- 3) A qualified archaeologist will be retained to develop a program of surface inspection and/or subsurface testing in the areas where buildings will be removed subsequent to the removal of existing structures, but before any further subsurface excavation takes place. If significant historic or prehistoric materials are

discovered during inspection, a detailed mitigation program will be developed.

The City Council further finds that if relocation of the Merrium Apartment building is not feasible, relocation housing will be caused to be constructed. No other mitigation measures suggested in the EIR are feasible due to overriding social and economic considerations. Section 6 of this document identifies those findings and overriding considerations.

C. Population

The City Council has determined that the project site selected (East Alternative) could cause the following potentially significant population effect:

- 1) Reduce permanent population in the project area by 46 residents.

The City Council finds, based upon substantial evidence in the record, that the following mitigation measure will reduce the above described potentially significant effect on population to a less than significant level:

- 1) The City will establish an aggressive program to locate appropriate replacement housing in the Central City for tenants displaced from the Merrium Apartments. In addition, if the Merrium Apartment building is not relocated, the City will cause replacement housing to be constructed.

D. Employment

The City Council has determined that the project selected (east alternative) could cause the following potentially significant effect on employment:

- 1) The project would displace businesses to other locations in the City, downtown or elsewhere.

The City Council finds, based on substantial evidence in the record, that the following mitigation measure will reduce the above-described potentially significant effect on employment.

- 1) The City will provide assistance in the relocation of businesses displaced by the project.

E. Housing

The City Council has determined that the project site selected (East Alternative) could cause the following potentially significant effects on housing:

- 1) Inconsistency with certain General Plan policies, including:
  - a) Protect and preserve architectural, cultural and historic structures through the existing preservation program (Housing Element, Goal A, Policy 7);

- b) Continue to support redevelopment and rehabilitation efforts that add new and reconditioned units to the housing stock while eliminating neighborhood blight and deterioration (Housing Element, Goal C, Policy 6);
- c) Use mixed housing and employment centers to help meet housing needs and reduce traffic in new development within the City (Housing Element, Goal E, Policy 2).

The City Council finds, based on substantial evidence in the record, that the following mitigation measure will reduce the above described potentially significant effects on the housing and assure that the project is consistent with the General Plan:

- 1) The City will establish an aggressive program to locate appropriate replacement housing in the Central City for tenants displaced from the Merrium Apartments. The City will also cause replacement housing to be built, if the relocation of the Merrium Apartment building is found to be infeasible.

F. Visual Quality

The City Council has determined that the project site selected (east alternative) could cause the following potentially significant effects on visual quality:

- 1) All existing low rise structures on the east alternative site would be removed;

- 2) The project would obstruct existing views from 14th Street and J Street;
- 3) The 14th Street pedestrian corridor would be blocked; and
- 4) The scale, design, and building materials for the project may be incompatible with St. Paul's Episcopal Church.

Because the Convention Center Expansion Project is not yet in the design phase, the City Council finds that commitment at this time to certain mitigation measures for reduction of visual impacts is premature. Hence, it is infeasible at this time to commit to certain mitigation measures. The measures which will depend on the design eventually selected will be evaluated in the Supplemental EIR and approved or rejected at the time that document is certified and the project approved.

However, the City Council finds, based on substantial evidence in the record, that the following mitigation measures will be incorporated at the design stage of the project to reduce the above described potentially significant effects on visual quality to a less than significant level:

- 1) During the project design process, City Planning staff will meet with the project architect and facility management staff to oversee the Urban Design elements of the project. When the preliminary design concept is completed, the project will be reviewed by the Design Review and Preservation Board. The final

design will likewise be reviewed by the Board.

- 2) A minimum setback of 15 feet will be established for all portions of the site adjacent to St. Paul's Episcopal Church. The project will be designed to incorporate either additional setbacks or a stepped building to ensure that direct solar access to church windows is not blocked by the Convention Center Expansion from March 21 to September 21, from sunrise until 2:15 pm in the afternoon (solar time).
- 3) Building materials, textures and colors for the Expansion will be visually compatible with the facades of the existing Convention Center, as well as St. Paul's Episcopal Church.
- 4) The cornice height of St. Paul's Episcopal Church will be taken into account in the design of the height of the J Street facade.
- 5) The architectural detailing for the Expansion will comply with the requirements of CBD Urban Design Plan policies regarding color, texture and materials, fenestration, building rhythm and offsets, insets and reveals for new buildings.
- 6) CBD Urban Design Plan guidelines for the design of main building entries, paving treatments, plazas, lighting and signage will be generally applied during the development of the Convention Center Expansion design. Opportunities to enhance the J Street streetscape with paving treatment, lighting and signage will be incorporated into the Project design. Open space plaza areas should be incorporated into the site design.

- 7) Landscaping for the Convention Center Expansion will be compatible with the landscape features of the existing Convention Center. Integrated landscape planters will be used in arcades, courtyards and plazas. A combination of trees and shrubs of varying sizes and ground cover will be used in all planting areas.
- 8) The Supplemental EIR will evaluate incorporation of features such as recessed pedestrianways or equivalent pedestrian protection elements, which enhance pedestrian usage of J Street and K Street. Findings of feasibility on these mitigation measures will be made at the time the Supplemental EIR and the Project design is approved.

G. Traffic, Circulation and Parking

The City Council has determined that the project site selected (East Alternative) could cause the following potentially significant effects on traffic, circulation and parking.

- 1) The existing Convention Center plus the Expansion Project, would generate approximately 8,600 vehicle trips per day. This is an increase of between 3,820 and 5,270 vehicle trips per day over those generated by events that can currently be scheduled at the Convention Center; and
- 2) Under worst case conditions, overall parking demand would be 145 percent of the available parking supply within 3 blocks of the Convention Center.

The City Council finds, based on substantial evidence in the record, that the following mitigation measures will reduce the above described potentially significant effects on traffic, circulation and parking, below a level of significance:

1) The City will require preparation of a Transportation Management Plan (TMP) to reduce project related traffic and parking impacts; and

2) The City will set a goal of achieving 90 percent utilization of the available parking supply during the critical weekday afternoon period. Of the potential measures discussed in the EIR for achieving the 90 percent parking utilization rate, the Council finds that the following measures are feasible:

- promote regional/national conventions;
- provide satellite parking;
- promote alternative transportation modes for attendees;
- promote alternative transportation modes for existing area employees and visitors; and
- construct additional parking.

The Council finds that the following measures are infeasible:

- limit the size of "short-term" weekday events; and
- restrict event schedules.

The Council finds that these two measures are infeasible since limitations on the size of events and restrictions on event schedules would defeat the purpose of the expansion.

Of the five measures that are feasible to achieve the 90 percent parking utilization rate, the City will plan the specific measures to be utilized as more specific details on the final design of the project are developed.

#### H. Noise

The City Council has determined that the project site selected (East Alternative) could cause the following potentially significant noise effects:

- 1) Incremental aggravation of existing roadway related noise problems; and
- 2) Stationary noise sources could disturb adjacent noise sensitive uses such as St. Paul's Episcopal Church.

The City Council finds, based on substantial evidence in the record, that the following mitigation measures will reduce the above described

potentially significant noise effects, but not to a less than significant level:

- 1) The loading docks for the Convention Center will be located and designed to minimize potential impacts on adjacent uses.
- 2) Hospital grade mufflers will be used on all stationary noise sources (e.g., heating and air conditioning units, emergency generators, etc.) and baffling will be used to direct noise upward away from adjacent uses.
- 3) The potential for future airport related noise will be determined prior to building construction and appropriate noise abatement features should be incorporated into the building design if proposed air routes over the study area are approved.
- 4) The aspects of demolition and construction (e.g., pile driving, jack hammers and drills) which generate the highest noise peaks and occur sporadically (generally the most disturbing) will be done before business hours to the extent possible and should avoid times that the church is in use for assembly purposes.
- 5) During project construction, the operation of heavy equipment will be limited to the daytime hours (8:00 a.m. to 5:00 p.m., Monday through Friday) to minimize potential disturbance of adjacent residents as possible.
- 6) Equipment used for project construction will utilize noise control

techniques (improved mufflers, equipment redesign, use of silencers, ducts, and mufflers) in order to minimize construction noise impacts.

The City Council further finds that the above-described measures will not reduce the incremental contribution to existing noise compatibility problems along roadways to a less than significant level. Relevant evidence, findings of fact, and a statement of overriding conditions are found in Section 6 below.

I. Air Quality

The City Council has determined that the project site selected (east alternative) could cause the following potentially significant effect on air quality:

- 1) Construction related dust and exhaust emissions.

The City Council finds, based on substantial evidence in the record, that the following mitigation measures will reduce the above described potentially significant effect on air quality to a less than significant level:

- 1) Dust control measures required by the APCD will be implemented during construction;

- 2) Reducing interference with existing traffic and preventing truck queuing around occupied receptors will be incorporated into the project construction permit;
- 3) Parking facility ventilation rates will be determined by code requirements; and
- 4) Various transportation control measure (TCMs) will be integrated into project design.

J. Public Services and Utilities

The City Council has determined that the project site selected (East Alternative) could cause the following potentially significant effects on public services and facilities:

- 1) Increased demand for electricity;
- 2) Increased demand for police services; and
- 3) Increased demand for fire protection.

The City Council finds, based on substantial evidence in the record, that the following mitigation measures will reduce the above described potentially significant effects on public services and utilities to a less than significant level:

- 1) Arrangements for security service for the Convention Center events

will be necessary to augment routine police patrols in the area to provide for the safety of attendees at events hosted by the Center.

2) Project development shall comply with standard design guidelines regarding lighting and access, including the following:

a. Parking areas will have a minimum surface lighting level of one foot candle per square foot;

b. Aisles and passageways within the project will have a minimum surface lighting level of .25 foot candle;

c. Landscaping plans will avoid creating blind spots and other potential concealment areas, especially near parking lots;

d. To facilitate additional response by public safety agencies, illuminated directories will be placed at the entrances off J Street showing the location of all buildings within the project.

3) The Crime Prevention Unit of the City Police Department will review the plans for the Convention Center Expansion to ensure that security and crime prevention plans have been adequately addressed. The Unit will review the project plans for suitability of security design, lighting, signing, alarm systems, and pedestrian access.

- 4) If additional officers are required for law enforcement in the corridor area, the City will need to hire officers to meet new demands.
- 5) New flow tests for fire flows should be conducted prior to project approval.
- 6) The expanded Community/Convention Center should incorporate life safety system features such as smoke detection and control, and a central control room for fire safety.
- 7) An emergency evacuation plan should be developed for the expanded Convention Center facilities. The plan should address procedures for evacuation, principal and secondary exits, the instruction and coordination of event supervisors, methods for crowd control, and direction for rapid evacuation.
- 8) All new construction should conform to Sacramento Fire Department standards for water mains, hydrants, paving, access to the site, and access to individual buildings, and sprinkler installation.
- 9) Load management devices should be incorporated into the expanded Convention Center design. This measure would control the use of electricity during peak periods and shed noncritical loads during generation shortfalls. Large users are asked to participate in SMUD's "Capacity Shortage Contingency" program.
- 10) The installation of auxiliary generators for use at SMUD's request

would reduce demand on the distribution system. Participants would contract with SMUD and receive compensation accordingly.

- 11) The installation of electrical equipment more efficient than required by code. An efficiency improvement of 20 percent can be achieved through the use of high efficiency air conditioning equipment, motors, lighting systems, and water heating systems.
- 12) Use of "Thermal Energy Storage" systems to provide space cooling. Air conditioning equipment cools a medium such as water during off-peak periods; the medium is then stored for use during peak demand times.
- 13) Natural lighting should be considered for commercial space lighting where non-critical tasks are performed and at the perimeter of multi-level parking structures. In areas where light control is critical, such as the exhibition hall and meeting rooms, energy conserving fixtures should be installed.

K. Geology

The City Council has determined that the project site selected (East Alternative) could cause the following potentially significant geologic effects:

- 1) Differential settlement could result from poorly consolidated soils:

34

- 2) Groundwater damage to subterranean portions of the project could result from improper construction techniques; and
- 3) Ground shaking could cause liquefaction during a strong earthquake.

The City Council finds, based on substantial evidence in the record, that the following mitigation measures will reduce the above described potentially significant geologic impacts to a less than significant level.

- 1) A detailed geotechnical study will be performed for each proposed structure in the early design phase of the project. Such study should consist of:
  - a) Several borings to appropriate depths;
  - b) Subsurface sampling;
  - c) Assessment of groundwater levels; and
  - d) Laboratory testing adequate to determine strength and consolidation of soils and to detect any potentially liquefiable sand layers.

Foundation designs must reflect the results of this study in order to reduce the potential for settlement or damage from liquefaction.

- 2) If subterranean levels of buildings are expected to be affected by high groundwater levels, they will be waterproofed accordingly, and pumping systems should be installed to draw down groundwater levels during construction.

L. Biotic Resources

The City Council has determined that the project site selected (East Alternative) could result in the following effects on biotic resources:

- 1) Removal of mature trees along J and 14th Streets.

The City Council finds, based on substantial evidence in the record, that the following mitigation measures will reduce the above described effect on biotic to a less than significant level.

- 1) The landscaping plan for the Expansion will consider during design to incorporate the following:
  - a. Preserve existing trees to the greatest extent possible (Streetscape Guidelines, 4.3.7).
  - b. Plant medium scale trees on J Street, approximately 25 feet on center. Emphasize urban character with metal tree grates and tree guards (Streetscape Guidelines, 4.3.1). If most of the trees on J Street are retained, infill tree species should be the same as the existing trees. If the majority of the trees are removed, replacement trees should use one of

the following species as the dominant tree for the block  
(streetscape Guidelines, 4.4.6):

Tulip Tree (Liriodendron Tulip)

Common Hackberry (Celtis Occidentalis)

Maidenhair Tree (Ginkgo Biloba "Fairmont")

- 2) Building setbacks and construction zones adjacent to existing large trees should be reviewed to ensure avoidance of root or limb encroachment that would be damaging to the tree (Streetscape Guidelines 4.4.6).

## 5. ALTERNATIVES

The EIR described and analyzed four alternative sites for the project as well as the no project alternative. The four site alternatives are summarized below:

East Alternative: The East Alternative site is located east of the existing Community/Convention Center and is bounded by 14th Street, 15th Street, J Street and K Street. The East Alternative site does not include St. Paul's Episcopal Church (on the corner of J Street and 15th Street) or the row of buildings fronting on 15th Street. Under this alternative, the expansion would include an approximately 130,000 square foot site which would be connected to the existing Convention Center. To achieve this, 14th Street would be closed to vehicle traffic and several existing buildings would be demolished, including the Merrium Apartments, a "Priority Structure" under the City's Official Register of Historic Properties.

West Alternative: The West Alternative site is located west of the Convention Center and is bounded by 12th Street, 13th Street, J Street and K Street. Development of this alternative would include approximately 135,000 square foot site. As with the East Alternative, the West Alternative would be physically connected to the existing Convention Center. Although this would alter the existing layout of the 13th Street pedestrian corridor, it would not affect vehicular traffic, as the affected segment of 13th Street is already restricted to pedestrian traffic. To accomplish this alternative, all of the existing structures on the West Block would be demolished, including three structures which are listed in the City's Official Register: the Public Market Building, the Esquire Theater, and the Neva Hotel Building.

North Alternative: The North Alternative site is located north of the Convention Center and includes portions of the two block area bound by I Street, J Street, 13th Street and 15th Street. An existing office building on the corner of 13th and J Streets and the Pacific Bell Building on J Street, between 14th and 15th Streets are not included in the North Alternative site. This alternative would involve development of an additional 175,000 square foot site. Access between the existing Convention Center and the North Alternative Expansion would be provided via an elevated skyway above J Street. To develop this alternative, several existing structures on the project site would be demolished, including the Gallion Building, a "Priority Structure" under the City's Official Register of Historic Properties.

SOCA Alternative: The SOCA Alternative, proposed by the Sacramento Old City Association, is proposed for portions of both the East Alternative and the West Alternative site, as well as the existing Convention Center site. Under this alternative, the Expansion would include approximately 129,000 square feet of exhibition and support facilities and 81,000 square feet of additional meeting space. In addition, 45,000 square feet of retail/commercial space, 90,000 square feet of residential space and 213,000 square feet of parking would be developed, presumably by private developers. This alternative would preserve all of the historic structures on the East and West Blocks, including the Merrium Apartments, the Public Market, the Esquire Theater and the Neva Hotel.

The City Council considered each alternative and selected the East Alternative as the preferred site. The other alternatives were determined to not be feasible for the following reasons:

- a. West Alternative: This alternative had no viable, functional location to accommodate the loading dock requirements of the project. The south and east sides of the center are landlocked. The light rail line on the west prevents reasonable access for loading docks. Finally, J Street on the north is a major artery which cannot be used as loading dock access.
- b. North Alternative: The north alternative was determined to be infeasible due to access problems across J Street. A pedestrian skywalk is in conflict with the Urban Design Plan. An underground access would require the relocation of communication equipment which would be very costly and result in substantial time delays. This

alternative was also determined to be infeasible due to conflicts with design and operational considerations which favor contiguous spatial arrangements of exhibit halls, grand lobby and meeting rooms.

c. SOCA Alternative: The SOCA alternative was determined to be infeasible because the proposed design is incompatible with the design and operational objectives of the project. Specifically, the lobby area and meeting rooms require independent access to the exhibit hall allowing convention access to the lobby, registration area, exhibit hall events, and meetings. The design also creates inefficient traffic flow and confusing user orientation.

d. No Project Alternative: The no project alternative was determined to be infeasible because it would not permit the City to achieve its goals of an expanded entertainment center and enhanced cultural opportunities for the community.

#### 6. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the disclosure of the significant effects and the mitigation measures described above, the City Council has determined that the benefits of the proposed project outweigh the adverse impacts and the project should be approved. With reference to the above findings and in recognition of those facts which are included in the record, the City Council has determined that the project would cause historic and cultural resource impacts if the Merrium Apartment building cannot be relocated and contribute to existing noise impacts which are considered adverse.

The City Council specifically finds and makes this statement of overriding considerations that there are special, social and economic reasons for approving this project, notwithstanding the disclosure of substantial adverse impacts in the FEIR. The reasons are as follows:

1. The project will result in substantial cultural opportunities and benefits for the City:
2. The project will generate new jobs in the private sector for additional convention and hospitality support services; and
3. The project will stimulate the downtown revitalization effort and anchor the establishment of the hotel and entertainment district.

JH:jg

ATTACHMENT "B"

SELECTED PORTIONS OF  
PARKING STRUCTURE SITE ANALYSIS  
FOR THE SACRAMENTO COMMUNITY / CONVENTION CENTER EXPANSION  
JANUARY 25, 1991

PREPARED BY  
INTERNATIONAL PARKING DESIGN, INC.

# **PARKING STRUCTURE**

## **SITE ANALYSIS**

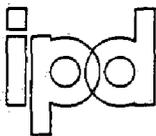
for

**Sacramento Community**

**Convention Center**

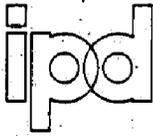
**Expansion**

January 25, 1991



International Parking Design, Inc.

• Parking Consultants



International Parking Design, Inc.

• Parking Consultants

Richard F. Roti  
Charles M. Boldon  
Dilip L. Nandwana  
J. Richard Choate  
Ronald L. Saxton  
John E. Walker

January 25, 1990

IPD Job No. 90-087

City of Sacramento  
Department of General Services  
1030 15th Street, Suite 200  
Sacramento, CA 95814

Attn: Mr. David L. Morgan  
Senior Architect

Re: Parking Structure Site Analysis  
Sacramento Community Convention Center Expansion

Dear Mr. Morgan:

Please find attached herewith International Parking Designs' analysis of the four sites selected by the City for possible development of additional parking for the Community Convention Center Expansion. Various conceptual parking designs for each of the four sites and a summary comparison table with specific parking data for each of the conceptual designs is provided for your review. It should be noted that in response to the City's zoning requirements, all parking designs for Sites 1, 5 and 6 incorporate ground level commercial space into the design.

In response to your request International Parking Design has also provided a preliminary construction cost estimate for Site 5 Scheme C.

We thank you for your assistance in the preparation of this report and remain available to answer any questions you may have.

Sincerely,

INTERNATIONAL PARKING DESIGN, INC.

*Ron L. Saxton*

Ron L. Saxton  
Vice President

RLS/jj  
encl.

## INTRODUCTION

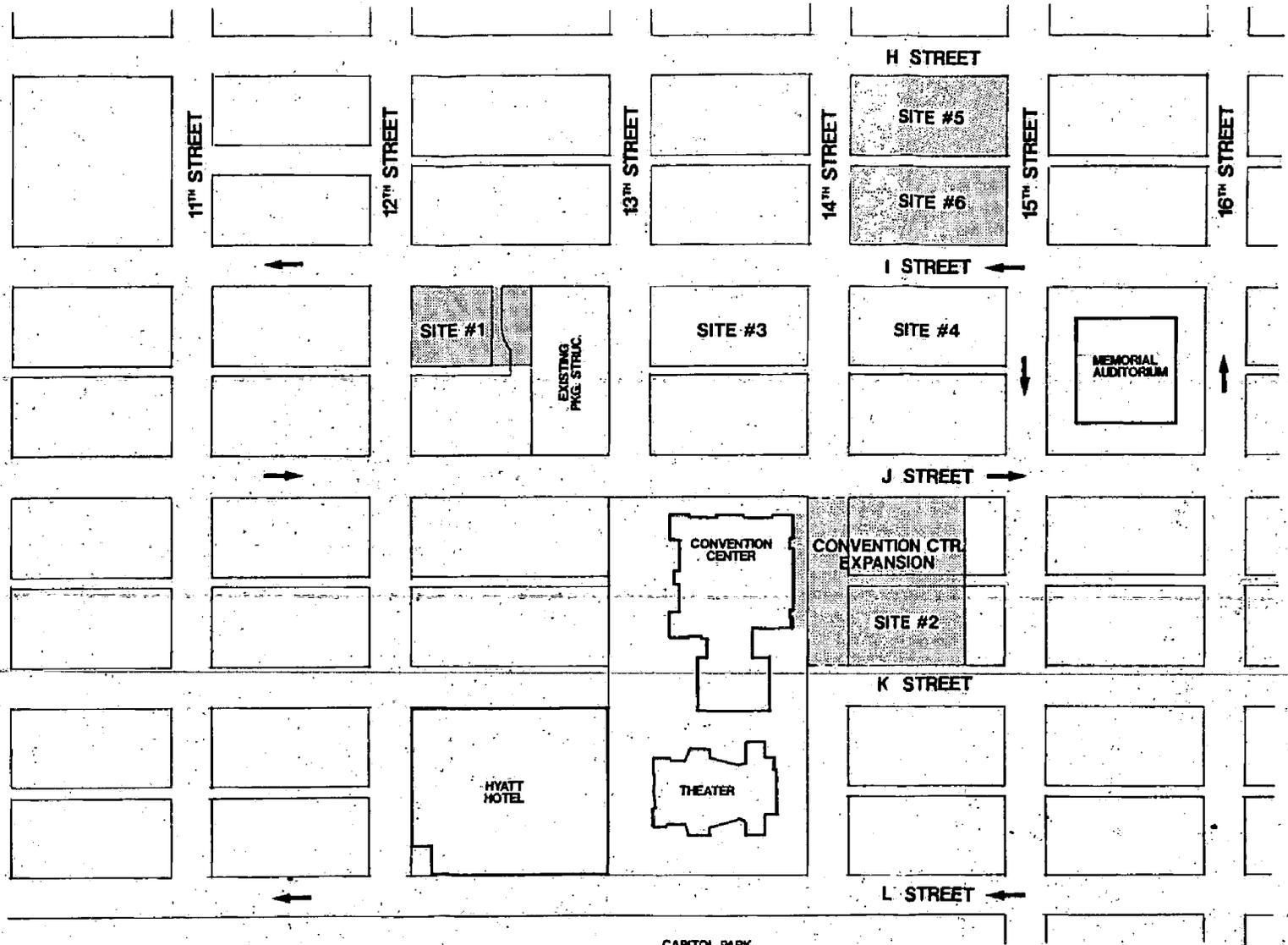
With plans being developed for the expansion of the Sacramento Community Convention Center and the reopening of the nearby 2,500 seat Memorial Auditorium, the City felt compelled to conduct a site analysis for possible construction of a new parking facility to meet the needs for additional parking. To perform this site analysis the City retained International Parking Design parking consultants.

To review the existing and future parking supply, demand and adequacy in the study area surrounding the Convention Center, Barton-Aschmann Associates, Inc. was engaged by the City.

## SITES and FACILITY DESIGNS

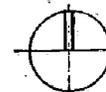
Six sites were identified by the City for possible construction of a parking facility. After further study and discussion the City reduced the number of sites to four. The four sites are indicated on the following Vicinity Map and described as follows.

SITE 1 is west of and immediately adjacent to the existing five level Lot "E" parking facility. The site is bounded by "I" Street to the north, 12th Street to the west, an alley on the south and the existing Lot "E" parking facility on the east. See Vicinity Map. The site is currently occupied by a retail use.



CARTOL PARK

NORTH



**VICINITY MAP**  
**SACRAMENTO COMMUNITY**  
**CONVENTION CENTER EXPANSION**

48

Two parking designs were developed for this site.

Scheme 1A, a four level addition (including Ground Level commercial space), to the existing Lot "E" parking facility, is a three bay, angle park, one-way flow design with flat floors. Long-span beams would provide column free parking areas. Vehicular entry/exit and floor to floor circulation is accomplished by using the existing Lot "E" facility. Approximately 235 spaces are provided with approximately 28,800 s.f. of Ground Level commercial space. See attached Schematic drawings and Summary Comparison.

Scheme 1B, a six level addition (including Ground Level commercial space) to the existing Lot "E" parking facility, is a three bay, sloping floor, angle park, one-way flow (exterior bays) and two-way flow (center bay) design. Long-span beams would provide column free parking areas. A dedicated vehicular exit lane from the addition is provided to "I" Street with vehicular entry from the existing Lot "E" facility. Approximately 463 spaces are provided with approximately 25,800 s.f. of Ground Level commercial space. See attached Schematic drawings and Summary Comparison.

A brief review of the parking layout and vehicular flow system for the existing Lot "E" facility concludes that regardless of adding parking to this facility, the design should be improved. It is felt that greater utilization of the parking available could be achieved and equally important, improve the user acceptance of the structure.

SITE 2, the site of the Convention Center Expansion, is east of and immediately adjacent to the existing Convention Center. The site is bounded by "J" Street on the north, the existing Convention Center to the west, and "K" Street to the south. St. Paul's Church and the Panatoni Building are to the east along 15th Street. See Vicinity Map. The site is currently occupied by two small surface parking lots, a vacant apartment building, small office buildings and various two story retail shops.

Due to the high water table encountered on this site, the parking will be limited to one level below the Convention Center Expansion. In addition, the parking designs must respect the framing system and other needs of the Convention Center Expansion above. Each of the four schemes developed utilizes a short-span structural system, a flat floor, 90° parking, two-way flow and vehicular entry/exit from "K" Street.

Scheme 2A with four bays in the east-west direction provides approximately 286 spaces of which 225 are directly accessible. Some spaces will be lost when stair and elevator locations are established. See attached Schematic drawings and Summary Comparison.

Scheme 2B with three bays in the east-west direction provides approximately 220 spaces of which 175 are directly accessible. Again some spaces will be lost when stair and elevator locations are established. See attached Schematic drawings and Summary Comparison.

Scheme 2C with five bays in the north-south direction provides approximately 284 spaces of which 218 are directly accessible. As previously noted, some spaces will be lost when stair and elevator locations are established. See attached Schematic drawings and Summary Comparison.

Scheme 2D with five bays in the north-south direction provides approximately 279 spaces of which 212 are directly accessible. Some spaces will be lost when stair and elevators locations are established. See attached Schematic drawings and Summary Comparison.

SITE 5, the location of an existing 167 space City surface parking lot, is a one-half block site bounded by "H" Street to the north, 14th Street to the west, an alley on the south and 15th Street to the east. See Vicinity Map.

Scheme 5A, a five level facility (including commercial frontage on the Ground Level), is a three bay, angle park, one-way flow design with a double helix scissors ramp configuration resulting in one flat bay and two sloping bays. Long-span beams would provide column free parking areas. Vehicular entry is from 14th and 15th Street with exit only to 15th Street. Approximately 670 spaces are provided with approximately 22,400 s.f. of Ground Level commercial space. See attached Schematic drawings and Summary Comparison.

Scheme 5B, a seven level facility (including commercial frontage on the Ground Level), is a three bay, angle park, one-way flow design with a double helix scissors ramp system which results in one flat bay and two sloping bays. Long-span beams would provide column free parking areas. Vehicular entry is from 14th Street with exiting to 15th Street. Exiting for Convention Center Events can also be provided to 14th Street with the assistance of an attendant. Parking capacity is approximately 1,015 spaces with Ground Level commercial space of approximately 22,400 s.f. See attached Schematic drawings and Summary Comparison.

Scheme 5C, a five level facility (including Ground Level commercial frontage), is a two bay, 90° parking, two-way flow design with a continuous helix ramp system resulting in one flat bay and one sloping bay. Long-span beams would provide column free parking areas. Vehicular entry is from both 14th and 15th Street with exiting only to 15th Street. Total spaces provided is approximately 595 with Ground Level commercial space of approximately 17,800 s.f. See attached Schematic drawings and Summary Comparison.

Scheme 5D, a seven and one-half level structure (including commercial frontage on the Ground Level), is a two bay, 90° parking, two-way flow design with a continuous helix ramp system having one flat bay and one sloping bay. Long-span beams would provide column free parking areas. Vehicular entry is from 14th Street with exiting to 15th Street. This structure provides approximately 1,000 spaces with Ground Level commercial space of approximately 17,120 s.f. See attached Schematic drawings and Summary Comparison.

EN

SITE 6 is on the south half of the block that Site 5 is on. The site is bounded by an alley on the north, 14th Street to the west, "I" Street to the south and 15th Street to the east. See Vicinity Map. The site is currently occupied by a motel, an apartment building, offices and commercial businesses.

Scheme 6A, a five level facility with Ground Level commercial frontage, consists of three bays, angle parking, one-way flow and an end to end loop ramping system resulting in two flat bays and one sloping bay. Long-span beams would provide column free parking areas. Vehicular entry is from 14th and 15th Street with exiting to 15th Street. Total spaces provided is approximately 665 with Ground Level commercial space of approximately 19,600 s.f. See attached Schematic drawings and Summary Comparison.

Scheme 6B, a five and one half level facility with Ground level commercial space, has three bays, angle parking, one-way flow and a double helix scissors ramp circulation system. Of the three bays one is flat and two are sloping. Long-span beams would provide column free parking areas. Vehicular entry is from 15th Street with exiting to 14th Street with a possible third exit lane to 15th Street if desired. Total spaces provided is approximately 710 with Ground Level commercial space of approximately 21,200 s.f. See attached Schematic drawings and Summary Comparison.

Scheme 6C, a six level facility (including Ground Level commercial frontage), is a two bay, 90° parking, two-way flow design with a continuous helix ramp system resulting in one flat bay and one sloping bay. Long-span beams would provide column free parking areas. Vehicular entry is from both 14th and 15th Street with exiting only to 15th Street. Total spaces provided is approximately 780 with Ground Level commercial space of approximately 15,900 s.f. See attached Schematic drawings and Summary Comparison.

Scheme 6D, a six level structure (including commercial frontage on the Ground Level), is a two bay, 90° parking, two-way flow design with a continuous helix ramp system having one flat bay and one sloping bay. Long-span beams would provide column free parking areas. Vehicular entry is from 14th and 15th Street with exiting to 15th Street. This structure provides approximately 770 spaces with Ground Level commercial space of approximately 12,560 s.f. See attached Schematic drawings and Summary Comparison.

SACRAMENTO COMMUNITY CONVENTION CENTER EXPANSION  
 Summary Comparison of Parking Structure Site Analysis  
 January 25, 1991

Site & Scheme	Functional Design	Footprint	Bays	Levels	Std.	Spaces Compact	Total	Parking S.F.	Design Efficiency	Spaces on Typ. Level	Commercial S.F.	Entrys	Exits	Advantages	Disadvantages
1A	Flat floors w/ one-way angle park	160' x 180'	3	3 + 1C	157	80 33.8%	237	86,391	364.51	79	28,797	One from "I" Two from 13th All existing	One to "I" Two to 13th All existing	Flat floors	Must use existing facility for vertical circulation Design Efficiency Ramped floors Must enter from existing facility
1B	Side by side helical ramps w/ one-way & two-way flow	160' x 180'	3	5 1/3 + 1C	309	154 33.3%	463	150,600	325.26	92	25,769	One from "I" Two from 13th All Existing	Two to "I" Two to 13th Three existing	Separate exit Design Efficiency	Must enter from existing facility
2A CCE*	Flat floor w/ 90° parking & two-way flow	258' x 350'	4	1	265	21 7.3%	286 225 accessible	90,300	315.73	286	--	From "K"	To "K"	Generous width of spaces Most spaces	Seismic design may reduce parking
2B CCE*	Flat floor w/ 90° parking & two-way flow	198' x 350'	3	1	207	13 5.9%	270 175 accessible	69,300	315.0	220	--	From "K"	To "K"	Generous width of spaces Best Design Efficiency	Fewest spaces
2C CCE*	Flat floor w/ 90° parking & two-way flow	258' x 350'	5	1	259	25 8.8%	284 218 accessible	90,300	317.96	284	--	From "K"	To "K"	Generous width of spaces Aisles towards north lobby	Seismic design may reduce parking
2D CCE*	Flat floor w/ 90° parking & two-way flow	258' x 350'	5	1	272	7 2.5%	279 212 accessible	87,204	312.56	279	--	From "K"	To "K"	Generous width of spaces Aisles towards north lobby	Seismic design may reduce parking Entry/Exit cuts storage Design Efficiency
5A	Double helix scissor ramps w/47.5° angle parking	160' x 320'	3	5	456	215 31.3%	671	239,184	356.45	160	22,402	Two from 14th One from 15th	Two to 15th	Entry from 14th & 15th Rapid exit	
5B	Double helix scissor ramps w/47.5° angle parking	160' x 320'	3	7	704	309 30.5%	1,015	341,648	336.59	159	22,402	Two from 14th	Three to 15th	Rapid exit	90° parking
5C	Continuous helix ramp w/ 90° parking & two-way flow	130' x 320'	2	5	358	239 40%	597	183,935	308.10	135	17,798	Two from 14th Two from 15th	Two to 15th	Entry from 14th & 15th Pkg setback from "H"	90° parking
5D	Continuous helix ramp w/ 90° parking & two-way flow	130' x 320'	2	7 1/2	654	352 35%	1,006	307,299	305.46	135	17,123	Two from 14th	Two to 15th	Best Design Efficiency Prkg setback from "H"	Exit travel distance
6A	End to end loop w/one-way flow, angle park	160' x 320'	3	5	480	187 28%	667	236,404	354.43	150	19,601	Two from 14th One from 15th	Two to 15th	Two flat bays Angle parking Entry from 14th & 15th	Design Efficiency
6B	Double helix scissor ramps w/47.5° angle parking	160' x 320'	3	5 1/2	500	210 30.8%	710	239,825	337.78	162	21,233	Two from 15th	Two to 14th One possible to 15th	Rapid exit	Design Efficiency
6C	Continuous helix ramp w/ 90° parking & two-way flow	130' x 320'	2	6	563	218 27.9%	780	236,730	303.50	141	15,905	Two from 14th One from 15th	Two to 15th	Prkg setback from "I" Entry from 14th & 15th	90° parking
6D	Continuous helix ramp w/ 90° parking & two-way flow	130' x 320'	2	6	536	236 30.6%	771	233,265	302.54	139	12,561	Two from 14th One from 15th	Two to 15th	Best Design Efficiency Prkg setback from "I" Entry from 14th & 15th	90° parking Location of Exit lanes

\*CCE is Convention Center Expansion site

85

PRELIMINARY COST ESTIMATE

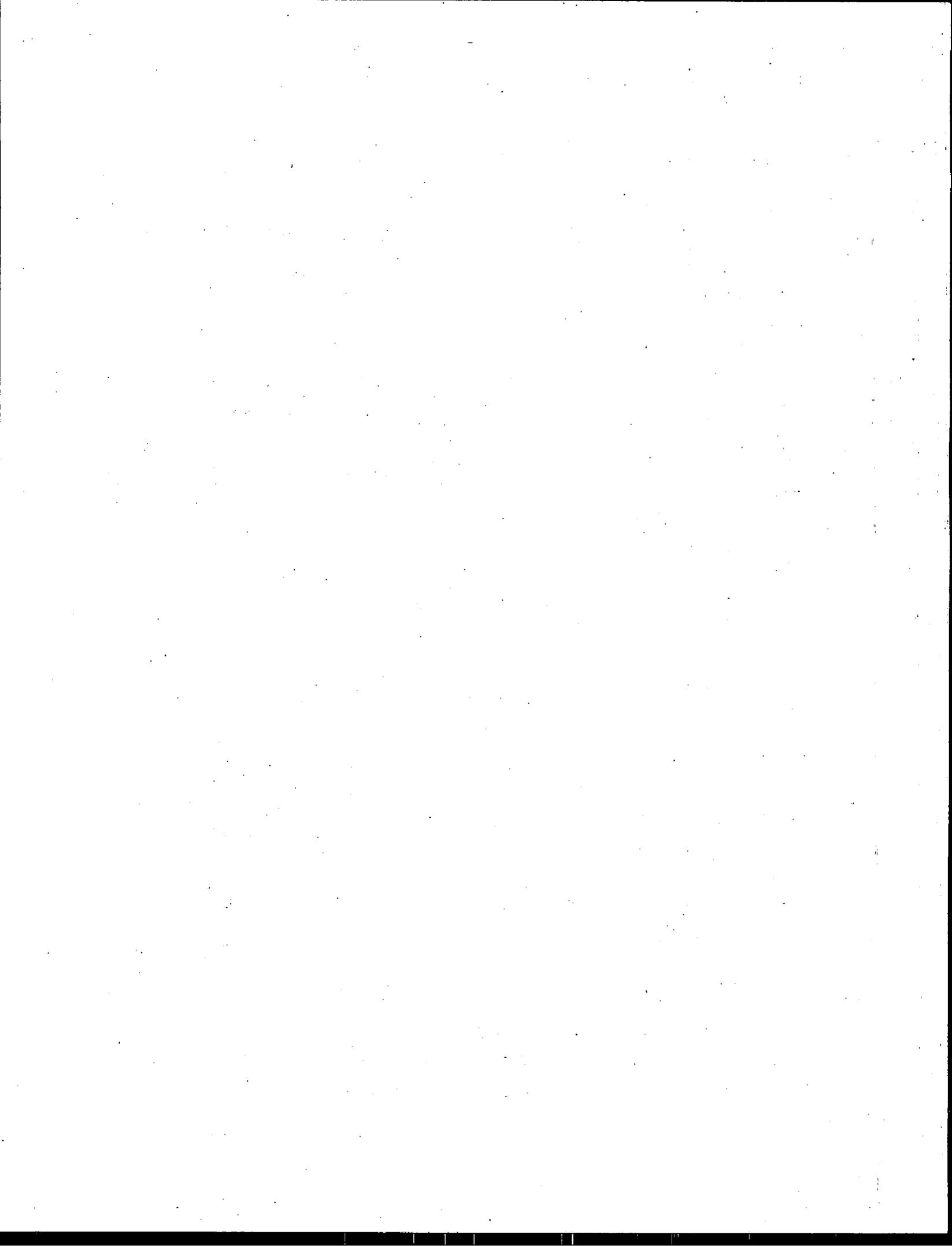
Of the four sites and 14 different conceptual parking designs, the City selected Site 5, Scheme C for preliminary pricing. Scheme 5C, is a five level facility (including Ground Level commercial frontage), with two bays, 90° parking, two-way flow and a continuous helix ramp system resulting in one flat bay and one sloping bay. Vehicular entry is from both 14th and 15th Street with exiting only to 15th Street. Total spaces provided is approximately 595 with Ground Level commercial space of approximately 17,800 s.f. This estimate is based on square foot costs developed from similar projects recently designed by this consultant.

Slab on Grade	51,811 s.f. x \$ 9	= \$ 466,300
Elevated Slab	149,922 s.f. x \$24	= \$3,598,130
Special Conditions		
Pile Foundations	\$ 2.00 per s.f.	= \$ 403,500
Commercial Area Shell Space	17,800 s.f.	= \$ 529,200
Exterior Facade Upgrade	18,000 s.f.	= <u>\$ 375,000</u>
Estimated Construction Cost		\$5,372,130
Indirect Expense* 10%		<u>537,210</u>
Sub-Total		\$5,909,340
Contingency 5%		<u>295,470</u>
Estimated Total Cost		\$6,204,810

Total cost per Space including Commercial Space is \$ 10,428

Total cost per Space excluding Commercial Space is \$ 9,400

\*Indirect expenses include Design Fees, Permits, Plan Check, Soils Report, Survey, Blueprints for Construction, Testing and Inspection.



ATTACHMENT "C"

SELECTED PORTIONS OF  
PARKING DEMAND ANALYSIS  
FOR THE SACRAMENTO COMMUNITY / CONVENTION CENTER EXPANSION  
FEBRUARY 1991

PREPARED BY  
BARTON-ASCHMAN ASSOCIATES, INC.

**PARKING DEMAND ANALYSIS  
FOR THE SACRAMENTO  
COMMUNITY/CONVENTION  
CENTER EXPANSION**

**Prepared for  
THE CITY OF SACRAMENTO**

**Prepared by  
BARTON-ASCHMAN ASSOCIATES, INC.**

**February 1991**



Table of Contents

---

---

<b>LIST OF FIGURES AND TABLES</b> .....	<b>iii</b>
<b>1. INTRODUCTION</b> .....	<b>1</b>
Study Purpose and Procedure .....	4
<b>2. PARKING DEMAND ANALYSIS</b> .....	<b>7</b>
Existing Parking Conditions .....	7
Future Parking Demand Estimates .....	15
Future Parking Conditions .....	21
Projected Future Parking Conditions .....	24
<b>3. CONCLUSION</b> .....	<b>30</b>
<b>APPENDICES</b>	
<b>A. EXISTING PARKING OCCUPANCY SUMMARIES</b>	
<b>B. CONVENTION CENTER PARKING DEMAND INFORMATION</b>	
<b>C. FUTURE PARKING ANALYSIS WORKSHEETS</b>	

List of Figures and Tables

FIGURES

1. Study Area . . . . . 8  
2. On-Street Parking Inventory . . . . . 9  
3. Off-Street Parking Locations . . . . . 10

TABLES

1. Existing Parking Supply Summary . . . . . 12  
2. Sacramento Convention Center Parking Demand  
Estimate Weekday 2:00 PM . . . . . 17  
3. Sacramento Convention Center Parking Demand  
Estimate Weekday 7:00 PM . . . . . 18  
4. Sacramento Convention Center Parking Demand  
Estimate Weekend 2:00 PM . . . . . 19  
5. Cumulative Buildout Parking Analysis  
Unadjusted for TSM . . . . . 23  
6. Cumulative Buildout Parking Analysis  
Adjusted for TSM . . . . . 25  
7. Project Buildout Parking Conditions Summary  
Sacramento Community/Convention Center . . . . . 26  
8. Future Long-Term Parking Conditions Summary  
Sacramento Community/Convention Center . . . . . 28

# 1. INTRODUCTION

---

The City of Sacramento has proposed a project to expand its existing Community/Convention Center to provide 187,552 square feet of leasable area in the exhibit and activity buildings and a 2,435-seat theater. The existing Community/Convention Center consists of 65,220 square feet of leasable area in the exhibit and activity buildings, and a 2,435-seat community theater. The expanded Community/Convention Center will be bounded by J Street to the north, 15th Street to the east, K and L Streets to the south and 13th Street to the west. Further, the Sacramento Downtown Cultural and Entertainment District Master Plan also calls for the re-opening of the Memorial Auditorium, which is located just to the northeast of the Community/Convention Center, between 15th and 16th Streets. Current plans call for renovation of the Memorial Auditorium to provide approximately 2,500 seats in a theater configuration.

Currently, Community/Convention Center patrons use the available on-street and off-street parking supply in the vicinity of the facility. With the expansion of the Community/Convention Center and renovation of the Memorial Auditorium, it can be expected that higher parking demand will be generated. Therefore, this parking demand study was conducted to estimate the expected level of future parking demand in the area of downtown Sacramento surrounding the Community/Convention Center as a direct result of the expansion project. Further, this study

was intended to determine whether the available parking supply in the vicinity of the proposed development will adequately serve the future parking demand of the Community/Convention Center plus future projected office buildings and, if not, to make a recommendation relative to the amount of additional parking needed to serve the expanded Community/Convention Center and/or the added demand of the future office buildings within the study area.

This report summarizes the existing on-street and off-street parking supply in the study area and the future parking demand analysis for the Community/Convention Center, the Community Center Theater, the renovated Memorial Auditorium, and the Sacramento Theater Company.

Note that while this report serves as a supplement to the parking analysis presented in the Draft Environmental Impact Report--Sacramento Community/Convention Center (City of Sacramento, Departments of Planning and Development Services, May, 1988) certain conditions in the study area have changed since that document was prepared. The same is true relative to the Downtown Sacramento Parking Study--Final Report (Wilbur Smith and Associates, January 8, 1988). In particular, parking demand in the City of Sacramento's municipal parking facilities has declined significantly since that time. Figures provided by the City's Parking Management Division indicate that annual total parking activity in the "East End" section of the downtown area has fallen approximately 15 percent over the past two years. In some cases, the decline is even more significant. For example, a comparison of December, 1989 to December, 1987 indicates that the total number of cars parked in East End facilities dropped by 28 percent. While a number of explanations for this phenomenon are possible, it is difficult to identify the precise cause. Potential contributing factors include increased ridesharing, increased use of bus and light rail transit (in association with subsidy programs provided by governmental employers in Sacramento), increased competition from privately-operated parking facilities (including parking structures constructed in conjunction with new partially-filled office buildings), and parking rate increases at the municipal facilities.

Certain conditions of the environmental impact report (EIR) for the proposed expansion project have been changed to reflect revisions to two major design and planning elements. First, the previous parking analysis calculated the parking impact for an anticipated Community/Convention Center with 170,900 square feet of simultaneously-utilized (leasable) area, which was based on the maximum-sized facility recommended by a Coopers & Lybrand Market Study (1987). The actual size of the expanded Community/Convention Center facility will be somewhat smaller, and will have an effective simultaneously-utilized area of 136,000

square feet. While the occupancies selected as "worst case" for simultaneous utilization in the environmental impact report are used again in this study, the distribution of area for each of those uses has been revised to reflect the current facility size and likely use assumptions and functional opportunities. Second, the Memorial Auditorium previously had a potential seating capacity of 4,000, but the current renovation design includes seating for 2,500 patrons. Additionally, it has been determined that simultaneous, full-house occupancy of the Community Center Theater, the Memorial Auditorium, and the Sacramento Theater Company, whether or not concurrent with Convention Center activities, would occur infrequently. For purposes of a reasonable planning scenario involving likely occurrences of several times per year, 80 percent of maximum theater occupancy has been considered.

Further, several major off-street parking structures have been completed in the study area, significantly affecting the availability of off-street parking and reducing the utilization of the available inventory (in terms of percent occupied). These projects include:

1. The 12th and K Street office building analyzed in the project EIR has been constructed with a parking capacity of 383 cars. This is private lease parking unavailable to Community/Convention Center users during normal office hours. However, as a condition of City approval for the project, 350 spaces are available to Community/Convention Center users on weeknights and weekends.
2. The 1325 J Street office building analyzed in the project EIR is nearing completion with a parking capacity of 560 cars. This is also lease parking unavailable to the Community/Convention Center during normal office hours. The City has retained an easement allowing unrestricted public parking for 526 cars during weeknights and weekends.
3. Construction of the Hyatt Hotel, which is now complete, provides off-street publicly-available parking for 480 cars.
4. The City of Sacramento has started construction of the Civic Center Parking Garage (formerly the East End Garage) to provide public parking for 1,033 cars within the study area.

Other minor changes to the parking system have also occurred. For example, available on-street parking in the study area has increased from 844 spaces to 852 spaces (859 including spaces that are presently lost to construction activity).

## STUDY PURPOSE AND PROCEDURE

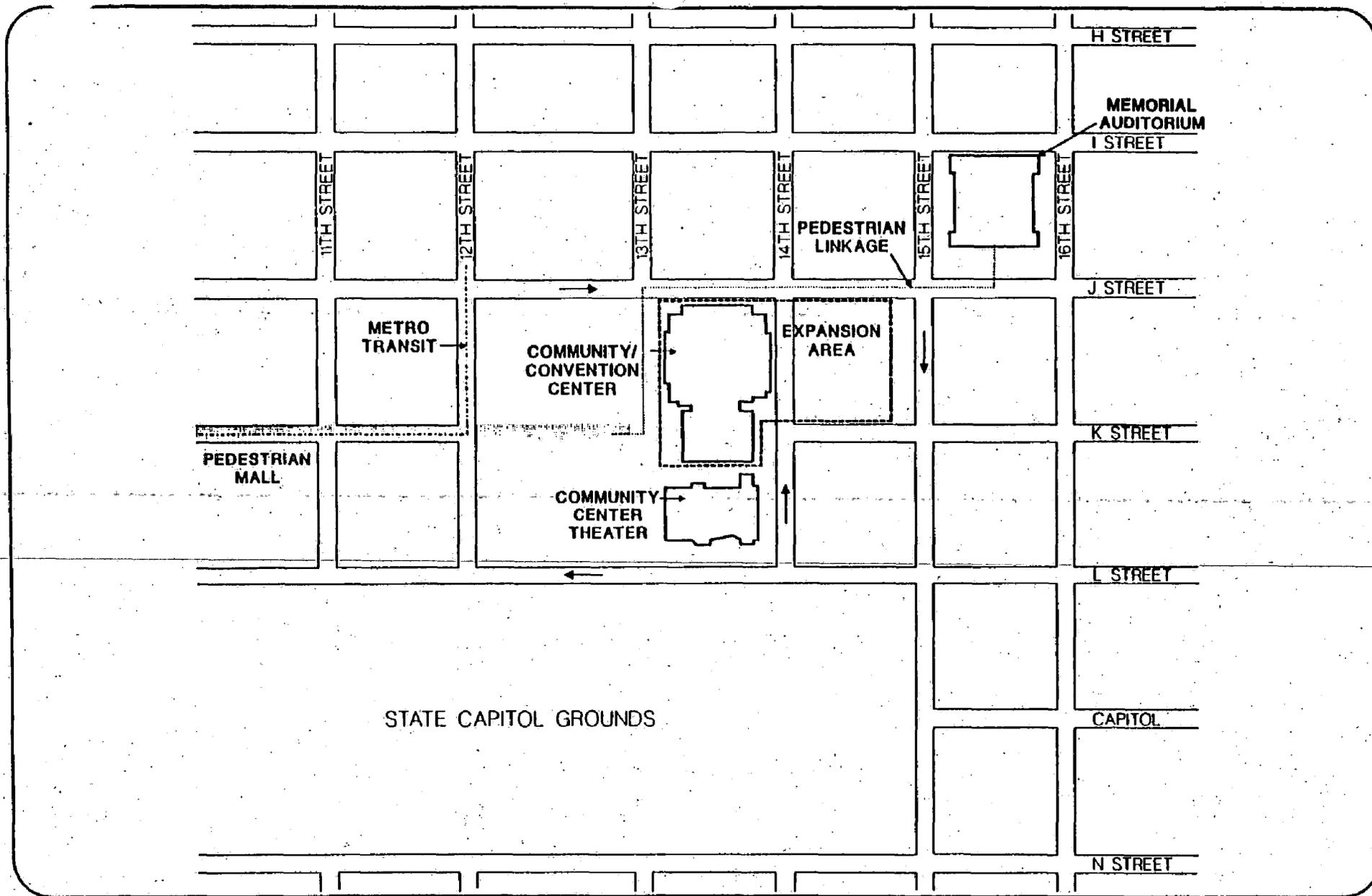
Barton-Aschman Associates, Inc. was retained by the City of Sacramento Facility Management Division to evaluate the parking impacts caused by the proposed expansion of the Community/Convention Center and the renovation of the Memorial Auditorium in downtown Sacramento. In completing the study, the following analyses were undertaken:

1. **Collection of Data.** This phase of the study included the following:
  - A. Previous studies addressing the proposed convention center expansion project were obtained from the City of Sacramento. These studies included the Draft Environmental Impact Report -- Sacramento Community Convention Center Expansion (City of Sacramento Departments of Planning and General Services, May 1988), Final Environmental Impact Report -- Sacramento Community Convention Center Expansion (City of Sacramento Departments of Planning and General Services, August 1988), Downtown Sacramento Parking Study -- Final Report (Wilbur Smith and Associates, January 1988), and the Phase II Market, Financial and Economic Analysis of the Sacramento Community Convention Center Expansion (Coopers & Lybrand, July 1990).
  - B. An inventory of the on-street and off-street parking supply in the study area was completed.
  - C. Hourly parking occupancy counts were conducted on a weekday and on a weekend.
  - D. Various organizations were contacted to obtain information relative to parking standards for convention centers. The organizations contacted included the Institute of Transportation Engineers (ITE), the National Parking Association (NPA), the Institutional and Municipal Parking Congress (IMPC), the International Association of Auditorium Managers (IAAM), the International

Association of Convention and Visitors Bureaus (IACVB), the International Convention Center Conference (ICCC), the Trade Show Bureau, and the Urban Land Institute (ULI).

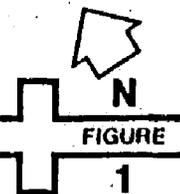
2. ***Analysis of Existing Conditions.*** Existing on-street and off-street parking demand was determined from parking occupancy counts conducted within the study area on days representing minimal levels of activity at the Community/Convention Center. These counts were performed to establish the parking demand within the study area, exclusive of demand created by Community/Convention Center activities. Specifically, the parking occupancy counts were conducted on Saturday, October 6 and Tuesday, October 9, 1990. In addition, supplemental data collection was performed on Monday, December 3, 1990. The counts were conducted from 7:00 AM until 9:00 PM on an hourly basis.
3. ***Estimate of Future Parking Demand.*** Future parking demand within the study area was estimated not only for the Community/Convention Center, but also for several planned/approved office buildings within the study area. In terms of Community/Convention Center parking demand, three specific scenarios relating to varying levels of activity at the Community/Convention Center were evaluated. Specifically, those scenarios represented Convention Center activity during the following three time periods: (1) on a weekday at 2:00 PM, (2) on a weekday at 7:00 PM, and (3) on a weekend at 2:00 PM. Also included was the unsatisfied parking demand associated with a number of planned/approved office projects and the Sacramento Theater Company.
4. ***Future Parking Conditions.*** Two sets of future parking conditions were analyzed using the results of Tasks 1-3. In the first, the future need for additional parking within the study area was determined by comparing the future parking demand generated by only the expanded Community/Convention Center (including the Community Theater, the renovated Memorial Auditorium, and the Sacramento Theater Company) and the 1325 J Street and 12th/K Street office buildings with the available on-street and off-street parking supply. As mentioned above, the Community/Convention Center parking demand was estimated for three critical time periods (weekdays at 2:00 PM and 7:00 PM and weekends at 2:00 PM). The second analysis included the parking demand generated by the cumulative buildout of a number of other proposed office buildings within the study area, thereby providing an estimate of long-term parking needs within the study area.

5. ***Recommendations.*** Based on the results of Task 4, recommendations were made relative to the amount of parking that will be necessary to offset any unsatisfied parking demand at the Sacramento Community/Convention Center and the renovated Memorial Auditorium.

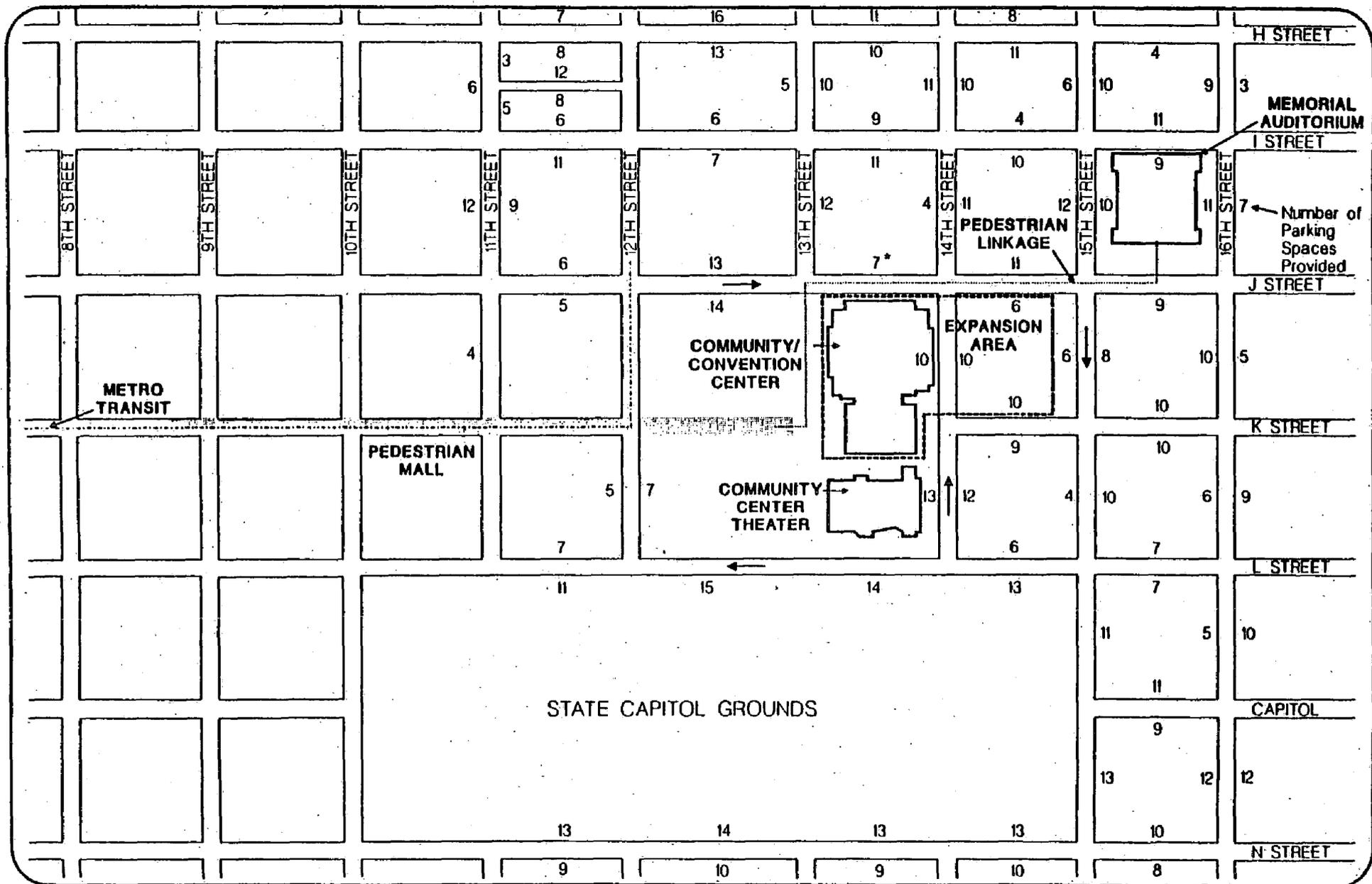


**STUDY AREA**

BARTON-ASCHMAN ASSOCIATES, INC.



07



\* Not available due to construction activity

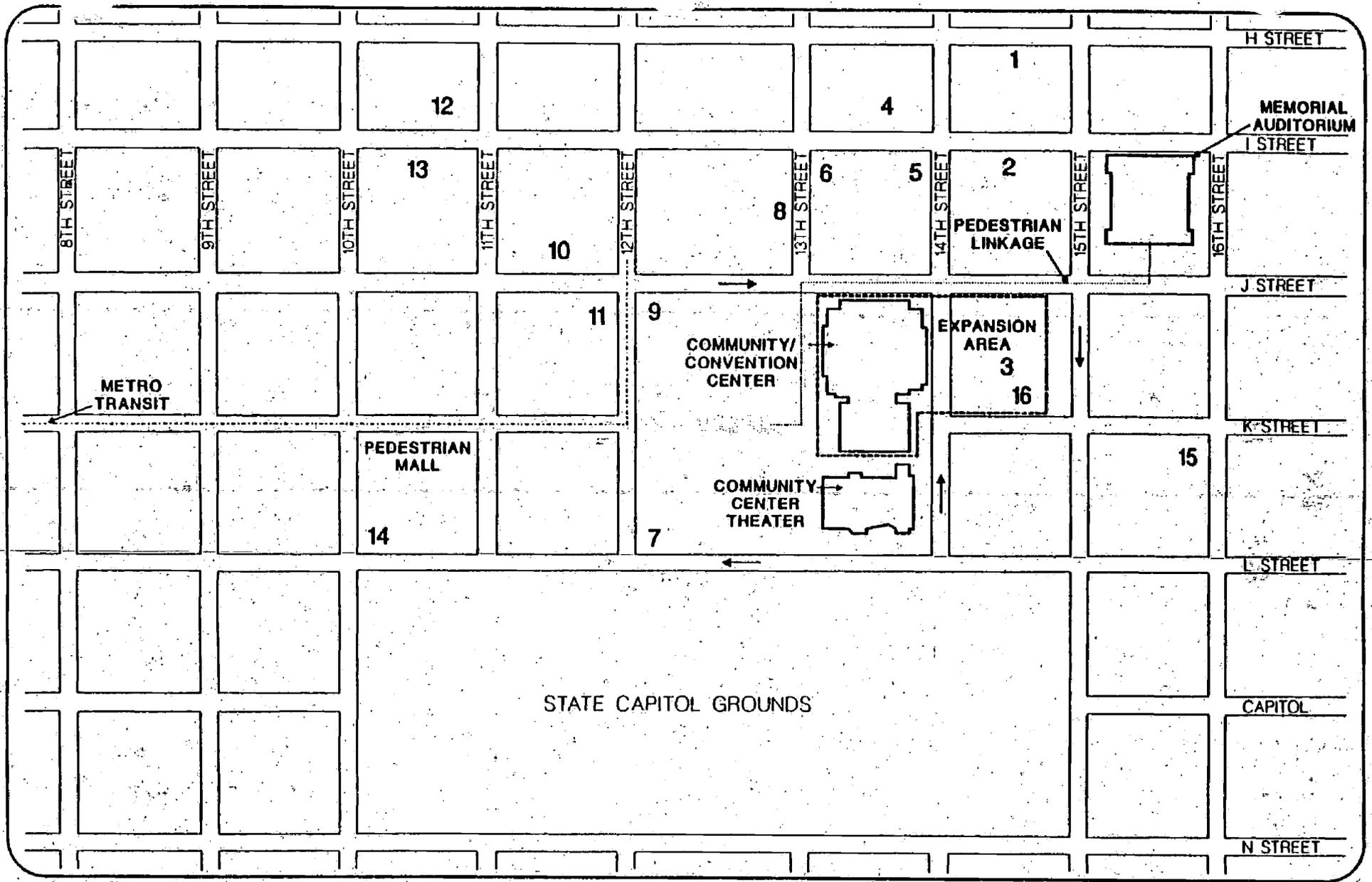
# ON-STREET PARKING INVENTORY

BART SCHMAN ASSOCIATES, INC.



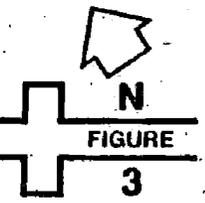
FIGURE

2



**OFF-STREET PARKING LOCATIONS**

BARTON-ASCHMAN ASSOCIATES, INC.



**TABLE 1  
EXISTING PARKING SUPPLY SUMMARY  
SACRAMENTO COMMUNITY/CONVENTION CENTER EXPANSION**

	Facility Number <sup>(1)</sup>	No. of Parking Spaces	
		Unreserved <sup>(2)</sup>	Total <sup>(3)</sup>
1. Off-Street Parking	1	167	167
	2	60	60
	3	76 <sup>(4)</sup>	76 <sup>(4)</sup>
	4	34	34
	5	48 <sup>(5)</sup>	48 <sup>(5)</sup>
	6	76 <sup>(6)</sup>	76 <sup>(6)</sup>
	7	480 <sup>(7)</sup>	480 <sup>(7)</sup>
	8	876	876
	9	147	350
	10	84	84
	11	228	274
	12	621	621
	13	171 <sup>(8)</sup>	171 <sup>(8)</sup>
	14	992	992
	15	0	300
	16	0 <sup>(4)</sup>	89 <sup>(4)</sup>
Subtotal		4,060	4,698
2. On-Street Parking Spaces		852	852
Total		4,912	5,550

**NOTES:**

- (1) Refer to Figure 3.
- (2) Available for public use at all times, including weekdays.
- (3) Available for public use evenings and weekends.
- (4) Lots will be closed as part of the Community/Convention Center expansion project.
- (5) Parking lot 5 will be closed in the future due to construction of a new office building.
- (6) Parking lot 6 will be closed in the future due to construction of a new office building.
- (7) Parking lot 7 has a total of 625 spaces, but only 480 are unreserved and available for public use.
- (8) Parking lot 13 is to be reconstructed as a 1,033-space garage.

**TABLE 2**  
**SACRAMENTO CONVENTION CENTER PARKING DEMAND ESTIMATE**  
**WEEKDAY 2:00 PM**

Facility	Use/Activity	Size/No. Of Attendees	Parking Factor	Parking Demand
Exhibit Hall	Examinations	48,420 SF/1,440	24.8 <sup>(1)</sup>	1,200
	Exhibits/Trade Shows	83,000 SF	11.1 <sup>(2)</sup>	925
Theater	Rehearsal	100 People	1.0 <sup>(3)</sup>	100
Memorial Auditorium	Moving	50 People	1.0 <sup>(3)</sup>	50
				2,275

**NOTES:**

- (1) Based on Community/Convention Center records for large State of California tests which indicate 1,440 attendees in the exam area.
- (2) Source: Barton-Aschman Associates, Inc., Traffic and Parking Analysis for the Anaheim Convention Center Expansion, September 1987.
- (3) Assumes that every person will need a parking space.

**TABLE 3**  
**SACRAMENTO CONVENTION CENTER PARKING DEMAND ESTIMATE**  
**WEEKDAY 7:00 PM**

Facility	Use/Activity	Size/No. Of Attendees	Parking Factor	Parking Demand
Exhibit Hall	Rally	87,580 SF/4,460	27.75 <sup>(1)</sup>	2,440
Meeting/Ballroom	Banquet	1,350 People	0.83 <sup>(2)</sup>	1,125
Theater	Performance	1,950 <sup>(3)</sup> People	0.45 <sup>(4)</sup>	880
Memorial Auditorium	Performance	2,000 <sup>(3)</sup> People	0.45 <sup>(4)</sup>	900
		Subtotal		5,345
Sacramento Theater Co.	Performance	240 <sup>(3)</sup> People	0.45 <sup>(4)</sup>	110
		Total		5,455

**NOTES:**

- (1) Based on previous convention center parking demand studies performed by Barton-Aschman Associates, Inc.
- (2) Assumes average auto occupancy of 1.2 persons per vehicle.
- (3) Assumes 80 percent occupancy (Source: City of Sacramento)
- (4) Source: Korve Engineering; based on auto occupancy counts at Community Center Theater, November, 1990.

**TABLE 4**  
**SACRAMENTO CONVENTION CENTER PARKING DEMAND ESTIMATE**  
**WEEKEND 2:00 PM**

Facility	Use/Activity	Size/No. Of Attendees	Parking Factor	Parking Demand
Exhibit Hall	Consumer Show	87,580 SF	11.1 <sup>(1)</sup>	975
Meeting/Ballroom	Meetings	600 - 1,000 People	0.83 <sup>(2)</sup>	835
Theater	Performance	1,950 <sup>(3)</sup> People	0.45 <sup>(4)</sup>	880
Memorial Auditorium	Performance	2,000 <sup>(3)</sup> People	0.45 <sup>(4)</sup>	900
		Subtotal		3,590
Sacramento Theater Co.	Performance	240 <sup>(3)</sup> People	0.45 <sup>(4)</sup>	110
		Total		3,700

**NOTES:**

- (1) Source: Barton-Aschman Associates, Inc., Traffic and Parking Analysis for the Anaheim Convention Center Expansion, September 1987.
- (2) Assumes average auto occupancy of 1.2 persons per vehicle.
- (3) Assumes 80 percent occupancy (Source: City of Sacramento).
- (4) Source: Korve Engineering; Based on auto occupancy counts at Community Center Theater, November 1990.

**TABLE 5  
CUMULATIVE BUILDOUT PARKING ANALYSIS<sup>(1)</sup>  
UNADJUSTED FOR TSM**

Project Description <sup>(2)</sup>	Office Space (GSF)	Parking Demand <sup>(3)</sup>	Parking Required <sup>(4)</sup>	Unsatisfied Demand
Hallmark Tower (15th & K)	524,190	1,462	865 <sup>(5)</sup>	597
14th & L	183,340	512	272 <sup>(5)</sup>	240
12th & I	508,605	1,419	827 <sup>(5)</sup>	592
State Office Bldg. (16th & L)	373,000	1,041	622	419
Total		4,434	2,586	1,848

**NOTES:**

- (1) Projects within or adjacent to Community/Convention Center study area. Two other projects recently completed and accounted for separately (1325 J Street and 12th and K); Civic Center expansion in preliminary programmatic planning stage, so not included in this analysis (also assumed to be "self-contained" relative to parking demand).
- (2) Source: City of Sacramento, Planning and Development, "Downtown Major Office Projects," updated June, 1990.
- (3) 2.79 spaces per 1,000 SF (Source: Institute of Transportation Engineers, Parking Generation, Second Edition, 1987).
- (4) 1.00 space per 600 SF (i.e., 1.67 spaces per 1000 SF).
- (5) Actual number of proposed parking spaces to be provided, according to City of Sacramento.

**TABLE 6**  
**CUMULATIVE BUILDOUT PARKING ANALYSIS<sup>(1)</sup>**  
**ADJUSTED FOR TSM**

Project Description <sup>(2)</sup>	Office Space (GSF)	Parking Demand <sup>(3)</sup>	Parking Required <sup>(4)</sup>	Unsatisfied Demand
Hallmark Tower (15th & K)	524,190	1,269	865 <sup>(5)</sup>	404
14th & L	183,340	444	272 <sup>(5)</sup>	172
12th & I	508,605	1,232	827 <sup>(5)</sup>	405
State Office Bldg. (16th & L)	373,000	903	622	281
Total		3,848	2,586	1,262

**NOTES:**

- (1) Projects within or adjacent to Community/Convention Center study area. Two other projects recently completed and accounted for separately (1325 J Street and 12th and K); Civic Center expansion in preliminary programmatic planning stage, so not included in this analysis (also assumed to be "self-contained" relative to parking demand).
- (2) Source: City of Sacramento, Planning and Development, "Downtown Major Office Projects," updated June, 1990.
- (3) Based upon commuter mode split information obtained from City of Sacramento, Department of Public Works, Transportation Division, "Occupancy Study, Central City," March 1990. At present 14.2 percent of commuters use transit (i.e., bus and light rail) and 16.6 percent of commuters rideshare with an average vehicle occupancy of 1.24 persons per vehicle.
- (4) 1.00 space per 600 SF (i.e., 1.67 spaces per 1000 SF).
- (5) Actual number of proposed parking spaces to be provided, according to City of Sacramento.

**TABLE 7  
PROJECT BUILDOUT PARKING CONDITIONS SUMMARY  
SACRAMENTO COMMUNITY/CONVENTION CENTER<sup>(1)</sup>**

Scenario	Community/ Convention Center Expansion Estimated Parking Demand <sup>(2)</sup>	New Office Building Parking Demand <sup>(3)</sup>	Background Parking Demand <sup>(4)</sup>	Total Project Buildout Parking Demand	Total Study Area Parking Supply	Total Effective Parking Supply <sup>(5)</sup>	Resulting Study Area Parking Balance <sup>(6)</sup>	Utilization Percentage <sup>(7)</sup>
Weekday 2:00 PM	2,275	318	3,200	5,793	5,669	5,102	-691	102%
Weekday 7:00 PM	5,455	-	874	6,329	6,744	6,070	-259	94%
Weekend 2:00 PM	3,700	-	1,086	4,786	6,744	6,070	1,284	71%
Weekday 2:00 PM (Adjusted) <sup>(8)</sup>	2,275	318	3,482	6,075	5,669	5,102	-973	107%

**NOTES:**

- (1) Refer to Appendix C.
- (2) Refer to Tables 2-4.
- (3) Parking demand due to leasing of balance of new office buildings at 12th & K and 1325 J.
- (4) Parking demand due to uses other than Community/Convention Center; includes partial occupancy of new office buildings at 12th & K and 1325 J.
- (5) 90 percent of Total Study Area Parking Supply.
- (6) Total Effective Parking Supply minus Total Project Buildout Parking Demand.
- (7) Total Project Buildout Parking Demand divided by Total Study Area Parking Supply.
- (8) Available parking supply adjusted to reflect 100 percent office occupancy based on current 13.09 office vacancy rate in downtown Sacramento (Source: Grubb & Ellis, Third Quarter, 1990).
- (9) Available parking supply adjusted to reflect 100 percent office occupancy based on current 13.09 office vacancy rate in downtown Sacramento (Source: Grubb & Ellis, Third quarter, 1990).

**TABLE 8  
CUMULATIVE BUILDOUT PARKING CONDITIONS SUMMARY  
SACRAMENTO COMMUNITY CONVENTION CENTER(1)**

Scenario	Total Project Buildout Parking Demand <sup>(2)</sup>	Estimated Office Parking Demand (4 Projects) <sup>(3)</sup>	Total Cumulative Buildout Parking Demand	Total Project Buildout Supply <sup>(2)</sup>	Estimated Office Parking Supply (4 Projects) <sup>(3)</sup>	Total Study Area Cumulative Parking Supply	Total Effective Cumulative Parking Supply <sup>(4)</sup>	Resulting Study Area Parking Balance <sup>(5)</sup>	Utilization Percentage <sup>(6)</sup>
Weekday 2:00 PM	5,793	3,848	9,461	5,669	2,586	8,255	7,430	-2,031	115%
Weekday 7:00 PM	6,329	-	6,329	6,744	-	6,744	6,070	-259	94%
Weekend 2:00 PM	4,786	-	4,786	6,744	-	6,744	6,070	1,284	71%
Weekday 2:00 PM (Adjusted) <sup>(7)</sup>	6,075	3,848	9,923	5,669	2,586	8,255	7,430	-2,493	120%

**NOTES:**

- (1) Refer to Appendix C.
- (2) Refer to Table 7.
- (3) Refer to Table 6.
- (4) 90 Percent of Total Study Area Cumulative Parking Supply.
- (5) Total Effective Cumulative Parking Supply Minus Total Cumulative Buildout Parking Demand.
- (6) Total Cumulative Buildout Parking Demand divided by Total Study Area Cumulative Parking Supply.
- (7) Available parking supply adjusted to reflect 100 percent office occupancy based on current 13.09 percent office vacancy rate in Downtown Sacramento (Source: Grubb & Ellis, Third quarter, 1990).

77

### **3. CONCLUSION**

---

This report has presented the results of an analysis of the parking demand to be generated by the Sacramento Community/Convention Center and the renovated Memorial Auditorium upon completion of the proposed expansion project. The analysis has evaluated three specific scenarios relating to varying levels of activity at the Convention Center. In addition, two time periods have been examined. The first (i.e., the short-term analysis) considered parking upon completion of the expansion project. The second (i.e., the long-term analysis) considered the effect of the further development of several planned/approved office projects within the study area. The study also developed information regarding the current level of parking demand in the study area surrounding the Community/Convention Center, as well as the parking demand associated with several other planned/approved office projects and the Sacramento Theater Company.

#### **SHORT-TERM PARKING ANALYSIS**

Table 7 illustrated the comparison of the total projected parking demand to the total available parking supply (using 90 percent of the actual available parking supply) for the three basic study

scenarios, as well as the adjusted weekday afternoon scenario (i.e., 100 percent office occupancy) for the short-term condition. Under the weekend scenario, sufficient parking capacity is projected to be available to accommodate the parking capacity estimated to be generated by the expanded Sacramento Community/Convention Center. However, for both of the weekday afternoon scenarios analyzed, as well as the weekday evening scenario, a parking deficit is projected. That deficit ranges from 259 to 973 spaces, depending upon future office vacancy rates in the study area.

The greatest parking demand is estimated for the weekday evening time period. At that time, it is estimated that study area demand will exist for 6,329 parking spaces and that 6,070 spaces will be available. Thus, a parking deficit equal to 259 spaces is projected within the study area. As mentioned above, the available supply figure includes a ten percent cushion to represent unused spaces in the various parking facilities.

During the weekday afternoon time period, it is estimated that a shortage of 691 parking spaces will be found within the study area at the level of Community/Convention Center activity defined by the City. If the study area office buildings were ever to become 100 percent leased and occupied (a highly unlikely circumstance) the number of available parking spaces would be reduced somewhat and the projected deficit would correspondingly increase to 973 spaces.

Finally, on weekend afternoons, it is estimated that surplus capacity of 1,284 parking spaces will be available within the study area. While study area demand will exist for 4,786 parking spaces, approximately 6,070 parking spaces will be available.

## **LONG-TERM PARKING ANALYSIS**

A similar analysis has been conducted for the long-term time period. That analysis incorporated the projected unmet parking demand associated with four office buildings to be constructed within the study area.

On a weekday afternoon (2:00 PM), the effective available parking supply is estimated to the 7,430 spaces. Compared to the estimated study area demand for 9,461 spaces, a deficit of 2,031 spaces is projected. If the existing study area office buildings were to become fully leased, the estimated parking deficit would increase to 2,493 spaces.

On weekday evenings, a smaller deficit is projected. A comparison of the projected demand to the effective supply indicates that this deficit will be approximately 259 spaces.

On weekends, a parking surplus is expected. In particular, weekend afternoons are expected to have approximately 1,284 surplus parking spaces available within the study area.

It should be noted that the parking demand estimates presented here are highly conservative in that they do not take into account any possible increase in the usage of public transit or other non-automobile travel modes. Such an increase in transit mode split would reduce the parking demand of this project.

ATTACHMENT "D"

SELECTED PORTIONS OF  
SACRAMENTO CONVENTION CENTER EXPANSION  
TRANSPORTATION MANAGEMENT PLAN

PREPARED BY  
KORVE ENGINEERING, INC.

# **SACRAMENTO CONVENTION CENTER EXPANSION**

## **TRANSPORTATION MANAGEMENT PLAN**

**Final Report**

**Prepared for**

**CITY OF SACRAMENTO**

**FACILITY MANAGEMENT**

**Prepared by**

**KORVE ENGINEERING, INC.  
455 CAPITOL MALL, SUITE 315  
SACRAMENTO, CA. 95814  
(916) 442-7465**

**February 4, 1991**

**SACRAMENTO CONVENTION CENTER  
TRANSPORTATION MANAGEMENT PLAN**

**TABLE OF CONTENTS**

	<u>Page</u>
I. INTRODUCTION	1
A. Purpose	1
B. Implementation	1
II. CONVENTION CENTER FACILITIES AND TYPES OF EVENTS	3
A. Convention Center Facilities	3
B. Type and Size of Events	3
III. PLAN EVENT SCENARIOS	4
IV. TAXI, BUS AND AUTO LOADING PLAN	6
A. Objective	6
B. Loading Zone Demand Summary	6
C. Designated Loading and Queuing Areas	10
D. Signage	11
E. Convention Center's Management Responsibilities	13
F. Licensee's Obligations	16
G. Shuttle Bus Operations	16
V. PARKING PLAN	19
A. Objective	19
B. Parking Supply/Demand Summary	19
C. Convention Center's Management Responsibilities	21
D. Licensee's Obligations	22
E. Parking Vouchers	22
F. Supplemental Parking Procedures	23

VI.	TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM	24
	A. Objective	24
	B. Convention Center's Management Responsibilities	24
	C. Licensee's Obligations	26
	D. Attendee Transportation Alternatives	27
VII.	TRUCK MANAGEMENT PLAN	28
	A. Objectives	28
	B. Convention Center Truck Loading Facilities	28
	C. Truck Volumes	28
	D. Convention Center's Management Responsibilities	29
	E. Licensee's Obligations	29
	F. Operating Procedures for Freight Delivery/Pick-up	29
VIII.	TMP MONITORING	33

## I. INTRODUCTION

The following section identifies the purpose of the Transportation Management Plan and describes the relationship of those responsible for implementation.

### A. PURPOSE

The purpose of the Transportation Management Plan (TMP) is to describe how the Sacramento Community/Convention Center (SC/CC) will manage its traffic and parking demands to ensure efficient operation, minimize conflicts between SC/CC traffic and other City traffic, and limit the amount of added vehicular traffic in the downtown area. Because the type and size of events vary significantly, the TMP has been developed to respond to likely simultaneous event scenarios while providing flexibility in meeting the demands created by changing situations.

The report outlines four plans, in Sections IV through VII, which comprise the key elements of the TMP for the Sacramento Community/Convention Center. These plans as described as follows.

- o Taxi/Bus/Auto Loading Zone Plan
- o Parking Plan
- o Transportation Systems Management Program
- o Truck Management Plan

Each plan provides a summary of the objectives to be achieved, the applicable traffic or parking demands, the infrastructure needs, a series of operating procedures, and the associated responsibilities of those implementing the plans.

### B. IMPLEMENTATION

The responsibility for administering the TMP rests with SC/CC management staff, the individual show managers, and a proposed technical advisory committee to monitor progress. The contractual relationship between the SC/CC and the show manager is the principal mechanism by which implementation of the TMP will be guaranteed. A description of these three entities and their respective roles is provided below.

#### 1. SC/CC's Management Responsibilities

SC/CC staff are responsible for preparing a License Agreement that will serve as the contractual agreement between the SC/CC and individual show managers (or "Licensees"). This contract will specify the terms and conditions under which the facilities may be used, including the management of the TMP. The individual show managers will be responsible for preparing a TMP for their function (an "Event TMP"), which describes how they will administer the individual plans described above, based on the guidelines established in this TMP.

Members of the SC/CC staff will assist Licensees in the planning of individual events. The primary contact for SC/CC will be the Event Coordinator(s) designated in the License Agreement, who will provide information on how to prepare an Event TMP. The Event Coordinator will distribute the Event TMP to the SC/CC Operations Manager who will approve it and oversee its implementation, with assistance from other designated SC/CC personnel.

The Operations Manager will also coordinate with the technical advisory committee, which will include staff from the City of Sacramento Public Works Department (Traffic and Parking), Regional Transit, and the City of Sacramento Police Department. Additional coordination on any signing and/or routing issues involving state highways will include Caltrans as appropriate. The members of the technical advisory committee will be provided with SC/CC's event schedule no less than 30 days in advance, and notified of any special event requirements.

## 2. Show Manager License Agreement

The Show Manager is the individual who enters into a License Agreement with the SC/CC to rent facilities to stage an event and who actually manages the Event for its duration. The Show Manager controls all communications with individual attendees and makes arrangements for lodging and transportation. The Show Manager is therefore the most knowledgeable individual with regards to the transportation arrangements for attendees.

Licensees are contractually obligated - via the terms and conditions of the License Agreement - to comply with SC/CC operating procedures, including those set forth in this document. More specifically, Show Managers are required to submit a Transportation Management Plan for their Event (an Event TMP) up to six months in advance incorporating all applicable provisions of this Plan. SC/CC must review the Event TMP within three weeks and notify the Show Manager of any changes that may be required.

The responsibilities of both SC/CC and the Licensee are clearly specified for each of the four plans contained in this document. Appendix A contains a checklist of information that must be included in the Licensee's Event TMP.

## 3. TMP Monitoring

The formation of a Technical Advisory Committee to monitor implementation is the final element of the TMP. The committee will be comprised of staff from the SC/CC, the City of Sacramento Public Works Department (Traffic and Parking), Regional Transit, and the City of Sacramento Police Department. Additional coordination on any signing and/or routing issues involving state highways will include Caltrans as appropriate. The members of the technical advisory committee will be provided with SC/CC's event schedule on a monthly basis and notified of any special event requirements. The committee will participate in an annual Monitoring Program as described in Section VIII of the Plan.

### 3. Carpool/Vanpool Program

SC/CC will develop an incentive program for event attendees to carpool and/or vanpool to City parking garages. The objective of this program is to increase the auto occupancy in individual vehicles, thereby reducing the overall need for parking as well as the traffic impacts on local streets. The incentives to carpool and/or vanpool participants will include a reduced parking rate at city garages (i.e., 50 percent reduction in daily rates) and preferential parking at the more desirable ground floor parking spaces. The loss in revenue resulting from reduced carpool/vanpool parking rates will be offset by the implementation of increased rates for single occupant vehicles. Information on the carpool/vanpool program will be disbursed by the TSM Coordinator to all Licensees for advance distribution to registered attendees.

### 4. Sacramento RT Metro Park-and-Ride

SC/CC will develop an incentive program for event attendees to use the Regional Transit (RT) Metro line and available park-and-ride lots for access to the Convention Center. Four parking facilities serving the Regional Transit (RT) Metro line were identified as potential candidates for use as park-and-ride lots for the Convention Center, based on discussions with RT staff. This included the Swanston, Marconi, Watt/I-80, and Butterfield parking lots. Surveys were conducted on weekdays during the mid-afternoon peak (approximately 2:00 pm) on Thursday, November 29, and Thursday, December 6, 1990.

The four lots provide a total supply of 2,529 parking spaces. This includes 260 spaces at the Swanston lot, 280 spaces at the Marconi lot, 1,189 spaces at the Watt/I-80 lot, and 800 spaces at the Butterfield lot. The overall occupancy rate during the weekday mid-afternoon period was 66 percent. A summary of the parking occupancy for each lot is provided below.

<u>Parking Lot</u>	<u>Supply</u>	<u>Occupancy Rate</u>
Swanston (I-80/Arden)	260	45 percent
Marconi (I-80/Marconi)	280	47 percent
Watt/I-80	1,189	72 percent
Butterfield (Folsom Bl.)	800	71 percent

The total existing surplus for the four parking facilities is approximately 600 spaces during the weekday mid-afternoon period. This includes 120 spaces at both the Swanston and Marconi lots, 210 spaces at the Watt/I-80 lot, and 150 spaces at the Butterfield lot. The surplus calculation is based on a maximum desirable occupancy rate of 90 percent (overall supply x 0.9 - demand).

## VI. TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM

This section outlines the Transportation Systems Management Plan for the SC/CC facility.

### A. OBJECTIVE

The objective of the Transportation Systems Management (TSM) Plan is to reduce the use of single-occupancy vehicles among convention attendees and SC/CC employees by facilitating the use of alternative transportation modes. This includes such options as the use of Regional Transit Metro and bus service, the establishment of park-and-ride lots at off-site RT parking facilities, and the provision of a downtown shuttle bus linking major hotel facilities.

### B. CONVENTION CENTER'S MANAGEMENT RESPONSIBILITIES

The responsibilities of SC/CC staff will include administration of the TSM plan, provision of a transportation information center identifying alternative modes of travel, describing the carpool/vanpool incentive program, support the development of a downtown shuttle either by private enterprise or by RT, and provide pre-event coordination with Licensees.

#### 1. Program Administration

SC/CC will manage the TSM plan and coordinate efforts with Licensees in the preparation of an Event TMP. Staff will also work with employees to provide assistance in planning alternative modes for use in work trips.

#### 2. Transportation Information Center

An information kiosk will be provided in the lobby by SC/CC that will serve as a distribution point for information on alternative transportation modes. The kiosk will be placed at a visible, easily accessed location in the lobby area. Information will be provided regarding RT service, taxi and shuttle bus service, and airport transportation service. The information will include a description of the service provider, their phone number, routes, drop-off/pick-up locations, schedules, and prices. Signs will be placed within the lobby area to direct visitors to the Transportation Information Center.

**Table 7  
POTENTIAL TSM EFFECTIVENESS**

<u>Function</u>	<u>Parking Demand<sup>1</sup></u>	<u>Potential TSM Effectiveness Levels</u>			<u>Projected Decrease In Parking Demand</u>
		<u>Carpool /Vanpool</u>	<u>RT System Ridership</u>	<u>RT Metro Park-and-Ride</u>	
Exams	1,200	n/a	1-2%	1-2%	20 - 40
Exhibits	925	5-10%	1-2%	5-20%	110 - 320
Rally	2,440	5-10%	1-2%	3-5%	220 - 410
Banquet	1,125	10-20%	5-10%	10-20%	275 - 550
Consumer Show	975	5-10%	1-2%	5-10%	110 - 220
Meetings	835	10-20%	5-10%	10-20%	200 - 400
Theater	880	n/a	1-2%	n/a	10 - 20
Memorial Aud.	900	n/a	1-2%	n/a	10 - 20

<sup>1</sup> Based on parking demand analysis conducted for SC/CC by Barton-Aschman Associates, Inc.

### C. LICENSEE'S OBLIGATIONS

Licensee will cooperate with SC/CC in its efforts to promote and implement the TSM Plan by distributing information to registered attendees prior to their arrival.

### D. ATTENDEE TRANSPORTATION ALTERNATIVES

To reduce the need for automobile use, SC/CC staff will provide Licensees with an information sheet to be distributed in attendee registration packets describing the following features and services.

- o SC/CC's convenient walking distance to hotels, shopping, restaurants, and recreational attractions.
- o The location of SC/CC's Transportation Information Center
- o The location of SC/CC's shuttle bus, taxi, and private auto loading area.
- o The availability of on-site parking in Lot E, including a map showing garage access routes.

The use of RT parking facilities as park-and-ride lots is a TSM option that could be applied to all potential event patrons, although it would be less effective for exam and rally attendees. While RT parking facilities could be used for events scheduled during evenings and on weekends, there is a large parking surplus in the downtown area during these times. As a result, the application of a program during these times would have limited effectiveness unless other major events were concurrently scheduled in the downtown area. The elements of an RT park-and-ride program would include a public information campaign, the negotiation of joint use agreements with RT, and the provision of incentives for transit users.

The estimated transit usage, based on the implementation of a TSM program as described above, is shown in Table 7. The projected parking demand and RT patronage generated by the Community/Convention Center during each of the three event scenarios is shown below.

<u>Event Scenario</u>	<u>Parking Demand</u>	<u>Estimated RT Patrons</u>
1. Weekday Daytime	80-260	100-300
2. Weekday Evening	285-540	390-720
3. Weekend Daytime	200-400	270-530

#### 5. Downtown Shuttle Bus

SC/CC will participate in any future transportation studies regarding the provision of a downtown shuttle bus system. The objective of a downtown shuttle system would be to link major public centers (Convention Center, Old Town, State Capital, etc.), hotels, and businesses in the downtown. This system could be either privately operated (i.e., by a group of downtown hotel/business owners) or publicly operated (Regional Transit). At such time that a downtown shuttle system were implemented, the SC/CC Loading Plan would be revised to incorporate a stop for the shuttle system at the J Street loading area.

#### 6. Pre-event Coordination

SC/CC staff will provide Show Managers with a packet of information describing alternative transportation modes that are available for event attendees. This information will include an explanation of the Licensee's responsibility to distribute information (e.g., transit routes and schedules, carpool/vanpool program, etc.) to attendees prior to their arrival.

#### 7. Potential TSM Effectiveness

The potential level of effectiveness of the above TSM programs with respect to the various event types is shown below in Table 7. The level of effectiveness is based on the assumed mode split information developed from the parking analysis. The TSM programs would have the greatest potential for success for event types that typically have high automobile use, low auto occupancy, and low transit use.

**PROJECT BUDGET**

Project Name: <u>Parking Scheme 5-C (1998)IPD (Rev. #1)</u>		<b>YEAR 1</b>		<b>YEAR 2</b>
Project Number: _____	Approved Budget: _____	Phase: <u>Pre</u> design	Construction	
Orig Est Date: <u>1/31/91</u>		Phase: <u>Design</u>	Postconst.	
Revision Date: _____		Phase: <u>Bid</u>		
Estimate by: <u>IPD/DLM</u>				
Today's Date: <u>2/4/91</u>	<b>-TOTAL FACILITY BUDGET:</b>	<b>\$11,360,809</b>		
		<b>\$1,836,981</b>	<b>\$9,523,828</b>	

	<u>Building Shell</u>	<u>Building Interior</u>
SQUARE FOOTAGE:	_____	_____
COST PER SQUARE FOOT:	_____	_____
CALCULATED COST:	\$0	\$0
Or	OR	OR
ESTIMATED COST:	\$5,372,130	\$0

**CONSTRUCTION**

**BUILDING**

Building Construction Cost:	\$5,372,130		\$5,372,130
T.I. Construction Cost:			
Escalation @ 5%/Year:	\$1,996,511		\$1,996,511
Contingency @ 10.00%:	\$736,864		\$736,864
Total Change Orders:			
<b>BUILDING SUB-TOTAL:</b>	<b>\$8,105,505</b>		<b>\$8,105,505</b>
<b>INTERIOR IMPROVEMENTS</b>			
Partitions @ \$3,500 ea:			
Office Furniture @ \$400 ea:			
Phone/Computer @ \$500 ea:			
Special Equipment:	\$250,000		\$250,000
Escalation @ 5%/Year:			
Contingency @ 10.00%:	\$25,000		\$25,000
Total Change Orders:			
<b>INTERIOR SUB-TOTAL:</b>	<b>\$275,000</b>		<b>\$275,000</b>
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$8,380,505</b>		<b>\$8,380,505</b>

**CONSULTANTS:**

Pre-design Studies:	\$25,000		\$25,000
Environmental Impact Studies:	\$60,000		\$60,000
Programming:			
Civil Engineering:	\$40,528		\$40,528
Soil/Foundation Engineering:	\$40,528		\$40,528
Architect(s) or Engineer(s):	\$810,550		\$810,550
Interior Design Consultant:			
Cost Estimating Consultant:	\$25,000		\$17,500
Special Consultant(s):	\$25,000		\$25,000
Materials Testing Lab:	\$40,528		\$40,528
Plan Check Fees:	\$81,055		\$81,055
Special Inspection:	\$25,000		\$25,000
Contingency @ 5.00%:	\$58,659		\$41,062
Supplemental Agreement(s):			
<b>TOTAL CONSULTANT COST:</b>	<b>\$1,231,847</b>		<b>\$1,141,222</b>
			<b>\$90,625</b>

**MISCELLANEOUS:**

Land Purchase:			
Art in Public Places:	\$174,407		\$174,407
Moving Expenses:			
Reproduction Expenses:	\$15,000		\$10,500
Project Contingency: 10.00%:	\$838,050		\$251,415
Contingency Transfer(s):			
<b>TOTAL MISCELLANEOUS COST:</b>	<b>\$1,027,457</b>		<b>\$436,322</b>
			<b>\$591,135</b>

**CITY STAFF EXPENDITURES:**

Pre-design-Bid Mgt. @	\$88,000		\$88,000
Construction Admin. @	\$83,600		\$83,600
Construction Inspection @	\$72,960		\$72,960
Facility Maintenance Staff:			
Benefits:	\$115,275		\$41,479
Indirect Costs:	\$361,165		\$129,958
<b>TOTAL STAFF EXPENDITURES:</b>	<b>\$721,000</b>		<b>\$259,437</b>
			<b>\$461,563</b>

**COMMENTS:**

Based on cost estimate supplied by IDP in January 1991.

Cost does not include improvements to retail spaces.

File: 5C\_IPD98.XLS (IBM)

ATTACHMENT "E"

PROJECT BUDGET  
PARKING SCHEME 5-C (1998) IPD  
JANUARY 31, 1991

PREPARED BY  
CITY OF SACRAMENTO  
DEPARTMENT OF GENERAL SERVICES,  
FACILITY MANAGEMENT DIVISION



DEPARTMENT OF  
PUBLIC WORKS  
  
OFFICE OF ENGINEERING  
AND TRANSPORTATION SERVICES  
PARKING

CITY OF SACRAMENTO  
CALIFORNIA

1023 J STREET  
SUITE 202  
SACRAMENTO, CA  
95814-2877

916-449-5354

January 23, 1991

Keith Kramer, Senior Management Analyst  
City of Sacramento  
915 I Street  
Sacramento, California 95814

Dear Mr. Kramer:

This letter is to set forth the parameters of a parking management program that shall serve the parking demand of the Convention Center project.

The off-street parking facilities within beneficial proximity to the project are as follows:

<u>Facility</u>	<u>Location</u>	<u>Distance To Project</u>	<u>Parking Spaces</u>
E	13th & J	150 Feet	876
B	11th & I	Three Blocks	571
H	11th & L	Three Blocks	988
I*	11th & I	Two & One Half Blocks	1033
C	14th & H	One & One Half Blocks	167
TOTAL			3635

\*Lot I is the new Civic Center Garage, located directly on the south side of I Street from Lot B.

The stages of implementation for this parking management program shall be as follows:

1. Currently there are 419 monthly permit parkers assigned to Lot E. These monthly permittees would be transferred to other city parking facilities. They would be assigned to Lots B, H, and I (distribution undetermined at this time).

ATTACHMENT "F"

CITY OF SACRAMENTO  
DEPARTMENT OF PUBLIC WORKS,  
OFFICE OF ENGINEERING AND TRANSPORTATION SERVICES, PARKING  
LETTER  
JANUARY 23, 1991

2. In order to regenerate revenues lost by transfer of monthly permit parkers at Lot E, a discount parking fee would be charged to vehicles entering prior to 8:30 a.m. on days with no events with significant parking demand. This measure shall be subject to approval of the City Council.
3. For events at the Convention Center that generate significant parking demand, Lot E will be designated proportionately for the number of parking spaces needed to adequately serve vehicles of patrons.
4. For those events at the Convention Center that will generate parking demand that exceeds the capacity of Lot E, traffic advisory signs and personnel will be provided to direct patrons to park at Lots B, C, H, and I. The priority of facilities and the distribution of spaces to be provided will be determined according to guidelines that may vary from event to event according to the balancing of parking demands in the Central Business District.

The LRT parking lots may provide an appropriate supply of parking for some functions at the Convention Center. This option will be utilized through coordination with Convention Center staff.

5. All City parking facilities included in this program shall be subject to barricading of spaces and posting of signs prohibiting parking during certain hours, in order to reserve parking spaces for patrons of Convention Center events. After the initial influx of patrons' vehicles, all parking facilities shall resume normal public parking operations.

The policy of the City in constructing and operating public parking facilities is to give priority to facilitating short term, hourly parking demand. Long term, monthly parking is provided only to generate revenue from surplus parking space that would be otherwise unused. This parking management program shall be consistent with this policy in that the parking demand generated by the Sacramento Community/Convention Center events shall pre-empt long term, monthly parking demand as a matter of operating policy and procedures.

Keith Kramer, Senior Management Analyst

REF: 90-12-71

Page 3

This parking management program shall be used to facilitate parking demand for the Convention Center during the period of time that existing parking facilities provide adequate capacity. As the expanded Community/Convention Center activities and events increase in attendance in conjunction with growth and development in the downtown area, a new parking facility will be needed. At that time, these program elements will be reviewed and revised.

Sincerely,

  
J. Mark Morgan  
Parking Administrator

JMM:mlw/js

cc: Walter J. Slipe, City Manager  
David Martinez, Deputy City Manager  
Melvin H. Johnson, Director of Public Works  
Robert L. Lee, Deputy Director of Public Works  
Frank Mugartegui, Director of General Services  
Duane Wray, Facility Manager  
Sam Burns, Director of Community Services  
Leonard Zerilli, Assistant Director of Community Center  
James Faber, Project Manager  
David Morgan, Senior Architect