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DEPARTMENT OF  
PUBLIC WORKS

CITY OF SACRAMENTO  
CALIFORNIA

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915 I STREET  
SACRAMENTO, CA  
95814-2608

TRANSPORTATION DIVISION

CITY MANAGER'S OFFICE

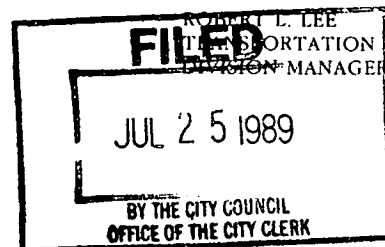
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916-449-5307

July 25, 1989

City Council  
Sacramento, California



Honorable Members in Session:

Subject: Civic Center Plaza Parking Garage (East End Parking Garage)

### SUMMARY

This report is provided as a progress report on the Civic Center Plaza Parking Garage, formerly known as the East End Parking Garage. The report contains background information on the project as well as financial information including the cost estimate, parking fund balance and architectural and design information.

### BACKGROUND

#### Demand

In August of 1982 representatives of the downtown merchants made a presentation to the Budget and Finance Committee to request financing of a major parking garage in the east end of the downtown area. This proposal was included as an element to be studied in the Sanger report. In August of 1984 the Downtown Sacramento: Redevelopment Strategy, Plan and Action Program, 1984-1991, (Sanger Report) was released.

The report recommended a parking strategy and program that consisted of the following components:

- (1) provision of new public parking facilities on the edge of the office district, and

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- (2) provision of additional parking to meet the total demand for additional short-term parking to serve the retail core. Additional demand by 1990 was estimated at 1700 new spaces to serve shoppers and visitors, including visitors to office buildings, of which about 800 - 900 new spaces should be designed to serve the east end from 7th to 16th street.

In December 1984, the Downtown Redevelopment Citizens' Advisory Committee selected the north half-block between I, J, 10th and 11th Streets as the preferred site for the East End Parking Garage. The Sacramento Housing and Redevelopment Agency approved this location for the project on January 7, 1985.

Subsequently, the Downtown Sacramento Parking Study prepared by Wilbur Smith and Associates in January of 1988, further documented the parking demand in the east end stating, " it was found that there are two areas of overall parking deficiency, a large area generally east of Downtown Plaza and west of the Sacramento Community Center, and extending from G street to N street, with a current need for 4,900 spaces, and a smaller area east of 14th street, with a deficiency of approximately 300 spaces. Under several future scenarios with different levels of development assumed, our deficiencies will grow. (Exhibit A is a map locating the areas of deficiencies and the growth of projected deficiencies under three levels of development.) These deficiencies were calculated based on parking requirements wherein a modal split of 70% auto and 30% transit was assumed. The county's modal split is 98% auto and 2% transit, and the downtown modal split is 87% auto and 13% transit. While the parking program attempts to provide for the parking needs, the transportation systems management program and other methods provide for the increasing transit needs within the downtown.

The study reviewed the occupancy rates at public parking garages in the east end during peak hours;

B lot	(11th & I)	96.9% of capacity
C lot	(14th & H)	98.8% of capacity
E lot	(13th & J)	67.1% of capacity and full during Convention Center special events
H lot	(10th & L)	99.1% of capacity

The report further recommended the East End structure be constructed as soon as possible. The study found that the proposed site is well located with respect to the major area of existing parking space deficiency.

Environmental Impact Report

The environmental impact report included four separate project alternatives. The final EIR for the East End Parking Garage was completed and the public hearing held on March 30, 1988.

On July 19, 1988, the City Council certified the Environmental Impact Report for the East End Parking Garage Project.

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The adopted Findings of Fact and Statement of Overriding Conditions and mitigation measures were approved by City Council September 20, 1988. The Findings listed 15 environmental impacts requiring mitigation action. Exhibit B is a listing of those findings and the status of mitigation measures.

#### Land Acquisition

On September 13, 1988 City Council adopted a Resolution of Intent to approve the site selection. Final site approval was given upon adoption of the Findings of Fact, September 20, 1988.

The approved site required the purchase of 5 parcels of land, the Mueller property, the Navi, Orsi and Mackensie properties and the Chevron U.S.A. property. All properties have been acquired as of July 5, 1989. The Navi property has been acquired through eminent domain proceedings, with the details of the purchase price to be settled through the courts, all others have been purchased by the city. The land costs have been included in the project cost estimate.

#### Design

The Civic Center Plaza Parking Garage is the first city parking project that has been managed like a private development, going through the Planning Commission and the Design Review Board for review and comment. This has been a successful process, resulting in a high quality structure that is consistent with the Urban Design Guidelines for buildings within the downtown. In keeping with the design guidelines for the Plaza Park District, the garage was designed to complement the architectural character of existing historic building and promote harmony in the visual relationships and transitions between new and older buildings. This has been accomplished through architectural elements including use of classical characteristics of strong horizontal banding, expressive parapets, formal design, and expressed vertical elements toward the middle section of the street.

The Urban Design Guidelines were developed to enhance the character of Sacramento's downtown and to increase the legibility of downtown and its different functional areas. In keeping with the Urban Design Guidelines, integrating the garage into the Plaza Park District was an important consideration during the design phase. To promote the concept of the area, the garage is being renamed to include both the Civic Center and the Plaza.

#### Urban Design Guidelines

The Sacramento Urban Design Plan and Section 2.98 of Zoning Ordinance No#87-013 relating to the special planning district for the Central Business District call out specific features and requirements for projects built within the Central Business District. Exhibit C is a map of the boundaries of the CBD covered by the ordinance.

The significant requirements are listed below and the project's means of compliance is discussed following each item:

- \* Building setbacks of a minimum of 10 feet are required along the south side of I Street between 7th and 16th street.

Removal of parking on the south side of I street will permit the pedestrian sidewalk to be extended to a width of 21 feet and will also facilitate the colonnade fronting I Street to be set back and additional 10 feet from the face of curb.

- \* The frontage along 10th Street has a ground floor retail requirement of 75% per block face designation.

The existing design development documents reflects 106 feet commercial space . To enhance the retail commercial and pedestrian oriented uses of the garage, the 10th and I corner will be the site of the anchor commercial space, intended to be a food service establishment.

- \* The site is designated within the Plaza Park District Setback, the architectural design guidelines offers three alternatives for building massing within the Plaza Park District.

Alternatives were prepared consistent with the three guideline alternatives, however during the massing studies it was agreed by all of the involved departments (Public Works, General Services and Planning and Development) that a vertical wall design would best compliment City Hall with a strong horizontal element at 62 feet (City Hall parapet height) to accent and frame City Hall.

- \* Colonnades are encouraged in the Plaza Park District alternatives.

The project calls for a 10 foot wide colonnade on all sides of the project.

- \* The Urban Design Guidelines generally recommend where feasible access to and from auto parking areas to be located on alleys.

During the schematic design this alternative was considered. After complete analysis it was eliminated as infeasible, the alley capacity is insufficient to handle the projected volume of cars exiting the garage during peak hour. The alley is just 20 feet in width and serves as an entrance to parking and service vehicles for property to the south. Use as an entrance/exit to the lot would preclude emergency and service vehicles from access. No mitigation is available to reduce this impact to less than significant, therefore the City Council found compliance with this Urban Design Guideline to be infeasible in the Findings of Fact and Statement of Overriding Conditions approved September 20, 1988.

- \* The Urban Design Guidelines also defines the I Street and 10th Street frontages as pedestrian arcades. The Urban Design Guideline recommends a policy in pedestrian arcade areas to use alleys for parking structure access and discourages through traffic in these areas.

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As discussed above, using the alley for access to the parking structure is infeasible. The EIR, however identified an additional exiting lane onto I street as a required mitigation measure. In response to the EIR an exit has been added to the I street frontage adjacent to the pedestrian arcade. Careful attention has been given to the architectural treatment of the colonnade to minimize the visual impact of the opening to the pedestrian streetscape and to add interest to the pedestrian experience.

The Architectural Review Board reviewed the schematic drawings to provide comments at the February 15, 1989 regular meeting. Reception was favorable and the project was endorsed by all Board members and staff. Based on staff comments and the comments of the Review Board the designer was issued a notice to proceed with the Design Development phase of the project.

International Parking Design's Dick Roti presented the design development drawings to staff on June 22, 1989. Exhibit D is a picture of the architect's rendering of the garage. Also included in the Exhibit are the elevations, ground level floor plan and typical parking plan. A project model and the recommended materials board will be presented during the staff presentation.

The garage as currently designed is 8 stories, 80 feet to the top of the rail and an additional 30 feet to the peak of the elevator tower. The garage will include 1,000+ parking spaces. Bicycle lockers will also be available on-site adding to the bicycle facility inventory in the downtown.

The half-block structure includes;

Building square footage:

Parking and Support Areas	384,341 s.f.
Ground Level Commercial	<u>24,548 s.f.</u>
Total square footage	408,889 s.f.

The ground level commercial will facilitate two uses; Data Management and Commercial/Retail.

Data Management

Currently Data Management's computer room is located in the B lot parking garage (11th and I). The facility in the parking garage is approximately 3325 square feet. It houses the computer hardware and approximately 27 employees. Before the area to the east of City Hall can be developed as a part of the Civic Center Complex B lot and Data Management must be relocated.

Commercial Space

Consistent with the Urban Design Guidelines, the commercial space within the garage will be programmed to the benefit of the 66,000+ employees that work within the downtown and the pedestrian who visits downtown Sacramento. Approximately 12,000 square feet of commercial space will be available within the parking garage. The tenant mix being considered is intended to bring people to the site on a consistent basis, and to encourage patronage on the weekends and after the work day. Suggested retail occupants of the garage would include restaurant, sandwich shop, ice cream/ yogurt shop or the like, personal service retail ( for example: video store, cleaner, florist, cards and gift store, or mailbox store front) and non-retail, commercial offices such as an employment, insurance or travel office.

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Schedule

Exhibit E is a brief schedule depicting the major phases involved in the construction of the project. Design Development, which started with the issuance of the contractors notice to proceed began in March of 1989 and will be finalized with the comments of the Architectural Review Board and staff in August of this year. Based on the comments from the Design Development Phase the architect will begin preparing Construction Documents. After complete review, the construction documents when complete in March of 1990, will be issued for construction bid. The bid procedure through contract award is estimated to take 4 months with the Notice to Proceed being issued in June of 1990. The construction phase is anticipated to have an 18 month duration, resulting in a target completion date of November 1991.

FINANCIAL DATA

The cost estimate for the project includes the cost of construction, EIR mitigation measures, improvements, land purchase, art in public places, staff costs, indirect rates and contingency reserves.

The total cost of the project is \$24.6 million (see Exhibit F - cost estimate). The cost of construction is estimated at \$13.0 million, the inclusion of data management is estimated at \$2.3 million, land acquisition is \$4.7 million, cost of compliance with the urban design guidelines \$2.2 million, city staff labor/benefits and indirect charges are projected to be \$2.2 million and the Art in Public Places allocation of \$.2 million.

The suggested method of financing is a certificate of participation. At current rates the annual debt service to the Parking Fund would be approximately \$2.4 million.

POLICY CONSIDERATIONS

The project, as submitted, complies with the EIR mitigation measures, and meets the Urban Design Guidelines. The recommended use of the Parking Fund to implement the parking program to meet future parking demand within the CBD is consistent with the financial policy of restricting parking fund uses to transportation projects. The project supports the development of the Plaza Park District and encourages further development of the Civic Center Complex.

MBE/WBE

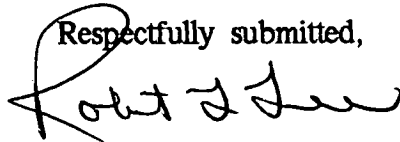
The MBE/WBE guidelines will be followed when bidding this project.

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RECOMMENDATION

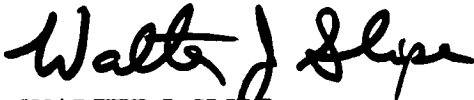
This report is for information only. No council action is required.

Respectfully submitted,



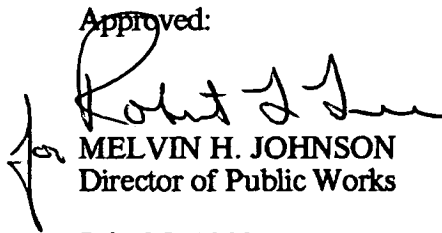
ROBERT L. LEE  
Deputy Director of Public Works

Approved for Council Information:



WALTER J. SLIDE  
City Manager

Approved:



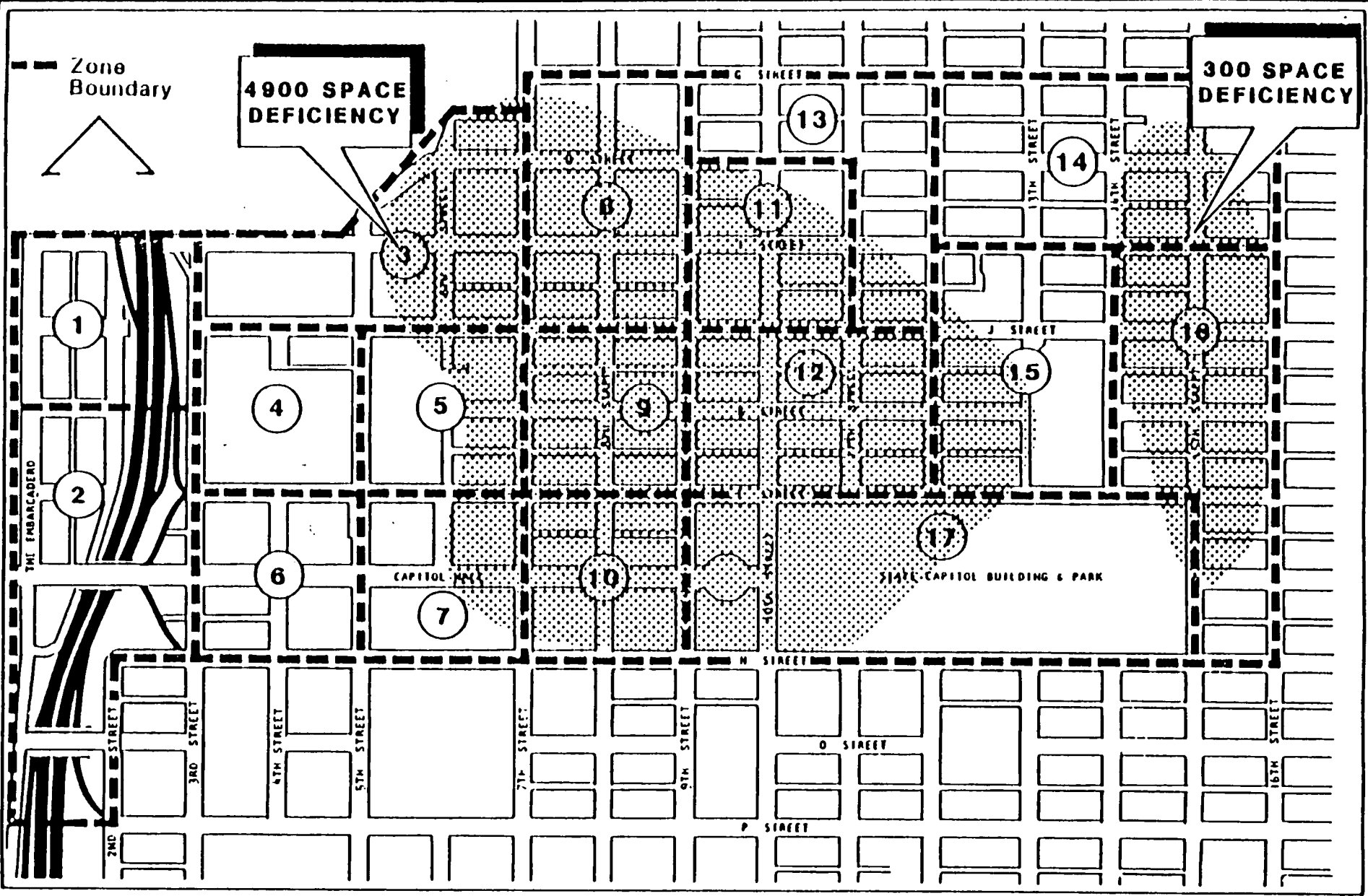
MELVIN H. JOHNSON  
Director of Public Works

Contact Person to  
Answer Questions:

July 25, 1989  
District No. 1

Mary Wray, Assistant to the Transportation Division Manager  
449-5307

MW:mw  
CCPPG.1



**AREAS OF TOTAL PARKING SPACE DEFICIENCY**  
**Downtown Sacramento Parking Study**



Table 27  
 SUMMARY OF NET NEW PARKING SPACE NEEDS<sup>(1)</sup>  
 Sacramento Downtown Parking Study

	PARKING SPACE DEFICIENCY BY AREA		
	<u>CENTRAL AREA</u>	<u>EAST OF 14TH ST.</u>	<u>TOTAL</u>
Existing	4,900	300	5,200
Near Term	4,300	200	4,500
Long Range Low Development Alternative	6,500	1,400	7,900
Long Range Medium Development Alternative	7,400	1,700	9,100
Long Range High Development Alternative	8,000	2,100	10,100

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(1) Assumed all new developments provide parking as required by the parking code.

Exhibit B  
Findings of Fact  
and Statement of Overriding Conditions  
for the East End Parking Garage Project.

1. Displacement of the Chevron Gas Station.

Eminent domain proceeding involving the Chevron U.S.A. property began February 7, 1988. However the city managers office and staff working conjunctively with the gas station owner and operator reached an agreement on the sale of the property per a July 5, 1989 notice. The Operator has agreed to be out of the building August 2, 1989 at which time Chevron U.S.A. will begin their site cleanup.

2. Addition of an additional exiting lane to accommodate project p.m. peak-hour exiting movement.

An additional exiting lane has been added in the Design Development drawings on I Street and will improve the level of service from los. D- (with just 3 lanes exiting) to los B+ with 4 lanes exiting.

3. Signalize the intersection of 11th and H streets.

The signal planned at 11th and H street are included as a part of the garage project.

4. Give carpoolers priority position on the waiting list for a space at a preferred location for carpoolers: designate 10 hour meters in Alkali Flat for carpools or vanpools only between 7.A.M. And 10 a.M. Monday through friday.

The Mayor's Downtown Transportation Task Force made a recommendation on a carpool/vanpool priority permit system. This system was adopted and implemented in November of 1988. Regarding the designation of metered spaces for carpool and vanpools, the policy of the Parking Division is to convert metered spaces on an "on-demand" basis for established vanpool/carpools in an area convenient to the carpool/vanpool location. This policy will continue to be used in the Alkali Flat area.

5. Provide reservoir space for queuing within the garage for entering vehicles, and assign city personnel to direct traffic, as needed, so as not to interfere with bus operations.

Queuing space along 10th street of approximately 80 feet has been accommodated within the garage. In addition the design calls for closed circuit television cameras with monitors in the attendants booth to scan the entrances/exits thus allowing the city personnel to identify situations that may call for the direction of traffic.

6. Provide a third exit lane to 11th street during the afternoon peak-hour period; utilize a more open facade design; provide mechanical ventilation as determine by engineering design studies; utilize parking management programs to improve internal circulation efficiency; and implement a parking fee structure to minimize turnovers from short-term parking rate exploitation, as emissions per space are greatest for short- and intermediate-term parking.

A reversible third lane has been added on 11th street for the afternoon peak-hour period. The facade design includes over 50 percent natural ventilation. Mechanical ventilation is provided in the I street exit tunnel. Effective January 1, 1990 the council has approved rate increases in the third hour to discourage short term rate exploitation.

- 7. Incorporate bicycle locker facilities into final project design; provide parking fee incentives and preferential parking locations within the parking garage to support ridesharing programs.

Per the design development documents, bicycle locker facilities are called out as a requirement. Encouragement of ridesharing will be an element of the parking management operations that will include signage and striping.

- 8. Construction contracts should require frequent watering when earth surfaces are exposed and daily cleanup of mud and dirt is carried out from construction sites onto adjacent streets.

Watering of exposed surfaces to control dirt and daily mud cleanup are a requirement of every construction contract the city manages. It will be a requirement of the construction contractor and included in the construction documents.

- 9. Limit construction activities to those hours exempted by the Sacramento noise code, which includes the hours between 6. a.m. And 8 p.m. Monday through Friday and the hours between 7 a.m. And 8p.m. Saturday and Sunday.

Instructions regarding construction activities and permissible construction hours will be issued in the construction documents.

- 10. The project design will provide ground floor retail/commercial uses facing Plaza Park to the maximum extent possible; ground floor retail/commercial frontage will be provided along I street.

In compliance with the Urban Design Guidelines, ground floor retail/ commercial frontage is provided along 10th street facing Plaza Park and along the I street frontage.

- 11. Design the 10th street project side to incorporate architectural treatment that will be complimentary to the Civic Center facade frame concept which will circumscribe Plaza Park.

Consistent with the Urban Design Guidelines, the Civic Center Plaza Parking Garage design reflects classical architectural treatments consistent with and complimentary to City Hall, the Central Library, 926 J Street, and the Federal Post Office.

- 12. Project design will incorporate a 10 foot ground floor setback.

Per the Urban Design Guidelines, the Civic Center Plaza Parking Garage has been designed with a 10 foot ground floor setback.

- 13. Provide sidewalk planters, where feasible, for small- and medium-scale trees. ( I street side.)

Per the Urban Design Guidelines, the Civic Center Plaza Parking Garage Streetscape plan has been designed to include 6 medium -scale trees on the I street frontage.

- 14. Provide sidewalk planters, where feasible, for small- and medium-scale trees ( 10th street side.)

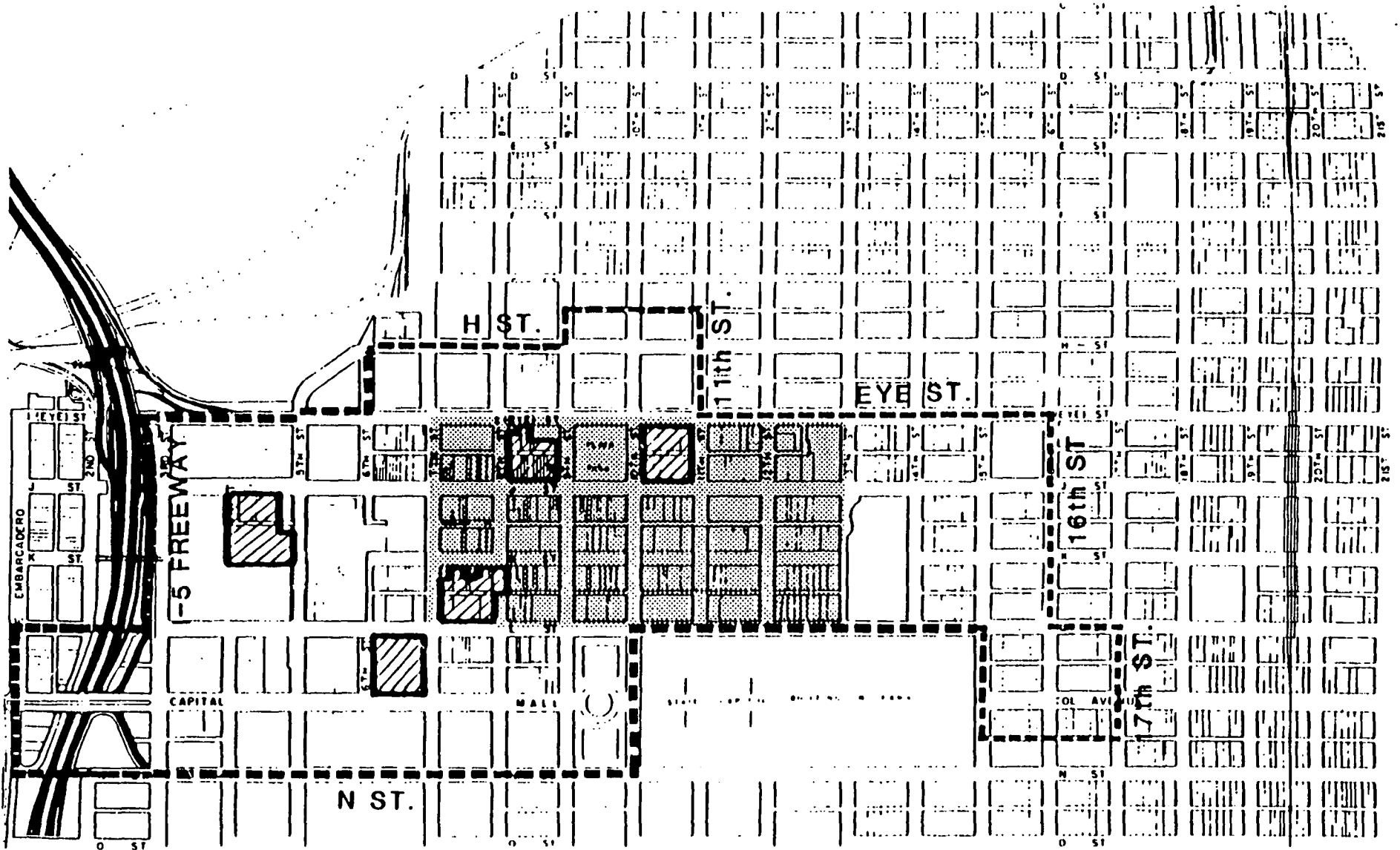
Per the Urban Design Guidelines, the Civic Center Plaza Parking Garage Streetscape plan has been designed to include 3 medium -scale trees on the half-block of 10th street.

- 15. The project design will provide sidewalk architectural improvements along 10th street to the maximum extent possible to enhance pedestrian circulation.

The Civic Center Plaza Parking Garage includes a 10 foot wide pedestrian colonnade on three sides of the building, in addition the sidewalk has been extended 21 feet. The sidewalk streetscape plan for this project includes, the use of granite banding, stone paving, colored concrete, and washed aggregate concrete.

- 16. Widen J street from three to four lanes during peak hours by disallowing parking on one side of the street during peak periods.

This mitigation measure will be met after construction, upon commencement of operation of the garage.



# SACRAMENTO URBAN DESIGN PLAN

## CBD with Incentive Zone and Catalyst Sites

Sacramento Housing & Redevelopment Agency  
Sacramento Department of City Planning



INCENTIVE ZONE



CATALYST SITES



CENTRAL BUSINESS DISTRICT

*[Handwritten scribbles]*

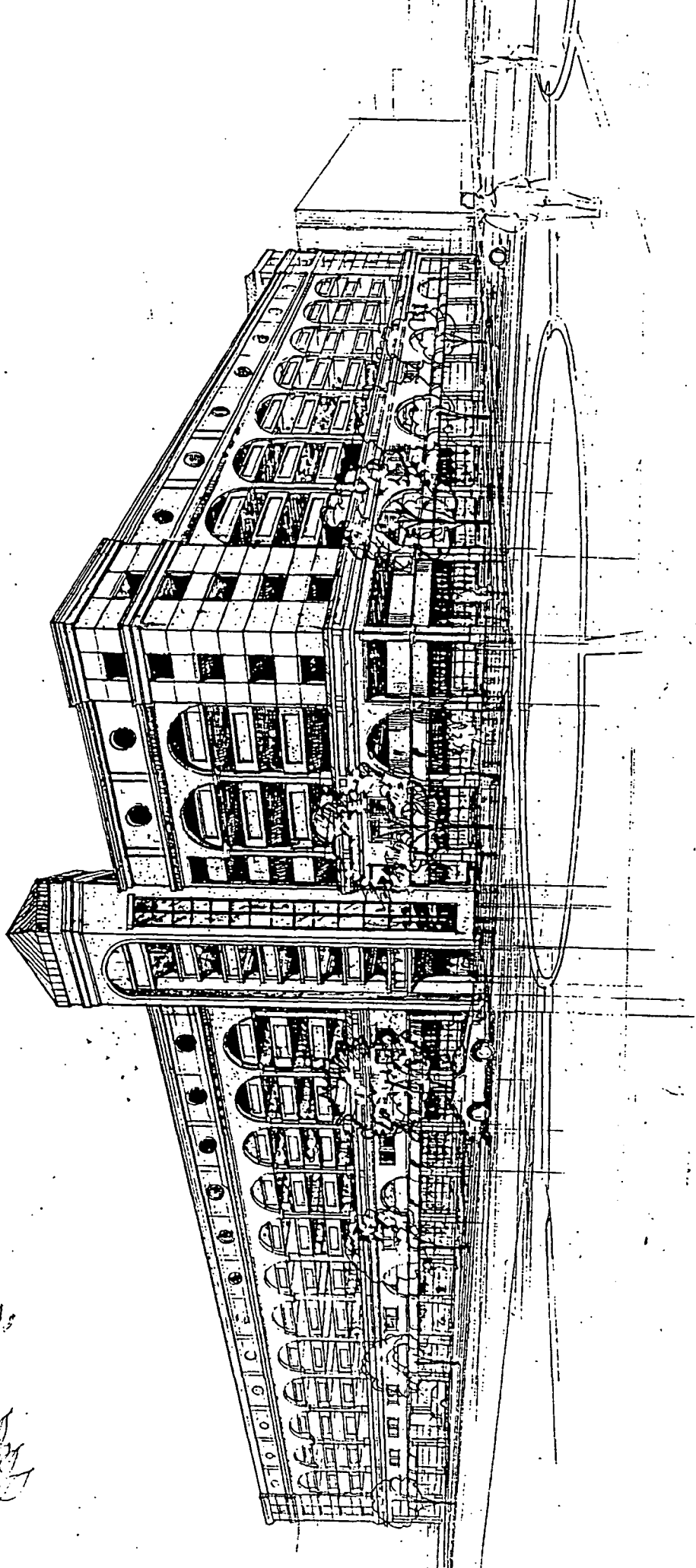
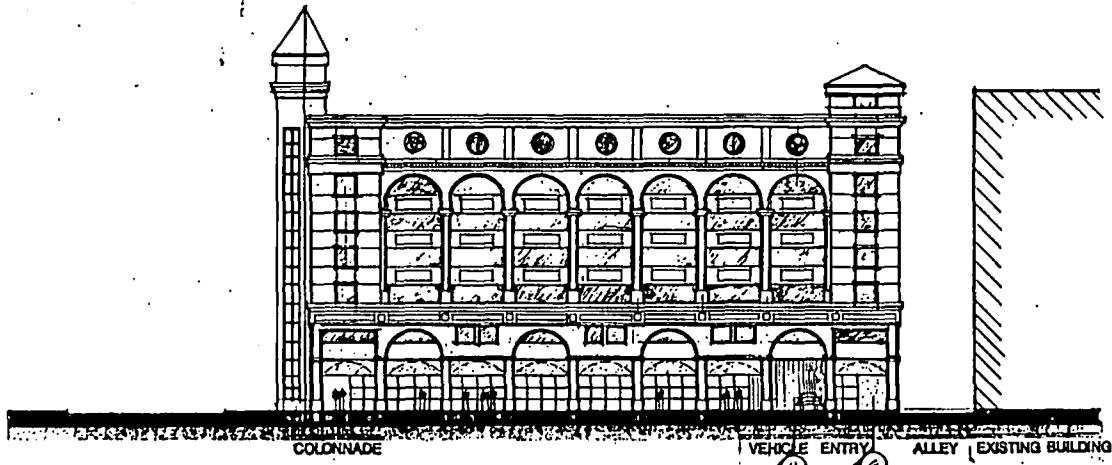
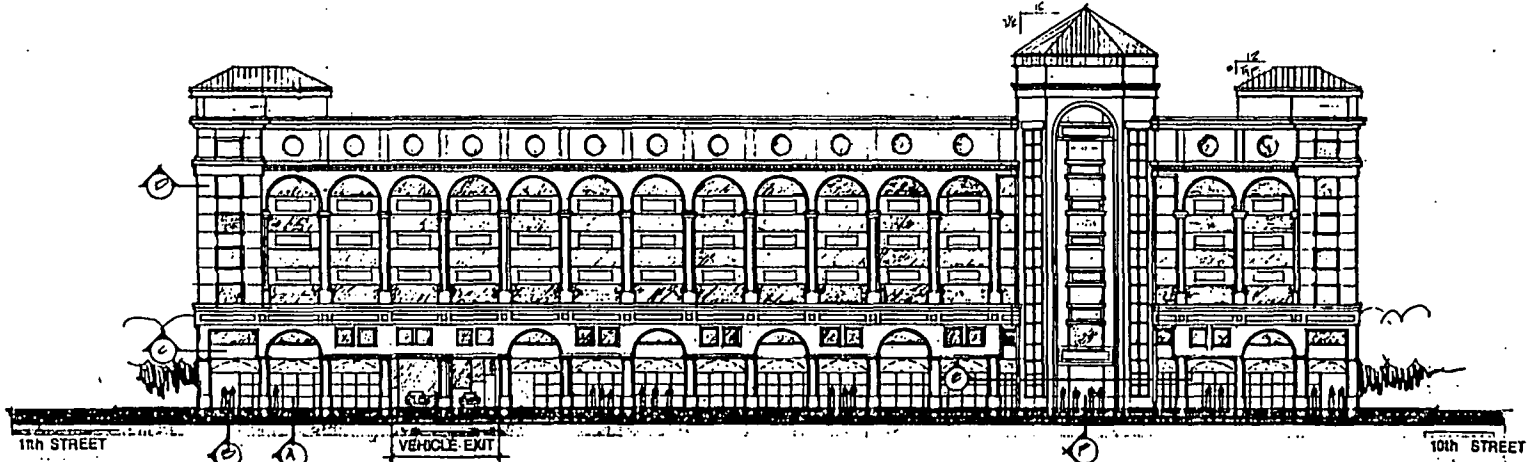


EXHIBIT D



10th STREET ELEVATION 80' V.P.



J STREET ELEVATION 80' V.P.

INTERPARK

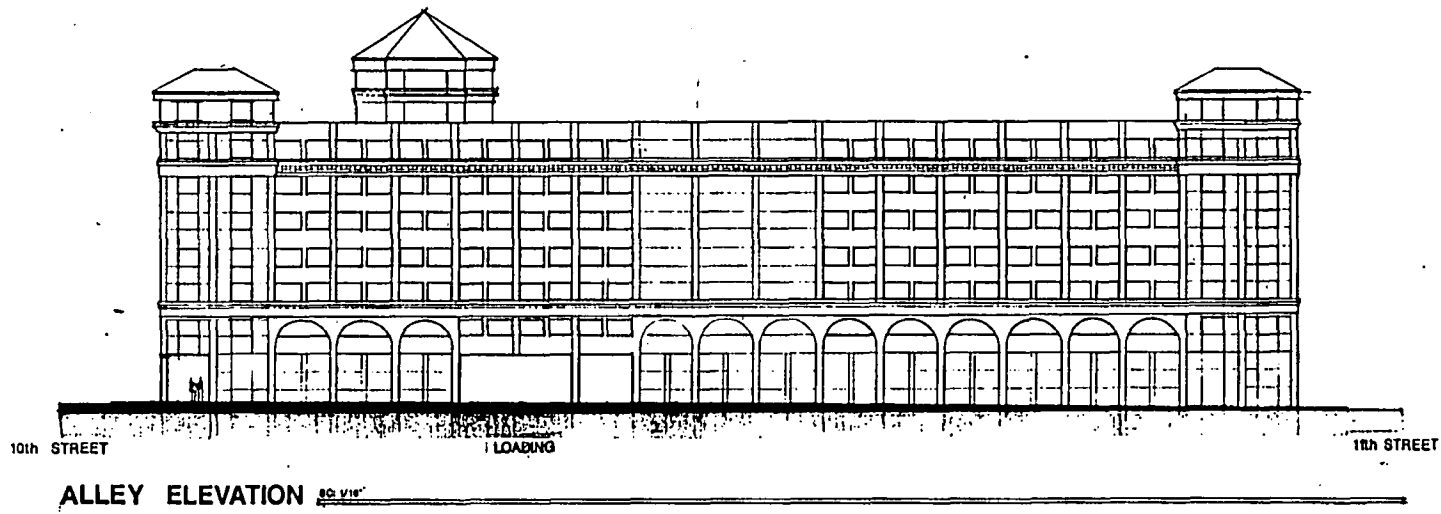
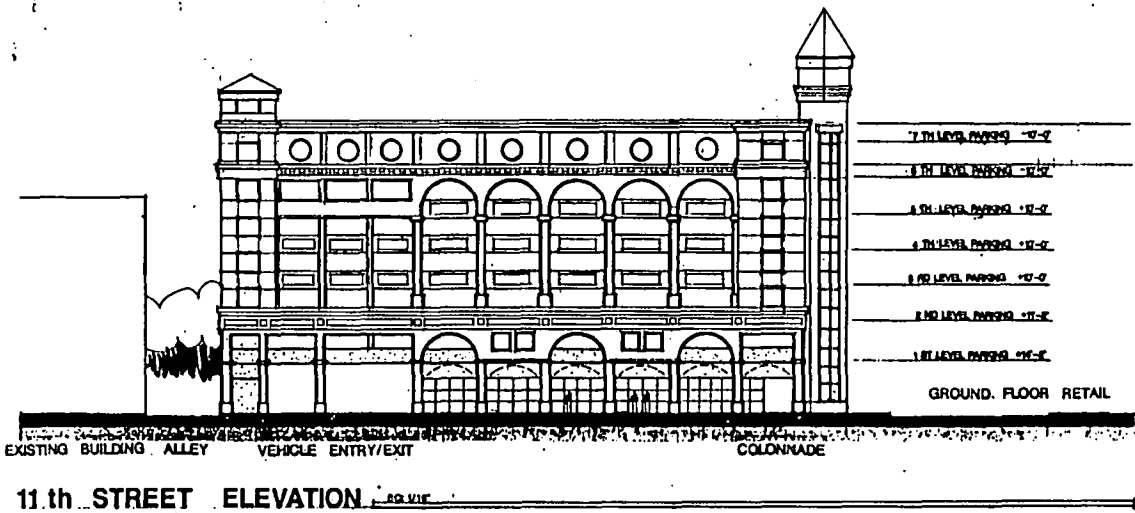
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(503) 441-2200

ipd

MR. &  
MRS. HOAN &  
DONG  
INC.

RA

1000 WEST 10TH STREET, PORTLAND, OREGON 97201  
CONSULTING ARCHITECTS, LIMITED DESIGN



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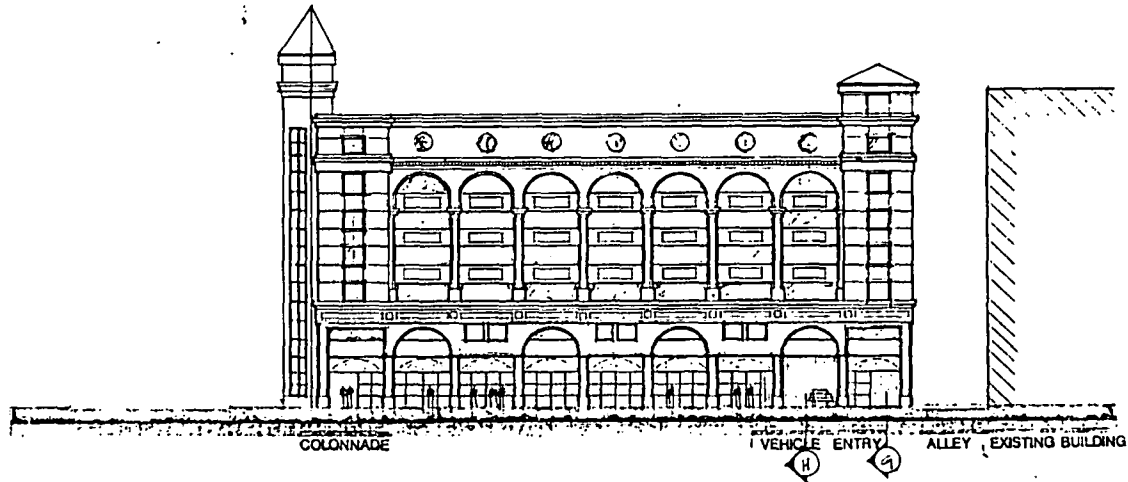
**ipd**

**MVA MOA & MOA, INC.**  
 2200 Westpark Drive  
 Dallas, Texas 75206  
 Telephone (214) 351-1000  
 Consulting Architects, Interior Design

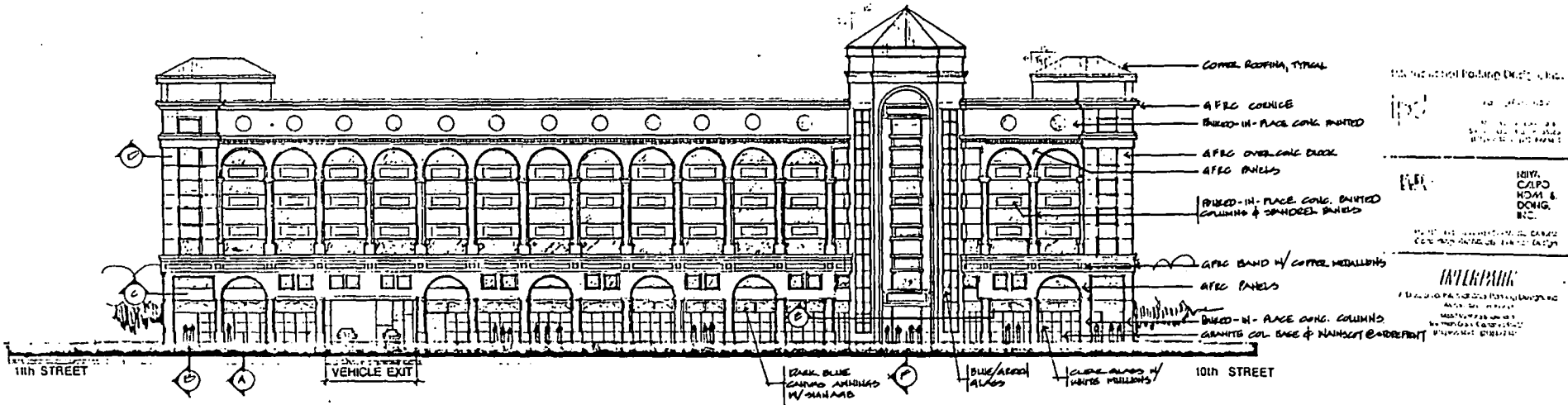
**MVA**



EXHIBIT D



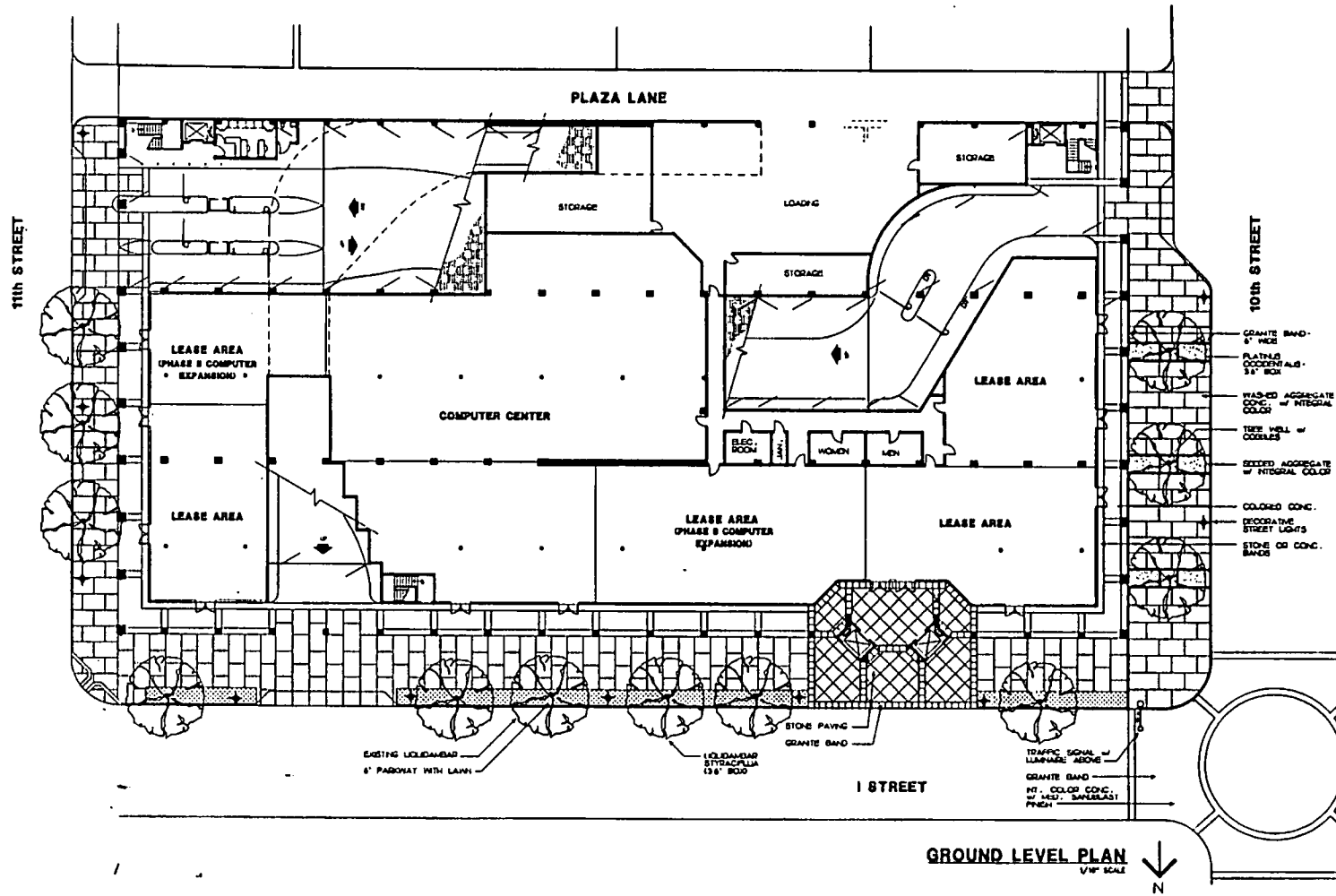
10th STREET ELEVATION RC-VI/F

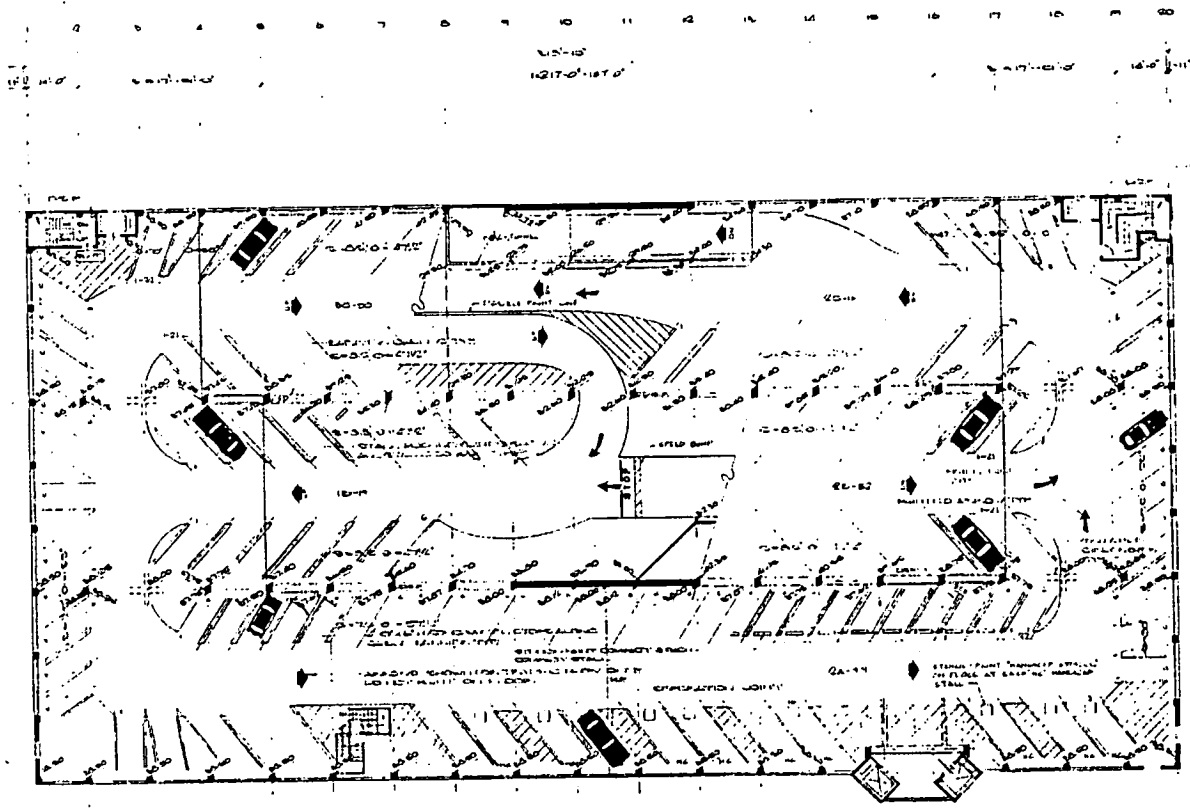


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6.10.09  
2/31/09

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SECOND LEVEL PLAN



OPTION "A"

1-1-00  
1-4-00  
11-24-00  
2-14-00

7A

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# CIVIC CENTER PLAZA PARKING GARAGE PROJECT SCHEDULE

PHASE	1989												1990												1991											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
A / E SELECTION PROCESS	COMPLETED																																			
SCHEMATIC DESIGN	COMPLETED																																			
DESIGN DEVELOPMENT																																				
CONSTRUCTION DOCUMENTS																																				
BIDDING / AWARD CONTRACT																																				
CONSTRUCTION																																				
MILESTONES																																				

EXHIBIT E

10

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PROJECT BUDGET

Project Name: <u>PLAZA PARKING GARAGE (SUMMARY)</u> Project Number: <u>VA66</u> Approved Budget: _____  <b>TOTAL FACILITY COST: \$24,657,003</b>	7/14/89 Original Est. Dated 11/1/88 Revision No. 4*
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	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Phase:					
Phase:					
Phase:					

CITY OF SACRAMENTO  
CIP BUDGET INPUT FORM

7/14/89

CIP No. VA66 Org. No. \_\_\_\_\_

Fund No. \_\_\_\_\_ Agency No. \_\_\_\_\_

Project Title: PLAZA PARKING GARAGE (SUMMARY)

PROJECT BUDGET

Object Code	Item	Current Est. Amount	% Total	Cost per Square Foot					
4268	Moving Expenses	\$32,000	0%						
4804	Consultant Contingency	\$60,519	0%						
4634	Furnishings / Partitions	\$148,800	1%						
4801	Feasibility / Marketing Analysis	\$26,900	0%						
4802	Design Consultant(s)	\$797,855	3%						
4803	Environmental Impact Report	\$79,000	0%						
4810	Site Purchase & Preparation	\$4,700,000	19%						
4820	Construction	\$13,870,442	56%						
4821	Consulting Soil, Survey Engineers	\$113,357	0%						
4822	Material Testing Engineers	\$137,628	1%						
4213	Reproduction	\$18,000	0%						
4826	Construction Contingency	\$1,404,560	6%						
4831	Indirect Charges	\$1,312,705	5%						
4848	Special Inspection	\$15,000	0%						
4860	Art in Public Places	\$220,000	1%						
4880	Gen. Fund Reimburse-Salaries	\$665,995	3%						
4881	Gen. Fund Reimburse-Benefits	\$253,278	1%						
4922	Telephone / Computer	\$28,800	0%						
4927	Construction Special	\$90,000	0%						
4938	General Project Contingency	\$682,165	3%						
	<b>TOTAL FACILITY COST:</b>	<b>\$24,657,003</b>	<b>100%</b>						

WITH EAST END GARAGE

	1	2	3	4	5	6	7	8	9	10
	1989-90 REQUEST	1990-91 ESTIMATE	1991-92 ESTIMATE	1992-93 ESTIMATE	1993-94 ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
BEGINNING FUND BALANCE	1,362	507	507	738	1,248	1,703	1,985	2,072	1,941	1,568
REVENUES										
		RATE INCREASE								
USE OF MONEY	196	15.00%	5.00%	5.00%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
INTERGOVERNMENTAL	194	196	196	196	196	196	196	196	196	196
CHARGES FOR SERVICES	9,855	13,033	13,685	14,369	14,872	15,393	15,931	16,489	17,066	17,663
MISCELLANEOUS	1	1	1	1	1	1	1	1	1	1
SUBTOTAL	10,246	13,424	14,076	14,760	15,263	15,784	16,322	16,880	17,457	18,054
CURRENT OPERATIONS										
EMPLOYEE SERVICES	5.00%	3,255	3,418	3,589	3,768	3,956	4,154	4,362	4,580	4,809
OTHER SERV & SUPPLIES	6.00%	6,115	6,782	7,189	7,620	8,077	8,562	9,076	9,620	10,197
EQUIPMENT	2.00%	92	94	96	98	100	102	104	106	108
DEBT SERVICE		1,069	19	19	19	19	19	19	19	19
TRANSFERS	5.00%	159	167	175	184	193	203	213	224	235
SUBTOTAL		10,690	10,479	11,067	11,689	12,346	13,040	13,773	14,549	15,368
EAST END GARAGE EXPENDITURES			2,371	2,371	2,371	2,371	2,371	2,371	2,371	2,371
CAPITAL IMPROVEMENTS (1989-90 CIP)		411	494	486	191	91	91	91	91	91
TOTAL		11,101	13,344	13,924	14,251	14,808	15,502	16,235	17,011	17,830
CURRENT SURPLUS/DEFICIT		(855)	80	151	509	455	282	87	(131)	(373)
ENDING FUND BALANCE		507	587	738	1,248	1,703	1,985	2,072	1,941	1,568

EXHIBIT G

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Exhibit B  
Findings of Fact  
and Statement of Overriding Conditions  
for the East End Parking Garage Project.

1. Displacement of the Chevron Gas Station.

Eminent domain proceeding involving the Chevron U.S.A. property began February 7, 1988. However the city managers office and staff working conjunctively with the gas station owner and operator reached an agreement on the sale of the property per a July 5, 1989 notice. The Operator has agreed to be out of the building August 2, 1989 at which time Chevron U.S.A. will begin their site cleanup.

2. Addition of an additional exiting lane to accommodate project p.m. peak-hour exiting movement.

An additional exiting lane has been added in the Design Development drawings on I Street and will improve the level of service from los. D- (with just 3 lanes exiting) to los B+ with 4 lanes exiting.

3. Signalize the intersection of 11th and H streets.

The signal planned at 11th and H street are included as a part of the garage project.

4. Give carpoolers priority position on the waiting list for a space at a preferred location for carpoolers: designate 10 hour meters in Alkali Flat for carpools or vanpools only between 7.A.M. And 10 a.M. Monday through friday.

The Mayor's Downtown Transportation Task Force made a recommendation on a carpool/vanpool priority permit system. This system was adopted and implemented in November of 1988. Regarding the designation of metered spaces for carpool and vanpools, the policy of the Parking Division is to convert metered spaces on an "on-demand" basis for established vanpool/carpools in an area convenient to the carpool/vanpool location. This policy will continue to be used in the Alkali Flat area.

5. Provide reservoir space for queuing within the garage for entering vehicles, and assign city personnel to direct traffic, as needed, so as not to interfere with bus operations.

Queuing space along 10th street of approximately \_\_\_ feet has been accommodated within the garage. In addition the design calls for closed circuit television cameras with monitors in the attendants booth to scan the entrances/exits thus allowing the city personnel to identify situations that may call for the direction of traffic.

6. Provide a third exit lane to 11th street during the afternoon peak-hour period; utilize a more open facade design; provide mechanical ventilation as determine by engineering design studies; utilize parking management programs to improve internal circulation efficiency; and implement a parking fee structure to minimize turnovers from short-term parking rate exploitation, as emissions per space are greatest for short- and intermediate-term parking.

A reversible third lane has been added on 11th street for the afternoon peak-hour period. The facade design includes over 50 percent natural ventilation. Mechanical ventilation is provided in the I street exit tunnel. Effective January 1, 1990 the council has approved rate increases in the third hour to discourage short term rate exploitation.