



10.8

REF: 92-10-114

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 202
SACRAMENTO, CA
95814-2819

TRANSPORTATION DIVISION
PARKING

TRANSPORTATION:
PH 916-264-5307
FAX 916-448-8450

November 5, 1992

PARKING:
PH 916-264-5354
FAX 916-264-7501

City Council
Sacramento, California

Honorable Members in Session:

AG 92-206

SUBJECT:

1. 1992-93 PARKING FUND BUDGET AMENDMENTS AND PARKING FEE INCREASES
2. STATUS REPORT ON AND ASSIGNMENT OF AGREEMENT NUMBER FOR THE PARKING OPERATIONS AND MANAGEMENT AGREEMENT FOR DOWNTOWN PLAZA REDEVELOPMENT
3. STATUS OF THE CITY'S OFF-STREET PARKING ENTERPRISE

LOCATION AND COUNCIL DISTRICT: Downtown; District 1

SUMMARY

This report recommends budget reduction measures and parking fee increases to offset an estimated \$3.3 million deficit in the Parking Fund for the 1992-93 Fiscal Year. The fee increase accounts for \$210,000 and the budget reduction accounts for \$3.1 million. The majority of these measures are one-time in nature and will balance the Parking Fund for 1992-93 only. Staff will report back to Council the next few months regarding future adjustments to the Parking Fund. The report also includes the impact of the Parking Operations Management Agreement (POMA) with Downtown Plaza Associates (DPA), et al.

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STAFF RECOMMENDATIONS

It is recommended that the City Council review the proposed off-street parking budget adjustments and adopt the attached resolutions increasing parking fees in City off-street parking facilities and implementing expenditure reductions needed to balance the Parking Fund for 1992-93. In addition, staff will be reporting back to Council in the next several months on long-term adjustments to the Parking Fund.

BACKGROUND INFORMATION

City Parking Enterprise Fund Status

The City's Parking Enterprise is responsible for the operation and maintenance of 17 parking facilities in the downtown area, providing 9,405 public parking spaces (Exhibit A). Parking Fund revenue is generated through parking fees, commercial retail rental space, and interest earnings, all of which are dedicated to the payment of operating expenses, maintenance, capital improvements, and debt service.

Prior to 1987, City owned and operated parking facilities represented 63 percent of all of the downtown off-street parking supply. With new development over the last five years, the City's share of the market declined to approximately 45 percent. Further decline is anticipated over the next ten years, contingent upon the state of the local economy in supporting new office development. In conjunction with the decline of the City's share of the parking supply, there has been a marked decline in parking demand in City parking facilities. Exhibits B and C illustrate decreases in short-term and monthly parking demand. From the 1988-1989 through 1991-92 Fiscal Years, short-term hourly parking demand in City parking garages decreased by 27 percent. This represents a decrease of 1.1 million cars parked in 1991-92 compared to 1988-89. Major factors contributing to this decline include the renovation of the Arden Fair Shopping Center in 1987, the opening of new, private parking garages associated with new high-rise office buildings in the CBD in 1987 and 1988, the implementation of Light Rail transit in 1988, a 50 percent subsidy of state employee transit monthly passes in 1989, successive parking fee increases from 1987 through 1991 recommended by staff and the Downtown Transportation Task Force, and the increasing and prolonged impacts of the national recession on the local economy.

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The increase in parking rates was to address the decline in demand and to provide revenues to offset costs associated with the new Civic Center Plaza Parking Garage. At the same time, rate increases were implemented to provide a disincentive to the single occupant vehicle and decrease parking demand in the central city. These rate increases, in conjunction with the increases in the private parking supply with lower rates, reached the point of diminishing returns. A \$5 daily maximum parking fee was adopted for all City parking facilities last year, but anticipated revenue increases did not materialize completely. Revenue estimates of \$10 million fell short by \$1.4 million for the 1991-92 fiscal year.

While parking demand and associated revenues have been on the decline over the last five years, certain factors have caused major increases in Off-Street Parking Enterprise expenditures. These ongoing annual impacts are as follows:

- \$2.7 million debt service for Civic Center Plaza Garage;
- \$.9 million in lieu franchise fee payment to General Fund;
- \$.5 million increase in costs related to SHRA garages taken over by the City in 1990; and
- \$.8 million interdepartmental allocation.

1992-1993 Fiscal Year Off-Street Parking Budget Adjustments

For the 1992-93 Fiscal Year, an estimated \$3.3 million negative ending balance is estimated for the Parking Fund. In order to close this gap between revenues and expenditures, a combination of one-time budget reduction measures and parking fee increases are recommended as shown in Exhibit D. These budget reduction measures lower expenditures by \$3,132,774 and parking fee increases generate \$210,000 for a total of \$3,342,774. These measures consist of savings realized in the 1991-92 Off-Street Parking Operations budget and defunding of various parking capital improvement projects. Other measures include "freezing" vacant positions, deferring maintenance projects, allocating CIP funding to other projects, capitalizing leasing services for the Civic Center Plaza Garage, and rental of space to Data Management.

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Parking fee increases, itemized in Exhibit E, would generate estimated additional revenues in the amount of \$210,000 in 1992-93. The proposed increase of \$.05 on the first two hours of parking for short-term hourly parking only and an increase in the all-day maximum parking rate from \$5 to \$6 in all downtown garages except Lot H (10th & L Streets), which increases from \$5 to \$7. The recommended \$.05 per hour (first two hours only), is estimated to generate \$163,000 in 1992-93. The last hourly parking rate increase was in 1989.

A monthly parking fee increase of \$2.00 and \$3.00 is also proposed for all parking facilities. Currently, monthly parking fees range from \$45 to \$92 per month. This proposal generates additional revenue of \$47,000 in 1992-93. The last monthly fee increase was July 1, 1990. These increases in revenue are predicated on an implementation of rate increases effective January 1, 1993.

The proposed parking fees are consistent with the City's air quality and transportation system management goals. Hourly fees increase on the third hour to discourage all day employee commuter parking. Monthly fees are proposed at a level that discourages excessive all day employee parking.

The proposed increases in both monthly permit and short-term parking fees are well within the market range of local private, county, and state parking facilities' fees. These local hourly equivalent fees range from \$.75 per hour to \$3.00 per hour. Maximum daily rates range from \$4.00 up to \$15.00. Local monthly parking fees range from \$60.00 to \$135.00 per month, excluding state and county employee parking fees. While the proposed short-term parking fees for Sacramento's City parking facilities are similar to Stockton, Fresno, and some facilities in San Jose, monthly fees in those cities are in a lower range (\$21 - \$65). San Francisco's parking fees generally range much higher than Sacramento's.

Downtown Plaza Redevelopment Project And POMA

The new Downtown Plaza Shopping Center is viewed as a major catalyst redevelopment project. Its premium location in the central business district will be a major resource to the City for entertainment, architectural intrigue, quality shopping opportunities, employment, and increased revenue. Two existing City parking facilities with a total of 3,316 parking spaces will serve the project. Construction of a new parking garage is underway to provide an additional 460 spaces for a total supply of 3,800 parking spaces serving approximately 1.2 million square feet of retail and office space.

The City and the Hahn Company have been engaged in negotiations for a Parking and Operations Agreement (POMA) related to City facilities serving the Downtown Plaza Project since September 1991. The Hahn Company's original proposal clearly stated their intent for a parking agreement that would provide Downtown Plaza with customer parking convenience and security comparable to first-class suburban, regional shopping centers. The parking facilities at Arden Fair was used as a benchmark throughout these negotiations.

Accordingly, the City and the Hahn Company have agreed to three basic POMA principles as follows:

1. The primary purpose of the City parking garages (Lots G, K, and U) serving the project will be to facilitate the parking needs of the new Downtown Plaza Shopping Center;
2. Lots G, K, and U must be operated with a high degree of customer service orientation in order to be competitive with suburban shopping centers; and
3. The cost of parking for the Downtown Plaza merchants must be competitive with suburban shopping centers.

The most recent negotiations between the City and the Hahn Company have been focused on certain terms of the POMA, which were contained in the resolution adopted by the City Council on November 19, 1991 (Exhibit H). Subsequently, City staff negotiated with the Hahn Company in order to address further items for negotiation in the resolution. The results were as follows:

1. Elimination of the General Fund Subsidy: At the time of the last report to Council on the Hahn project (November 1991), staff reported to Council that without a General Fund/SHRA tax increment subsidy to the Parking Fund, the Hahn project would result in a Parking Fund deficit of approximately \$1.5 million in 1993-94 and increasing amounts annually thereafter. At that time, it was estimated that approximately \$1 million of that deficit would be offset by a General Fund subsidy from the additional sales tax revenues estimated to be generated by the project, plus an SHRA subsidy from the additional property tax increment revenues. The balance of the deficit would be absorbed by the Parking Fund through either revenue increases or expenditure reductions. Based on these estimates, the resolution adopted by Council on November 19, 1991, directed staff to hold further negotiations to address the elimination of the General Fund subsidy.

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As a result of those additional negotiations, the Developer has agreed to pay for the cost of security services during the hours of retail operation, which lowers the City's operational expenses by approximately \$250,000 annually. In addition, as the estimates of the City's costs and revenues associated with the parking lots serving the Downtown Plaza Redevelopment Project have been refined, it is currently estimated that the total "gap" produced by the project will be approximately \$500,000 annually. Based on estimates prepared by Katz-Hollis of the property tax increment that will be generated, the gap in the Parking Fund associated with the project can be made up through the additional property tax increment. Thus, the General Fund subsidy of the project has been totally eliminated and the overall gap has decreased from an estimated \$1.5 million annually at the time of the last report, to approximately \$500,000 annually under current estimates.

2. Establishment of Transit Validations: The Hahn Company agreed to establish a cooperative partnership with Regional Transit to promote and facilitate the use of transit for shopping trips to the Downtown Plaza Shopping Center. The main emphasis of the program will be on promotion of transit use through the marketing of transit availability and convenience and through a transit validation program.
3. Review of the validation program for the possibility of three and four-hour parking validations on weekends and evenings only and continuation of two-hour parking validations during weekdays: The Hahn Company would not agree to any change in the proposed three and four-hour parking validations program. This is discussed further in the financial section of this report. The developer did agree, however, to a provision for a bi-annual review of the parking validation usage. If 95 percent or more of the parking validations are of two-hours or less in duration, the three and four-hour validation shall be reduced to only two-hour validations.

Currently, parking validations in Lots G and K are issued to retail customers by Macy's, Weinstock's, and various merchants. Each parking validation pays for one hour of parking. A maximum of two validations are accepted for each parking ticket transaction. Currently, parking validations are sold at the discounted price of \$.30 each, compared to the regular hourly rate of \$.50 per hour in Lots G and K. Therefore, parking validation revenue varies and is a function of the number of parking hours validated.

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Rather than validation charges based on the number of hours parked, the POMA provides for an annual fixed validation fee to be paid by the developer as a lump sum for an unlimited number of three and four-hour parking validations. The only stipulation is that the customer must make a purchase (no minimum) from a Downtown Plaza retail business.

For the 1991-92 Fiscal Year, Lots G and K collected \$218,000 in parking validations. Downtown Plaza's reimbursement to the City for free weekend parking in Lot K was \$82,500, for a total of \$302,500 in validated parking. The Parking Operations and Maintenance Agreement provides for an annual validation fee starting in the first year of operation in the amount of \$500,000, which is to be increased annually by the same percentage increase in the Consumer Price Index for Northern California. The impact of this method of validation and related payment is that parking demand increases with consumption of unlimited three and four-hour free parking validations, requiring an increase in operating costs while causing a limitation on the amount of revenue that can be collected to offset such costs. The validation payment of \$500,000 (first year) is predicated on the former I. Magnin store area being leased to a new major retailer. If this does not occur, the validation payment will be reduced to \$458,300 for the first year.

Long-Term Condition of the Parking Fund

Exhibit F is a ten-year projection of Parking Fund revenues and expenditures. The exhibit shows annual deficits averaging \$3.3 million through the turn of the century. Some of the factors affecting the Parking Fund (as described earlier) include increased costs associated with debt service on the City's new Civic Center Plaza Garage, decreases in parking demand and other cost increases. In addition, the exhibit shows the impact of the Downtown Plaza Redevelopment Project - although those costs to the Parking Fund will be made up through property tax increment revenue generated by the project.

Exhibit G identifies a number of alternatives for increasing revenues and reducing costs to address the long-term imbalance in the fund. The programs in Category 1 either generate additional revenue or reduce costs. Programs in Category 2 either shift costs or may require additional time to implement. It should also be noted, that a number of the options have General Fund implications, either directly (such as shifting the existing on-street meter revenue from the General Fund to the Parking Fund) or indirectly (such as the option of increasing meter-rates and use those funds to offset current amounts the Parking Fund pays to the General Fund rather than directly as new

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General Fund revenues).

FINANCIAL CONSIDERATIONS

In summary, the budget adjustments in the amount of \$3.3 million as itemized in Exhibit D, are to balance the off-street parking budget for the 1992-1993 fiscal year. These budget adjustments will apply only to the 1992-1993 fiscal year. Additional measures must be established to address future budget deficits projected for the next ten years as shown in Exhibit F. When the Downtown Plaza Redevelopment Project is introduced into the financial scenario, the deficits over the next ten years are increased further by an average of approximately \$500,000 per year. In order to address these long term budget deficits in the off-street parking budget, specific long term budget measures, shown in Exhibit G, will be addressed and presented to the City Council in the next several months.

POLICY CONSIDERATIONS

The 1992-93 budget reduction measures and off-street parking fee increases recommended in this report are consistent with the City Council's policies of maintaining a balanced budget and reasonable parking fees to offset the costs of constructing, operating, and maintaining the City's parking facilities.

The continuing deficits shown in the 10-year fund balance projection for the Parking Fund raise the issue of whether the Parking Fund can continue to be seen as a self-supporting enterprise activity. More specifically, given the magnitude of the projected deficits, there is no apparent way to "fix" the Parking Fund without some implications for the City's General Fund. These issues will be addressed further in the context of the 1993-95 budget development, hearing and adoption process.

The use of the increase in tax revenue generated by the Downtown Plaza Redevelopment Project to offset projected parking revenue deficits resulting from a parking agreement with a developer is not consistent with current and historical policy with regards to development. Deviation from policy is warranted, however, by the merits and long-term benefits that this project brings to Downtown Sacramento in terms of entertainment, architectural intrigue, and quality retail opportunities.

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MBE/WBE REPORTS

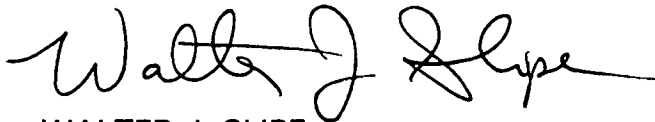
None.

Respectfully submitted,



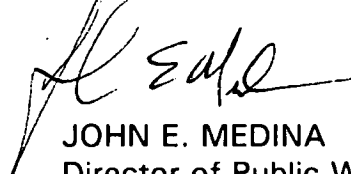
MICHAEL KASHIWAGI
Transportation Division Manager

RECOMMENDATION APPROVED:



WALTER J. SLIPE
City Manager

APPROVED:



JOHN E. MEDINA
Director of Public Works



BETTY MASUOKA
Director of Finance

Contact Person:
J. Mark Morgan
Parking Administrator
264-7475

For Council Meeting of:
November 5, 1992

MK:JMM:RS:lmn:jcr

- Attachments:
- Exhibit A: City of Sacramento Off-Street Parking Facilities
 - Exhibit B: Short-Term Parking History
 - Exhibit C: Monthly Permit History
 - Exhibit D: Proposed 1992-93 Off-Street Parking Budget Reductions
And Fee Increases
 - Exhibit E: 1992-93 Parking Fee Increase Proposal Summary
 - Exhibit F: Parking Fund Balance Estimates
 - Exhibit G: Future Parking Fund Revenue Enhancements/Expenditure
Reductions
 - Exhibit H: Resolution No. 91-929 - Authorizing The City Manager To
Execute A Parking Operations And Maintenance Agreement
With The Hahn Company

RESOLUTION NO. 92-814

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF NOV 5 1992

A RESOLUTION AMENDING THE CITY OF SACRAMENTO FEE AND CHARGE REPORT TO ESTABLISH OFF-STREET PARKING FEES PURSUANT TO SECTION 25.153, OF THE SACRAMENTO CITY CODE

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

SECTION 1.

The municipal parking lots shall be designated as follows:

- (1) That certain block or square lying within and between Sixth and Seventh Streets, L Street and Capitol Mall, shall be designated as Lot "A".
- (2) That certain block or square lying within and between Tenth and Eleventh Streets, H and I Streets, shall be designated as Lot "B".
- (3) That certain block or square lying within the north half of the block bounded by Fourteenth and Fifteenth Streets, H and I Streets, shall be designated as Lot "C".
- (4) That certain block or square lying within the east half of the block bounded by Twelfth and Thirteenth Streets, I and J Streets, shall be designated as Lot "E".
- (5) That certain block or square lying within and between Third and Fourth Streets, K and L Streets, shall be designated as Lot "G".
- (6) That certain block or square lying within the south half of the block bounded by Tenth and Eleventh Streets, K and L Streets, shall be designated as Lot "H".
- (7) That certain block or square lying within the north half of the block bounded by Tenth and Eleventh Streets, I and J Streets, shall be designated as Lot "I".

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- (8) That certain block or square lying within and between Fifth and Sixth Streets, J and L Streets, consisting of two levels underground, shall be designated as Lot "K".
- (9) That certain property located at the northeast corner of Twelfth Street and E Street, shall be designated as Lot "L-1".
- (10) That certain block or square lying within and between Second and Third Streets, I and K Streets, shall be designated as Lot "P".
- (11) That certain property that is Front Street between Capitol Mall and P Street and that certain property lying within and between Front Street, Capitol Mall and Neasham Circle, shall be designated as Lot "Q".
- (12) That certain block or square lying within and between Front and Second Streets, L Street and Capitol Mall, shall be designated as Lot "R".
- (13) That certain block or square, lying within the western-most three-fourths of the block between J Street and K Street, between 14th Street and 15th Street shall be designated as Lot "T".
- (14) That certain block or square lying within and between Fourth and Fifth Streets, J and K Streets, shall be designated as Lot "U".
- (15) That certain property that is located north of I Street, east of Second Street and beneath the Interstate 5 Freeway, shall be designated as Lot "W".
- (16) That certain property lying within and between Capitol Mall, the Interstate 5 Freeway, N and Third Street Shoofly, shall be designated as Lot "X".
- (17) That certain property lying within and between the Interstate 5 Freeway, Second Street, N and P Streets, shall be designated as Lot "Y".

SECTION 2.

Pursuant to Section 25.153 of the Sacramento City Code, the rates of the municipal parking lots shall be as follows:

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PUBLIC WORKS DEPARTMENT - TRANSPORTATION
 V. OFF-STREET PARKING FEES (City Code Section 25.153)

LOT	MON-FRI HOURLY ⁽¹⁾	SAT-SUN HOURLY ⁽¹⁾	DAY MAX. 6 AM-6 PM ⁽¹⁾	NIGHT MAX. 6 PM-6 AM ⁽¹⁾	DAILY ⁽²⁾	PRECHARGE ⁽³⁾	MONTHLY UNDER COVER ⁽⁶⁾	MONTHLY OPEN ⁽⁶⁾	MONTHLY MOTORCYCLE ⁽⁶⁾
A	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	-----	\$80.00 ⁽⁴⁾	\$40.00
B	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$75.00 ⁽⁴⁾	\$75.00 ⁽⁴⁾	\$37.00
C	-----	-----	-----	-----	\$3.00	\$2.00, 3.00 & 5.00	-----	\$62.00	-----
E	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$83.00 ⁽⁴⁾	-----	\$41.00
G	\$.55, 1.30 & 1.25 ⁽¹⁰⁾	\$.50 & 1.00 ⁽¹⁰⁾	\$6.00	\$3.00 ⁽¹⁰⁾	-----	\$2.00, 3.00 & 5.00	\$88.00 ⁽⁴⁾	-----	\$44.00
H	\$1.00, 1.30 & 1.25	\$.50 & 1.00	\$7.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$95.00 ⁽⁴⁾	-----	\$47.00
I	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$83.00	-----	\$41.00
K	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$95.00	-----	\$47.00
L-1	\$.50 ⁽⁹⁾	\$.50 ⁽⁹⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	-----	-----
L-2	\$.50 ⁽⁹⁾	\$.50 ⁽⁹⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	-----	-----
P	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$68.00	-----	\$34.00
Q	-----	-----	-----	-----	\$3.00	\$2.00, 3.00 & 5.00	-----	\$47.00 ⁽⁶⁾	-----
R	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$70.00	-----	\$35.00
T	-----	-----	-----	-----	\$4.00	\$2.00, 3.00 & 5.00	-----	\$72.00	-----
U	\$.55, 1.30 & 1.25	\$.50 & 1.00	-----	\$3.00	\$5.00	\$2.00, 3.00 & 5.00	-----	-----	-----
W	-----	-----	-----	-----	\$5.00 ⁽⁵⁾	-----	-----	-----	-----
X	-----	-----	-----	-----	\$5.00	\$2.00, 3.00 & 5.00	-----	\$70.00	-----
Y	\$1.00 ⁽⁷⁾	\$1.00 ⁽⁷⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	\$47.00	-----

**** SEE ATTACHED FOOTNOTES ****

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 RESOLUTION 92-814

PUBLIC WORKS DEPARTMENT - TRANSPORTATION

V. OFF-STREET PARKING FEES

- (1) Between 6 AM and 6 PM Monday through Friday: \$.55 per hour for 2 hours (Lots G, K, P, R, U); \$.65 per hour for 2 hours (Lots A, B, E, I); \$.50 per each 1/2 hour for the first two hours (Lot H); \$.65 per 1/2 hour for the third hour, \$1.25 for each hour thereafter; with a \$6.00 daytime maximum, except Lot H, which is \$7.00. Between 6 AM and 6 PM, Saturday and Sunday: \$.50 each hour for first three hours, \$1.00 for each hour thereafter; with a \$6.00 daytime maximum except Lot H, which is \$7.00. Between 6 PM and 6 AM: \$.50 each hour with a \$3.00 hour maximum. (Validation stamps shall be sold to qualified merchants for \$.30 each and shall be valid for one hour of free parking each, to a maximum of two hours on weekdays and three hours on nights and weekends.) A \$.65 validation stamp shall be sold to qualified merchants and shall be valid for one-half hour of free parking on the third hour only. The minimum charge for lost ticket shall be \$10.00. A \$5.00 service charge for IOU shall be assessed 3 working days after fee liability is incurred. Parking fee IOUs not paid within 15 days shall be assessed a \$5.00 penalty which will increase by \$5.00 each 15 days thereafter to a maximum of \$20.00.
- (2) Rate applies from time of entry until 6 AM on the day following the time of entry.
- (3) Precharge fees upon entry. \$3.00 from 6 AM to 4 PM, \$2.00 from 4 PM to 6 AM, \$5.00 for special events, unless indicated otherwise in the foregoing table of fees.
- (4) Residents of Central Business District vicinity within the boundaries of 7th Street, 14th Street, H Street and L Street, who qualify as having no reasonable parking alternatives - such permits shall be valid only between 5:30 PM and 8:30 AM, Monday through Friday, and for 24 hours on Saturdays and Sundays.
- (5) No charge for tour buses.
- (6) 50% monthly parking discount for qualified carpools. A \$10.00 deposit fee shall be charged for each monthly parking access card for Lots A, B, E, G, H, I, K, P and R. This deposit shall be refundable upon return of the access card in an undamaged and usable condition, normal wear and tear expected. A \$10.00 fee shall be charged for each replacement for lost monthly permits at Lots C, Q, T, X and Y.

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- (7) \$1.00 for 3 hours when operated by unattended ticket dispenser. When fees are precharged and collected by parking attendant, \$3.00 from 6 AM to 4 PM; \$2.00 from 4 PM to 6 AM.
- (8) \$60.00 for horse-drawn vehicles with related truck and horse trailer.
- (9) On-street parking: No vehicle shall park beyond two hours between the hours of 8 AM and 6 PM, Monday through Saturday, with national holidays exempt. Fees shall be paid to parking meters: \$1.00 for two hours, \$.50 for one hour (quarters only).
- (10) Capitol Plaza Holiday Inn validations - Between 6 AM and 6 PM, Monday through Friday: \$.34 each hour for first three hours, \$.68 for each hour thereafter. Between 6 AM and 6 PM, Saturday and Sunday: \$.34 each hour for first three hours, \$.68 for each hour thereafter. Between 6 PM and 6 AM: \$.40 for first hour, \$.28 for second hour, no charge for each hour thereafter.

ANNE RUDIN

Mayor

ATTEST:

VALERIE BURROWES

City Clerk

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RESOLUTION NO. 92-⁸¹⁵~~817~~

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

*inadvertantly number assigned
in error.*

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO. 92-816

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

A RESOLUTION ADOPTING BUDGET ADJUSTMENTS TO THE 1992-93 PARKING FUND OPERATING AND CAPITAL IMPROVEMENT BUDGETS

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

The City Manager is hereby authorized to adjust parking fund revenue, capital and operating budgets, reflecting deficit reduction measures as follows:

<u>Parking Fee Increase Proposals</u>	<u>Revenue/Saving</u>
MONTHLY FEE INCREASE	\$ 47,000
SHORT-TERM FEE INCREASE	\$ <u>163,000</u>
Parking Fee Increase Total	\$ 210,000

<u>Parking Capital Improvement Project Adjustments</u>	
DEFUND CURRENT CIPs	\$ <u>1,361,597</u>
Parking CIP Adjustment Total	\$ 1,361,597

<u>Operating Budget Adjustments</u>	<u>FTE</u>
CIVIC CTR LEASE SERVICE TO CIP VA66	\$ 110,000
DATA MGMT DEPT SPACE RENTAL	\$ 144,000
92/93 CIVIC CTR GARAGE DEBT	\$ 890,000
91/92 SALARY SAVINGS	\$ 108,000
91/92 SERVICE & SUPPLY CARRYOVER	\$ 201,000
DEFER 92/93 MAINTENANCE REQUESTS	\$ 100,000

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<u>Operating Budget Adjustments</u>	<u>FTE</u>	<u>Revenue/Saving</u>
FREEZE 6.0 VACANT POSITIONS	6.00	<u>\$ 218,177</u>
Operating Budget Adjustments Total		<u>\$1,771,177</u>
TOTAL PARKING FUND ADJUSTMENTS		\$3,342,774

MAYOR

ATTEST:

City Clerk

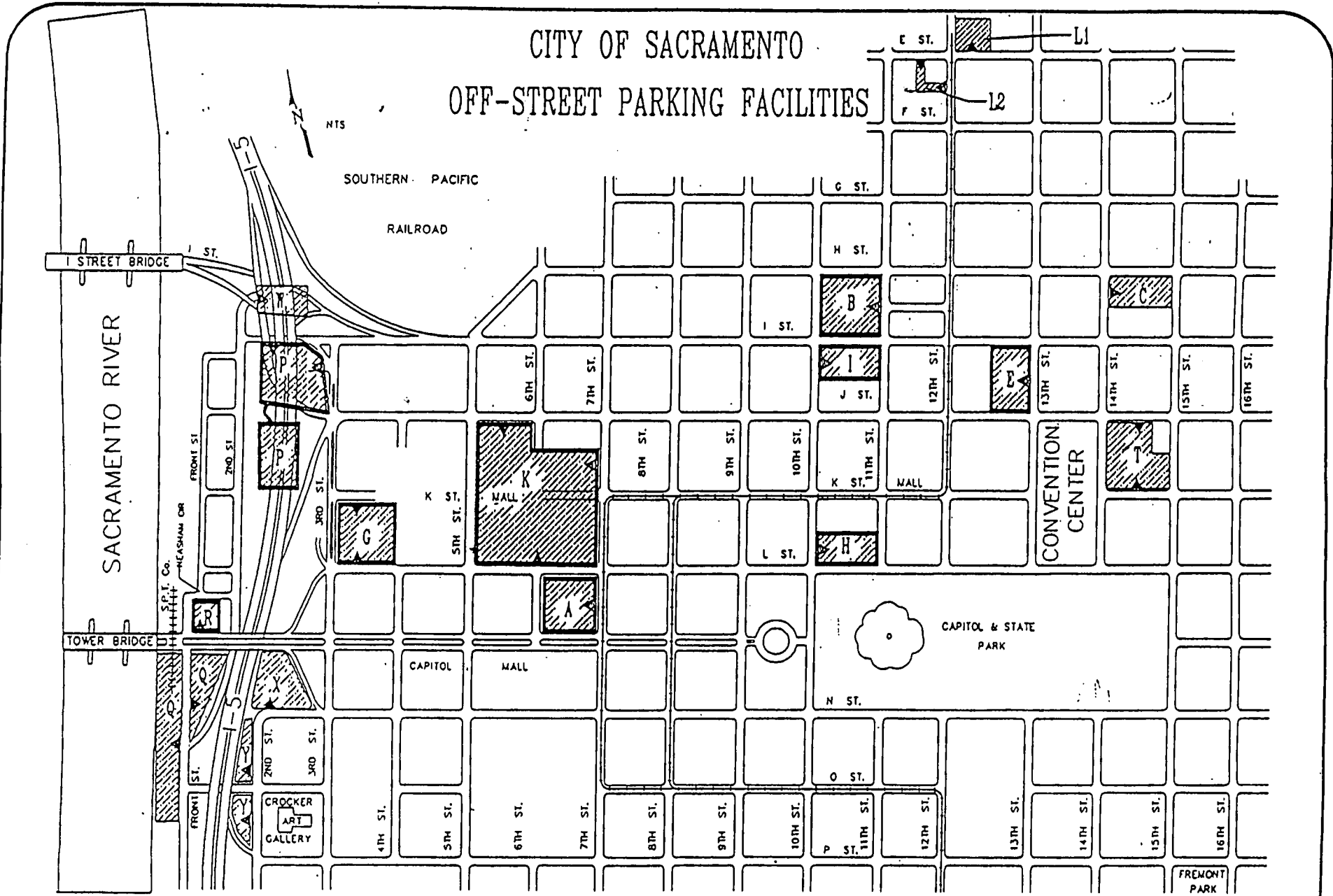
FOR CITY CLERK USE ONLY




Page 16

RESOLUTION NO.: _____

DATE ADOPTED: _____

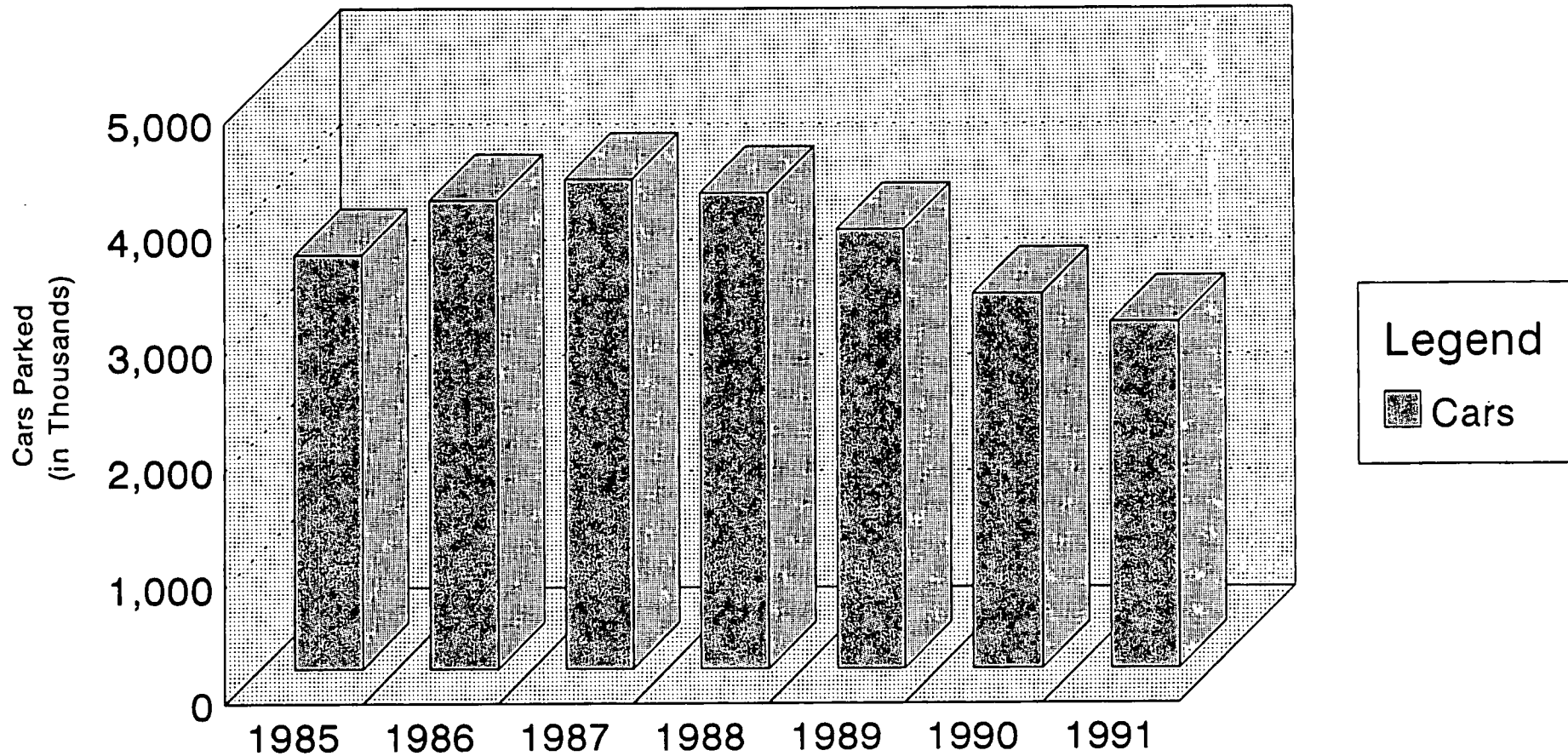
CITY OF SACRAMENTO OFF-STREET PARKING FACILITIES



-  - SURFACE LOT
-  - MULTI-LEVEL GARAGE
-  - POINT OF ENTRY

PARKING SPACES AVAILABLE						TOTAL SPACES
A. - 479	E. - 876	I. - 1035	L2. - 45	R. - 451	T. - 250	9,405
B. - 567	G. - 1335	K. - 1718	P. - 876	W. - 46	Y. - 85	
C. - 167	H. - 988	L1. - 15	Q. - 291	X. - 181		

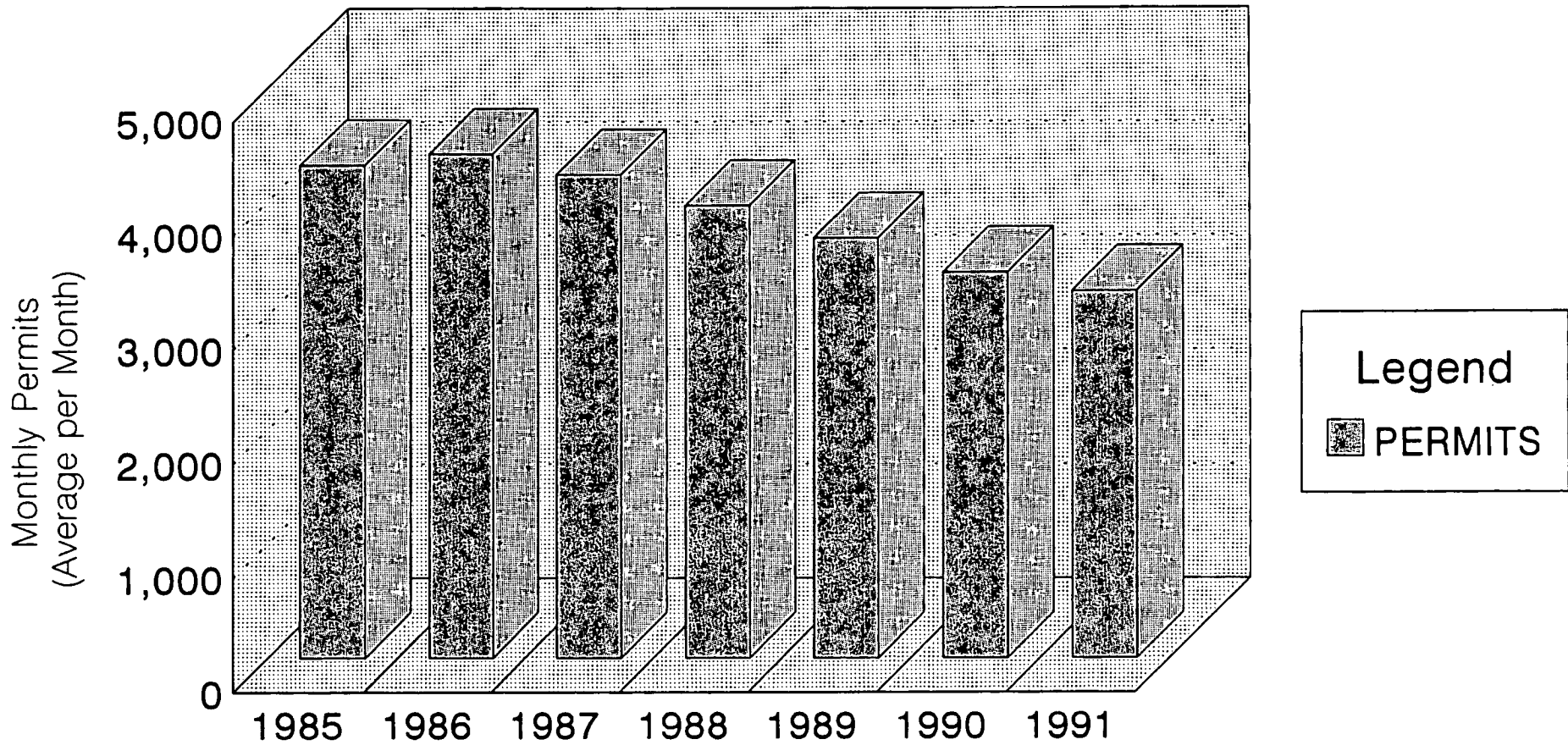
SHORT TERM PARKING HISTORY



Cars	3,566	4,036	4,219	4,101	3,783	3,226	2,983
% Change	5.2%	13.2%	4.5%	-2.8%	-7.7%	-14.7%	-7.5%

Exhibit B

MONTHLY PERMITS



PERMITS	4,319	4,418	4,235	3,962	3,675	3,375	3,212
% Change	8.6%	2.3%	-4.1%	-6.4%	-7.2%	-8.2%	-4.8%

PROPOSED
1992-1993 OFF-STREET PARKING
BUDGET REDUCTIONS AND FEE INCREASES

<u>PARKING FEE INCREASE PROPOSALS</u>	<u>FTE</u>	<u>Revenue/ Saving</u>	<u>Cumulative Total</u>
Monthly Fee Increase		\$ 47,000	
• Increase monthly permit cost \$2.00 to \$3.00 each.			
Short-Term Fee Increase		\$ 163,000	
• Increase first two hours of parking \$.05.			
Parking Fee Increase Total		\$ 210,000	\$ 210,000
 <u>PARKING CAPITAL IMPROVEMENT PROJECT ADJUSTMENTS</u>			
Defund Current CIPs Projects:			
DA26 Energy Conservation Program		\$ 40,972	
Defund Parking Fund balance only.			
Parking's portion of this project is completed.			
VC86 Parking Garage Structural Repair		\$ 585,350	
Defund and move forward in the 5 year CIP plan.			
VB36 Parking Revenue Control System Replacement		\$ 115,556	
VC06 Firefighting System - Design		\$ 39,257	
VC66 Garage Enhancement		\$ 164,905	
VA86 Paint Handrail - Lot A, B, E, G		\$ 6,477	
VB11 Repaint Parking Facilities		\$ 11,576	
VB56 Lot K & E Expansion Joints		\$ 49,513	
VC11 Replace Lot G Elevator Controls		\$ 137,850	
VC21 Equipment Repair Facility		\$ 591	
VB31 Lots E, K, & P, TV Monitors		\$ 54,000	
VC16 Restripe Lots For Compacts		\$ 52,000	
VC71 Cash Counting Room Monitor		\$ 103,550	
TOTAL		\$1,361,597	\$1,571,597

<u>OPERATING BUDGET ADJUSTMENTS</u>	<u>FTE</u>	<u>Revenue/ Saving</u>	<u>Cumulative Total</u>
Civic Ctr. Lease Service to CIP VA66		\$ 110,000	
<p>a) FY '90 Purchase Order #031233997 issued to Iliff, Thorn & Company was encumbered for \$110,000 and no funds have been expended to date.</p> <p>This was to provide leasing agent services for the retail space rental at the Civic Center Plaza Garage.</p> <p>This purchase order could be cancelled and the \$110,000 amount returned to the Parking Fund Balance.</p> <p>The expense for this service should be charged to the Capital Improvement Project #VA66.</p>			
Data Mgmt. Dept. Space Rental		\$ 144,000	
<p>b) The City's Data Management Department will occupy an area of the ground level of the Civic Center Plaza Garage. The monthly rental cost is \$14,400 @ 10 months = \$144,000.</p>			
92/93 Civic Ctr. Garage Debt		\$ 890,000	
<p>c) Adjust FY 92-93 debt service payment with remaining proceeds in CIP VA66.</p> <p>Projected ending balance of project estimated at \$2.0 million.</p>			
91/92 Salary Savings		\$ 108,000	
<p>Parking lot staff levels were reduced.</p> <p>Exit delays have occurred at all lots during non-park operating hours from three minutes to as much as seven minutes.</p>			
91/92 Service & Supply Carryover		\$ 201,000	
<p>d) This actual savings was realized in the 1991-1992 fiscal year. The savings are relative to the equipment and supplies used in parking lot operations and maintenance.</p> <p>Continued deferred maintenance and lower inventory of supplies will impact the ability to provide clean parking facilities and pedestrian stairwells and elevators. Facilities will take on the unkept appearance due to deferred maintenance and reduction of supplies and equipment to maintain the areas identified.</p>			
Defer 92/93 maintenance Requests		\$ 100,000	
<p>e) Deferred maintenance will cause future increased cost to repair facilities on fixtures in case of failure.</p>			

OPERATING BUDGET ADJUSTMENTS

FTE

Revenue/
Saving

Cumulative
Total

Freeze 6.0 Vacant Positions

- f) Reduced Parking Lot Attendant shift hours, impacting level of service at the garages. Direct impacts are decreased service, (waiting lines) for short-term parkers. Waiting time could increase five to seven minutes during peak periods which account for approximately two to three hours per day at four major facilities.

Reduced direct supervision at individual facilities will occur as each Parking Lot Supervisor will be required to operate more than one parking facility. The result will be delay in responding to customer service operation adjustments associated with exit delays, slower complaint resolution, and reduced direct accountability of revenues.

The opening of the Civic Center Plaza garage will increase the work load and further reduce maintenance service ability. In summary, customer appeal of parking facilities will be significantly decreased, adversely impacting retail sales tax tourist/visitor market.

11820 Parking Lot Attendant	1.0	\$ 32,713
11116 Sr. Maintenance Worker	1.0	\$ 37,808
11128 Sr. Parking Lot Attendant	2.0	\$ 71,185
11952		
11164 Parking Lot Supervisor	2.0	\$ 76,471
12922	—	—

6.0

\$ 218,177

Operating Budget Adjustments Total

\$1,771,177

TOTAL PARKING FUND ADJUSTMENTS

\$3,342,774

1992 - 1993 PARKING FUND BUDGET

PARKING FEE INCREASE PROPOSAL SUMMARY

Revenue Proposal	Proposed Rate ¹ Increase	Current	Rates Proposed
3.6% Monthly Fee Increase	\$2 - \$3 increase per month per permit	\$45 - \$92	\$47 - \$95
Short-Term Fee Increase	\$.05 on each of the first two hours at all lots except Lot H (10th & L)	\$.50 \$.60	\$.55 \$.65
	Daily maximum increase		
	\$1.00 at all lots, except Lot H	\$5.00	\$6.00
	\$2.00 at Lot H	\$5.00	\$7.00

SHORT-TERM HOURLY RATES

	89/90	90/91	91/92	92/93	PROPOSED
A, B, E	45/45/100/100	60/60/130/125	60/60/130/125	60/60/130/125	65/65/130/125
H	55/55/100/100	100/100/130/125	100/100/130/125	60/60/130/125	100/100/130/125
G, K, P, R	40/40/100/100	50/50/130/125	50/50/130/125	50/50/130/125	55/55/130/125
WEEKENDS	40/40/40/100	50/50/50/100	50/50/50/100	50/50/50/100	50/50/50/100
EVENINGS	40/HR-6 HRS MAX	50/HR-6 HRS MAX	50/HR-6 HRS MAX	50/HR-6 HR MAX	50/HR-6 HR MAX

MONTHLY PERMITS

\$35 - \$77	\$45 - \$92	\$45 - \$92	\$45 - \$92	\$47 - \$95
-------------	-------------	-------------	-------------	-------------

¹ Effective January 1, 1993

PARKING FUND BALANCE ESTIMATES

11/1/01

	Proposed 1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2003-03
Beginning Balance	942	339	(3,529)	(7,805)	(11,948)	(15,258)	(18,787)	(22,561)	(26,022)	(28,556)	(30,449)
Annual Revenue											
User Fee Revenue	8,495	8,316	8,063	8,195	9,015	9,108	9,187	9,283	10,055	11,060	11,245
Rental Real Property	581	662	688	716	745	774	805	838	871	906	942
Interest Income	210	200	200	200	200	200	200	200	200	200	200
Miscellaneous	194	194	194	0	0	0	0	0	0	0	0
Adjustments											
Data Management Rent	144	173	173	173	173	173	173	173	173	173	173
Monthly fee increase	47	47	47	47	47	47	47	47	47	47	47
Short-term fee increase	163	163	163	163	163	163	163	163	163	163	163
	0										
Total Annual Revenue	9,834	9,755	9,528	9,494	10,343	10,465	10,575	10,704	11,509	12,549	12,770
Transfers In	0	0	0	0	0	0	0	0	0	0	0
Annual Expenditures											
Employee Services	3,871	3,940	4,098	4,262	4,432	4,609	4,794	4,985	5,185	5,392	5,608
Service & Supplies	3,664	3,644	3,790	3,941	4,099	4,263	4,433	4,611	4,795	4,987	5,187
Equipment	0	0	0	0	0	0	0	0	0	0	0
Transfers	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450
Debt Service	3,720	3,726	3,672	3,672	3,672	3,672	3,672	3,118	2,613	2,613	2,613
CIP	724	863	795	312	0	0	0	0	0	0	0
Budget adjustments	(2,989)	0	0	0	0	0	0	0	0	0	0
Total Annual Expenditures	10,440	13,623	13,804	13,637	13,653	13,994	14,349	14,164	14,043	14,442	14,857
Annual Surplus/Deficit	(606)	(3,868)	(4,276)	(4,143)	(3,310)	(3,529)	(3,774)	(3,461)	(2,534)	(1,893)	(2,087)
Annual impact of Downtown Plaza Project - to be made up with tax increment	0	166	(692)	(547)	(526)	(546)	(567)	(589)	(609)	(685)	(704)

EXHIBIT F

FUTURE PARKING FUND
REVENUE ENHANCEMENTS/EXPENDITURE REDUCTIONS

CATEGORY 1

PROGRAM	DESCRIPTION	ANNUAL FISCAL IMPACT
Increase On Street Meter Rates	Increase parking meter rates by \$.25/hour. Revenue generated will fund existing carpool subsidy program which promotes alternative mode use.	\$270,000
Increase Parking Citation Bail	Increase parking citation bail amount by \$2.00. Revenue generated will help offset decreases in parking fund revenues resulting from increased alternative mode use.	\$400,000
Reduce Operating Budget by Eliminating Non-Core Activities	Decrease services associated with parking lot operations, monthly permit sales, special event coordination and staffing. Reduce staff training, personnel transaction administration, and revenue monitoring. Reduction of maintenance and cleaning activities.	\$500,000
Use Parking Components for Advertising	Sell advertising on special 12 inch parking lot entry tickets and wall space in facilities.	\$500,000
Automate Operations Parking Lots A,E,P,R	Automate parking operations by installing self service meter/ticket dispensers. Would result in decreased operation cost through reductions in required operations personnel.	\$800,000
Parking Space Tax	Impose a \$10/space/month parking tax on off-street parking spaces located within the Central City.	\$1,644,000
Privatize All Parking Lots	Contract with private companies to operate City parking garages. Results in reduced expenditures due to lower wages of private versus City operations personnel and reductions in parking administrative staff.	\$1,800,000

CATEGORY 2

PROGRAM	DESCRIPTION	FISCAL IMPACT
On Street Parking	Shift On Street Parking Program back into the Parking Enterprise.	\$1,400,000
Development of Lot A	Defeasance of Series A and B bonds and investment of remaining cash.	\$1,500,000

CERTIFIED AS TRUE COPY
of Resolution No. 91-929

RESOLUTION NO. 91-929

ADOPTED BY THE SACRAMENTO CITY COUNCIL

NOV 9 1991
DATE CERTIFIED
Patricia G. Burrows
CITY CLERK, CITY OF SACRAMENTOON DATE OF NOV 19 1991A RESOLUTION AUTHORIZING THE CITY MANAGER TO
EXECUTE A PARKING OPERATIONS AND MAINTENANCE
AGREEMENT WITH THE HAHN COMPANY

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

The City Manager is hereby authorized to execute a parking operations and maintenance agreement with the Hahn Company for City Parking Lot G, K, and U, (see attached map for locations) incorporating the following parameters:

- **HOURS OF OPERATION:** The parking facilities shall operate during the operating hours of the shopping center/cinemas and for one hour thereafter to provide security for employees.
- **HOURS OF OPERATION WITH FEE:** Parking operations personnel shall be on duty during evenings and on weekends to collect cash fees from customers without parking validations.
- **FREE PARKING:** Retail customers of Downtown Plaza who make purchases shall be entitled to three-hour parking validations and four-hour parking validations will be issued to cinema and restaurant patrons.
- **RATES:** The City Council shall retain the ultimate authority to set parking fees at the parking garages serving the project. The City staff will work with Downtown Plaza in recommending parking fees that will compliment the market appeal while discouraging over-utilization by parkers without parking validations.
- **ON-SITE MONTHLY PERMITS:** There shall be a limit of 1,265 monthly permits in the garages (Lots G, K, and U) serving the project, distributed according to a specific allotment to resident business establishments in Downtown Plaza. Current non-resident monthly permits will be phased out by attrition.
- **CONSTRUCTION PARKING:** During construction of the parcel D-1 parking facility (Lot U) vehicles of the contractors' and the developer's employees may park in Lot U for no fee until the new garage opens for public parking operations.
- **OPERATIONS:** A Code of Conduct for all parking operations personnel shall be developed and reviewed periodically by the City and Downtown Plaza Associates for the mutual goal of first class quality in customer service.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 91-929
NOV 19 1991

MAINTENANCE: The City and Downtown Plaza shall establish and implement a standard of maintenance for the parking facilities serving the project (Lots G, K, and U) that is consistent with first-class shopping centers in the Northern California Region.

- SECURITY: Standards for security in the parking facilities serving the project (Lot G, K, & U) shall be mutually developed between the City and Downtown Plaza. The City shall deploy security resources accordingly.
- RESTORATION: The City shall restore garage structures in the event of catastrophic events, to the extent that the stores or the developer elects to rebuild. The City shall continue to own and operate the garages during the life of the project as the ultimately responsible party. In any leaseback after sale or transfer to any agency or corporation, the City shall continue to be the ultimate security against default of the parking operations and facilities.
- PARKING VALIDATIONS: Downtown Plaza shall pay an annual sum for parking validations issued only to customers of Downtown Plaza retail stores. Only customers who make purchases from Downtown Plaza stores shall receive parking validations. Utilization of the validation system for any purpose other than retail shopping shall be compensated to the City by Downtown Plaza on a parking transaction-by-parking transaction basis at maximum daily parking fee rate as set by the City Council. This validation system shall apply only to City Parking Lot G, K, and U. (See map attached for locations of Lots G, K, and U.)

The foregoing shall be the guidelines by which the City Manager shall negotiate the final terms and conditions of a Parking Operations and Maintenance Agreement with the Hahn Company, with the goal of reaching a balance between revenues and costs.

Additionally, further negotiations shall be held to address the following:

1. Elimination of the General Fund subsidy.
2. Establishment of the transit validations.
3. Review the validation program for the possibility of three and four-hour parking validations on weekends and evenings only and continuation of two-hour parking validations during weekdays.
4. Establish a five-year time period to reevaluate the terms of the Parking Management Agreement based on the actual revenues and costs generated by the project.

Staff shall report back to the City Council with the results of further negotiations.

ANNE RUDIN

MAYOR

ATTEST:

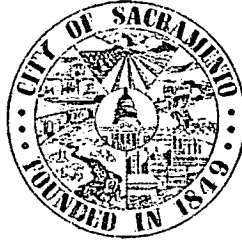
VALERIE BURROWES

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 91-929

DATE ADOPTED: NOV 19 1991



10.8

REF: 92-10-114

**DEPARTMENT OF
PUBLIC WORKS**

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 202
SACRAMENTO, CA
95814-2819

TRANSPORTATION DIVISION
PARKING

TRANSPORTATION:
PH 916-264-5307
FAX 916-448-8450

November 5, 1992

PARKING:
PH 916-264-5354
FAX 916-264-7501

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT:

1. 1992-93 PARKING FUND BUDGET AMENDMENTS AND PARKING FEE INCREASES
2. PARKING OPERATIONS AND MANAGEMENT AGREEMENT FOR DOWNTOWN PLAZA REDEVELOPMENT
3. STATUS OF THE CITY'S OFF-STREET PARKING ENTERPRISE

LOCATION AND COUNCIL DISTRICT: Downtown; District 1

SUMMARY

This report recommends budget reduction measures and parking fee increases to offset an estimated \$3.3 million deficit in the Parking Fund for the 1992-93 Fiscal Year. The fee increase accounts for \$210,000 and the budget reduction accounts for \$3.1 million. The majority of these measures are one-time in nature and will balance the Parking Fund for 1992-93 only. Staff will report back to Council the next few months regarding future adjustments to the Parking Fund. The report also includes the impact of the Parking Operations Management Agreement (POMA) with Downtown Plaza Associates (DPA), et al.

(DRAFT)

REF: 92-10-114

10/27
3:10 p.m.

Per Bonnie:

She is requesting that this be put on Evening Hearings. Report may not be here before Thurs. 5:00. She is going to provide us with 37 copies if not ready. Any problem please call x5057 Bonnie

Nov 5, 1992
November 10, 1992

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT:

DRAFT

1. 1992-93 PARKING FUND BUDGET AMENDMENTS AND PARKING FEE INCREASES
2. PARKING OPERATIONS AND MANAGEMENT AGREEMENT FOR DOWNTOWN PLAZA REDEVELOPMENT
3. STATUS OF THE CITY'S OFF-STREET PARKING ENTERPRISE

LOCATION AND COUNCIL DISTRICT: Downtown, District 1

SUMMARY

This report recommends budget reduction measures and parking fee increases to offset an estimated \$3.3 million deficit in the Parking Fund for the 1992-93 Fiscal Year. The fee increase accounts for \$210,000 and the budget reduction accounts for \$3.1 million. Discussion includes the impact of the Parking Operations Management Agreement (POMA) with Downtown Plaza Associates (DPA). Also discussed is the future status of the Off-Street Parking Fund based on current trends.

City Council
PARKING FUND BUDGET AMENDMENTS/PARKING FEE INCREASES
November 10, 1992
REF: 92-10-114

STAFF RECOMMENDATIONS

It is recommended that the City Council review the proposed off-street parking budget adjustments and adopt the attached resolutions increasing parking fees in City off-street parking facilities and implementing expenditure reductions needed to balance the Parking Fund.

BACKGROUND INFORMATION

City Parking Enterprise Fund Status

The City's Parking Enterprise is responsible for the operation and maintenance of 17 parking facilities in the downtown area, providing 9,405 public parking spaces (Exhibit A). Parking Fund revenue is generated through parking fees, commercial retail rental space, and interest earnings, all of which are dedicated to the payment of operating expenses, maintenance, capital improvements, and debt service.

Prior to 1987, City owned and operated parking facilities represented 63 percent of all of the downtown off-street parking supply. With new development over the last five years, the City's share of the market declined to approximately 45 percent. Further decline is anticipated over the next ten years, contingent upon the state of the local economy in supporting new office development. In conjunction with the decline of the City's share of the parking supply, there has been a marked decline in parking demand in City parking facilities. Exhibits B and C illustrate decreases in short-term and monthly parking demand. From the 1988-1989 through 1991-92 Fiscal Years, short-term hourly parking demand in City parking garages decreased by 27 percent. This represents a decrease of 1.1 million cars parked in 1991-92 compared to 1988-89. Major factors contributing to this decline include the Grand Re-Opening of the Arden Fair Shopping Center in 1987, the opening of new, private parking garages in the CBD in 1987 and 1988, the implementation of Light Rail transit in 1988, a 50 percent subsidy of state employee transit monthly passes in 1989, successive parking fee increases from 1987 through 1991 invoked by the Downtown Transportation Task Force recommendations, and the increasing and prolonged impacts of the national recession on the local economy.

RESOLUTION NO. 92-814

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

A RESOLUTION AMENDING THE CITY OF SACRAMENTO FEE AND CHARGE REPORT TO ESTABLISH OFF-STREET PARKING FEES PURSUANT TO SECTION 25.153, OF THE SACRAMENTO CITY CODE

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

SECTION 1.

The municipal parking lots shall be designated as follows:

- (1) That certain block or square lying within and between Sixth and Seventh Streets, L Street and Capitol Mall, shall be designated as Lot "A".
- (2) That certain block or square lying within and between Tenth and Eleventh Streets, H and I Streets, shall be designated as Lot "B".
- (3) That certain block or square lying within the north half of the block bounded by Fourteenth and Fifteenth Streets, H and I Streets, shall be designated as Lot "C".
- (4) That certain block or square lying within the east half of the block bounded by Twelfth and Thirteenth Streets, I and J Streets, shall be designated as Lot "E".
- (5) That certain block or square lying within and between Third and Fourth Streets, K and L Streets, shall be designated as Lot "G".
- (6) That certain block or square lying within the south half of the block bounded by Tenth and Eleventh Streets, K and L Streets, shall be designated as Lot "H".
- (7) That certain block or square lying within the north half of the block bounded by Tenth and Eleventh Streets, I and J Streets, shall be designated as Lot "I".

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

- (8) That certain block or square lying within and between Fifth and Sixth Streets, J and L Streets, consisting of two levels underground, shall be designated as Lot "K".
- (9) That certain property located at the northeast corner of Twelfth Street and E Street, shall be designated as Lot "L-1".
- (10) That certain block or square lying within and between Second and Third Streets, I and K Streets, shall be designated as Lot "P".
- (11) That certain property that is Front Street between Capitol Mall and P Street and that certain property lying within and between Front Street, Capitol Mall and Neasham Circle, shall be designated as Lot "Q".
- (12) That certain block or square lying within and between Front and Second Streets, L Street and Capitol Mall, shall be designated as Lot "R".
- (13) That certain block or square, lying within the western-most three-fourths of the block between J Street and K Street, between 14th Street and 15th Street shall be designated as Lot "T".
- (14) That certain block or square lying within and between Fourth and Fifth Streets, J and K Streets, shall be designated as Lot "U".
- (15) That certain property that is located north of I Street, east of Second Street and beneath the Interstate 5 Freeway, shall be designated as Lot "W".
- (16) That certain property lying within and between Capitol Mall, the Interstate 5 Freeway, N and Third Street Shoofly, shall be designated as Lot "X".
- (17) That certain property lying within and between the Interstate 5 Freeway, Second Street, N and P Streets, shall be designated as Lot "Y".

SECTION 2.

Pursuant to Section 25.153 of the Sacramento City Code, the rates of the municipal parking lots shall be as follows:

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

PUBLIC WORKS DEPARTMENT - TRANSPORTATION
 V. OFF-STREET PARKING FEES (City Code Section 25.153)

LOT	MON-FRI HOURLY ⁽¹⁾	SAT-SUN HOURLY ⁽¹⁾	DAY MAX. 6 AM-6 PM ⁽¹⁾	NIGHT MAX. 6 PM-6 AM ⁽¹⁾	DAILY ⁽²⁾	PRECHARGE ⁽³⁾	MONTHLY UNDER COVER ⁽⁶⁾	MONTHLY OPEN ⁽⁶⁾	MONTHLY MOTORCYCLE ⁽⁶⁾
A	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	-----	\$80.00 ⁽⁴⁾	\$40.00
B	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$75.00 ⁽⁴⁾	\$75.00 ⁽⁴⁾	\$37.00
C	-----	-----	-----	-----	\$3.00	\$2.00, 3.00 & 5.00	-----	\$62.00	-----
E	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$83.00 ⁽⁴⁾	-----	\$41.00
G	\$.55, 1.30 & 1.25 ⁽¹⁰⁾	\$.50 & 1.00 ⁽¹⁰⁾	\$6.00	\$3.00 ⁽¹⁰⁾	-----	\$2.00, 3.00 & 5.00	\$88.00 ⁽⁴⁾	-----	\$44.00
H	\$1.00, 1.30 & 1.25	\$.50 & 1.00	\$7.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$95.00 ⁽⁴⁾	-----	\$47.00
I	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$83.00	-----	\$41.00
K	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$95.00	-----	\$47.00
L-1	\$.50 ⁽⁹⁾	\$.50 ⁽⁹⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	-----	-----
L-2	\$.50 ⁽⁹⁾	\$.50 ⁽⁹⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	-----	-----
P	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$68.00	-----	\$34.00
Q	-----	-----	-----	-----	\$3.00	\$2.00, 3.00 & 5.00	-----	\$47.00 ⁽⁸⁾	-----
R	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$70.00	-----	\$35.00
T	-----	-----	-----	-----	\$4.00	\$2.00, 3.00 & 5.00	-----	\$72.00	-----
U	\$.55, 1.30 & 1.25	\$.50 & 1.00	-----	\$3.00	\$5.00	\$2.00, 3.00 & 5.00	-----	-----	-----
W	-----	-----	-----	-----	\$5.00 ⁽⁵⁾	-----	-----	-----	-----
X	-----	-----	-----	-----	\$5.00	\$2.00, 3.00 & 5.00	-----	\$70.00	-----
Y	\$1.00 ⁽⁷⁾	\$1.00 ⁽⁷⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	\$47.00	-----

**** SEE ATTACHED FOOTNOTES ****

PUBLIC WORKS DEPARTMENT - TRANSPORTATION

V. OFF-STREET PARKING FEES

- (1) Between 6 AM and 6 PM Monday through Friday: \$.55 per hour for 2 hours (Lots G, K, P, R, U); \$.65 per hour for 2 hours (Lots A, B, E, I); \$.50 per each 1/2 hour for the first two hours (Lot H); \$.65 per 1/2 hour for the third hour, \$1.25 for each hour thereafter; with a \$6.00 daytime maximum, except Lot H, which is \$7.00. Between 6 AM and 6 PM, Saturday and Sunday: \$.50 each hour for first three hours, \$1.00 for each hour thereafter; with a \$6.00 daytime maximum except Lot H, which is \$7.00. Between 6 PM and 6 AM: \$.50 each hour with a \$3.00 hour maximum. (Validation stamps shall be sold to qualified merchants for \$.30 each and shall be valid for one hour of free parking each, to a maximum of two hours on weekdays and three hours on nights and weekends.) A \$.65 validation stamp shall be sold to qualified merchants and shall be valid for one-half hour of free parking on the third hour only. The minimum charge for lost ticket shall be \$10.00. A \$5.00 service charge for IOU shall be assessed 3 working days after fee liability is incurred. Parking fee IOUs not paid within 15 days shall be assessed a \$5.00 penalty which will increase by \$5.00 each 15 days thereafter to a maximum of \$20.00.
- (2) Rate applies from time of entry until 6 AM on the day following the time of entry.
- (3) Precharge fees upon entry. \$3.00 from 6 AM to 4 PM, \$2.00 from 4 PM to 6 AM, \$5.00 for special events, unless indicated otherwise in the foregoing table of fees.
- (4) Residents of Central Business District vicinity within the boundaries of 7th Street, 14th Street, H Street and L Street, who qualify as having no reasonable parking alternatives - such permits shall be valid only between 5:30 PM and 8:30 AM, Monday through Friday, and for 24 hours on Saturdays and Sundays.
- (5) No charge for tour buses.
- (6) 50% monthly parking discount for qualified carpools. A \$10.00 deposit fee shall be charged for each monthly parking access card for Lots A, B, E, G, H, I, K, P and R. This deposit shall be refundable upon return of the access card in an undamaged and usable condition, normal wear and tear expected. A \$10.00 fee shall be charged for each replacement for lost monthly permits at Lots C, Q, T, X and Y.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

- (7) \$1.00 for 3 hours when operated by unattended ticket dispenser. When fees are precharged and collected by parking attendant, \$3.00 from 6 AM to 4 PM; \$2.00 from 4 PM to 6 AM.
- (8) \$60.00 for horse-drawn vehicles with related truck and horse trailer.
- (9) On-street parking: No vehicle shall park beyond two hours between the hours of 8 AM and 6 PM, Monday through Saturday, with national holidays exempt. Fees shall be paid to parking meters: \$1.00 for two hours, \$.50 for one hour (quarters only).
- (10) Capitol Plaza Holiday Inn validations - Between 6 AM and 6 PM, Monday through Friday: \$.34 each hour for first three hours, \$.68 for each hour thereafter. Between 6 AM and 6 PM, Saturday and Sunday: \$.34 each hour for first three hours, \$.68 for each hour thereafter. Between 6 PM and 6 AM: \$.40 for first hour, \$.28 for second hour, no charge for each hour thereafter.

ATTEST:

City Clerk

Mayor

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO. 92-814

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

APPROVED
BY THE CITY COUNCIL

NOV 5 1992

OFFICE OF THE
CITY CLERK

A RESOLUTION AMENDING THE CITY OF SACRAMENTO FEE AND CHARGE REPORT TO ESTABLISH OFF-STREET PARKING FEES PURSUANT TO SECTION 25.153, OF THE SACRAMENTO CITY CODE

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

SECTION 1.

The municipal parking lots shall be designated as follows:

- (1) That certain block or square lying within and between Sixth and Seventh Streets, L Street and Capitol Mall, shall be designated as Lot "A".
- (2) That certain block or square lying within and between Tenth and Eleventh Streets, H and I Streets, shall be designated as Lot "B".
- (3) That certain block or square lying within the north half of the block bounded by Fourteenth and Fifteenth Streets, H and I Streets, shall be designated as Lot "C".
- (4) That certain block or square lying within the east half of the block bounded by Twelfth and Thirteenth Streets, I and J Streets, shall be designated as Lot "E".
- (5) That certain block or square lying within and between Third and Fourth Streets, K and L Streets, shall be designated as Lot "G".
- (6) That certain block or square lying within the south half of the block bounded by Tenth and Eleventh Streets, K and L Streets, shall be designated as Lot "H".
- (7) That certain block or square lying within the north half of the block bounded by Tenth and Eleventh Streets, I and J Streets, shall be designated as Lot "I".

FOR CITY CLERK USE ONLY

Page 10

RESOLUTION NO.: _____

DATE ADOPTED: _____

- (8) That certain block or square lying within and between Fifth and Sixth Streets, J and L Streets, consisting of two levels underground, shall be designated as Lot "K".
- (9) That certain property located at the northeast corner of Twelfth Street and E Street, shall be designated as Lot "L-1".
- (10) That certain block or square lying within and between Second and Third Streets, I and K Streets, shall be designated as Lot "P".
- (11) That certain property that is Front Street between Capitol Mall and P Street and that certain property lying within and between Front Street, Capitol Mall and Neasham Circle, shall be designated as Lot "Q".
- (12) That certain block or square lying within and between Front and Second Streets, L Street and Capitol Mall, shall be designated as Lot "R".
- (13) That certain block or square, lying within the western-most three-fourths of the block between J Street and K Street, between 14th Street and 15th Street shall be designated as Lot "T".
- (14) That certain block or square lying within and between Fourth and Fifth Streets, J and K Streets, shall be designated as Lot "U".
- (15) That certain property that is located north of I Street, east of Second Street and beneath the Interstate 5 Freeway, shall be designated as Lot "W".
- (16) That certain property lying within and between Capitol Mall, the Interstate 5 Freeway, N and Third Street Shoofly, shall be designated as Lot "X".
- (17) That certain property lying within and between the Interstate 5 Freeway, Second Street, N and P Streets, shall be designated as Lot "Y".

SECTION 2.

Pursuant to Section 25.153 of the Sacramento City Code, the rates of the municipal parking lots shall be as shown in the following rate table and footnotes:

FOR CITY CLERK USE ONLY

Page 11

RESOLUTION NO.: _____

DATE ADOPTED: _____

PUBLIC WORKS DEPARTMENT - TRANSPORTATION
 V. OFF-STREET PARKING FEES (City Code Section 25.153)

LOT	MON-FRI HOURLY ⁽¹⁾	SAT-SUN HOURLY ⁽¹⁾	DAY MAX. 6 AM-6 PM ⁽¹⁾	NIGHT MAX. 6 PM-6 AM ⁽¹⁾	DAILY ⁽¹⁾	PRECHARGE ⁽¹⁾	MONTHLY UNDER COVER ⁽¹⁾	MONTHLY OPEN ⁽¹⁾	MONTHLY MOTORCYCLE ⁽¹⁾
A	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00		\$80.00 ⁽¹⁾	\$40.00
B	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$75.00 ⁽¹⁾	\$75.00 ⁽¹⁾	\$37.00
C	-----	-----	-----	-----	\$3.00	\$2.00, 3.00 & 5.00	-----	\$62.00	-----
E	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$83.00 ⁽¹⁾	-----	\$41.00
G	\$.55, 1.30 & 1.25 ⁽¹⁾	\$.50 & 1.00 ⁽¹⁾	\$6.00	\$3.00 ⁽¹⁾	-----	\$2.00, 3.00 & 5.00	\$88.00 ⁽¹⁾	-----	\$44.00
H	\$1.00, 1.30 & 1.25	\$.50 & 1.00	\$7.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$95.00 ⁽¹⁾	-----	\$47.00
I	\$.65, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$83.00	-----	\$41.00
K	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$95.00	-----	\$47.00
L-1	\$.50 ⁽¹⁾	\$.50 ⁽¹⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	-----	-----
L-2	\$.50 ⁽¹⁾	\$.50 ⁽¹⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	-----	-----
P	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$68.00	-----	\$34.00
Q	-----	-----	-----	-----	\$3.00	\$2.00, 3.00 & 5.00	-----	\$47.00 ⁽¹⁾	-----
R	\$.55, 1.30 & 1.25	\$.50 & 1.00	\$6.00	\$3.00	-----	\$2.00, 3.00 & 5.00	\$70.00	-----	\$35.00
T	-----	-----	-----	-----	\$4.00	\$2.00, 3.00 & 5.00	-----	\$72.00	-----
U	\$.55, 1.30 & 1.25	\$.50 & 1.00	-----	\$3.00	\$5.00	\$2.00, 3.00 & 5.00	-----	-----	-----
W	-----	-----	-----	-----	\$5.00 ⁽¹⁾	-----	-----	-----	-----
X	-----	-----	-----	-----	\$5.00	\$2.00, 3.00 & 5.00	-----	\$70.00	-----
Y	\$1.00 ⁽¹⁾	\$1.00 ⁽¹⁾	-----	-----	-----	\$2.00, 3.00 & 5.00	-----	\$47.00	-----

**** SEE ATTACHED FOOTNOTES ****

FOR CITY CLERK USE ONLY

Page 12

RESOLUTION NO.:

DATE ADOPTED:

RESOLUTION NO. 92-815

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

APPROVED
BY THE CITY COUNCIL

NOV 5 1992

OFFICE OF THE
CITY CLERK

PUBLIC WORKS DEPARTMENT - TRANSPORTATION

V. OFF-STREET PARKING FEES

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- (5) No charge for tour buses.

FOR CITY CLERK USE ONLY

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DATE ADOPTED: _____

- (6) 50% monthly parking discount for qualified carpools. A \$10.00 deposit fee shall be charged for each monthly parking access card for Lots A, B, E, G, H, I, K, P and R. This deposit shall be refundable upon return of the access card in an undamaged and usable condition, normal wear and tear expected. A \$10.00 fee shall be charged for each replacement for lost monthly permits at Lots C, Q, T, X and Y.
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MAYOR

ATTEST:

City Clerk

FOR CITY CLERK USE ONLY

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RESOLUTION NO.: _____

DATE ADOPTED: _____