

## PARKING COMMISSION

Regular Meeting Minutes

March 22, 5:30 PM

Hooker Room, City Hall

### **Members Present**

Jim Blickensdorf – Grazie Italiano, Council Appointee

Adrienne Evans Fernandez – At Large Appointee, Council Appointee

Faith Hawkins – Elm Heights Neighborhood Association, Council Appointee

Mark Need - Meter Zone Resident, Mayoral Appointee

Mary Jo Shaughnessy - Blue Ridge Neighborhood Association, Mayoral Appointee

Steve Volan – City Council Appointee, *ex officio*

### **Members Not Present**

Josh Desmond – Asst. Director of Planning, City of Bloomington

Donna Disque – Mardon Salon, Mayoral Appointee

Jennifer Jenkins - Not-for-profit appointee representing Wonderlab

### **Also Present**

RayeAnn Cox, Parking Enforcement Manager, City of Bloomington

Scott Robinson – Planning & Transportation, City of Bloomington

Amanda Turnipseed, Director of IU Parking Operations

Bethany Wages, Deputy Clerk, City of Bloomington

### **Not Present**

Nicole Bolden, Clerk, City of Bloomington

Seyedamir Kaboli Farshchi, Long Range Planner, City of Bloomington

Ron Walker, Vice President of Commercial Real Estate, CFC

### **Call to Order**

Meeting was called to order at 5:30 pm.

### **Reports from Commissioners & City Offices**

Desman anticipates having the report completed by the end of the month (Robinson). Robinson reported that Josh Desmond has resigned from the City. Robinson noted structural and procedural differences between the Parking and Traffic commissions, and indicated that more parking related issues normally handled by Traffic may be shifted to the Parking agenda in the near term.

RayeAnn Cox reported that PE provided Sunday church counts to Desman.

Blickensdorf provided updated 2017 financial data for each month, categorized monthly and quarterly with comparison to 2016. Review of the data shows total revenue down -1.63%, expenses up 7.94%. Garage revenue is down -7.82%, followed by -4.71% in NZ; meter revenue is up slightly, +0.11%.

## PARKING COMMISSION

Citation revenue for 2017 was down -4.83%, compared to 2016. Staffing expense was +3.19%, Operational expense increased +7.04%, Equipment and Supply increased the most at +11.61%. General fund charges to the system were up +4.69%, outpacing the U.S. rate of inflation, 2.1%<sup>1</sup>.

For the fiscal year, the system posted a negative system-wide cashflow of -\$74,846 vs. +\$252,620 during the prior year.

### **Public Comment**

No one from the public was present.

### **Resolutions for Second Reading and Discussion**

PKG-2018-01 was continue to the April regular meeting.

### **Resolutions First Reading and Discussion**

None.

### **Discussions of Topics Not the Subject of Resolutions**

The commission reviewed and discussed Draft 3 of the proposed ordinance using the attached presentation on proposed changes to Title 15, continuing with special exceptions for NZ permits, proposing the consolidation of parking operations around a new “parking enforcement manager” position—not to be confused with Ms. Cox’s current position.

Prior to the meeting, Desman and PE commented on the proposed changes, and both parties comments were included in the packet and meeting presentation. During the meeting, Amanda Turnipseed provided additional information: IU students are eligible to purchase permits in IU garages if they lack sufficient off-street parking.

The commission agreed with notes from Desman and parking commission, unanimously supporting removing from the code special exception for fraternities & sororities, keeping only the exception for Collins residents. Volan and Blickensdorf suggested incorporating the Collins address into Zone 7, eliminating the need for BMC §15.37.220 while protecting the residents’ ability to purchase permits.

Blickensdorf noted that consideration was given to shifting from codifying rules and procedures to a employing a more administrative approach. Cox noted that the current BMC written as “shall issue” does not provide her to exercise of her judgment and act on her experience. As an example, the commission would recommend changing BMC §15.37.070 to permit the parking enforcement manager to develop and audit appropriate systems for application for, distribution of, and the issuance, re-issuance and cancellation of permits.

The commission discussed ways to future-proof and simplify other sections of the code.

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<sup>1</sup> [https://data.bls.gov/timeseries/CUUR0000SA0L1E?output\\_view=pct\\_12mths](https://data.bls.gov/timeseries/CUUR0000SA0L1E?output_view=pct_12mths)

## PARKING COMMISSION

### **Other Motions**

Blickensdorf was re-elected as Chairperson. Evans Fernandez was re-elected Vice Chairperson. Volan was re-elected Secretary.

### **Adjournment**

Meeting was adjourned at 7:39 pm.

		Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16
GL	Revenue - Garage Hourly Parking	\$ 9,750	\$ 10,182	\$ 11,308	\$ 15,670	\$ 28,038	\$ 10,665	\$ 8,571	\$ 13,452	\$ 13,493	\$ 12,830
GL	Revenue - Hourly Parking Lots	\$ 5,433	\$ 6,165	\$ 6,210	\$ 7,403	\$ 6,459	\$ 5,710	\$ 5,714	\$ 7,365	\$ 6,235	\$ 6,869
GL	Revenue - Garage Permits	\$ 45,914	\$ 53,248	\$ 77,786	\$ 62,143	\$ 78,268	\$ 46,461	\$ 42,977	\$ 80,283	\$ 36,105	\$ 58,358
GL	Revenue - Garage Leases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GL	Revenue - Lot Leases	\$ 4,500	\$ 33,874	\$ -	\$ 4,500	\$ -	\$ 4,531	\$ -	\$ 25,280	\$ -	\$ -
GL	Revenue - Employee Parking	\$ 268	\$ 26	\$ 24	\$ 8	\$ 28	\$ 22	\$ 20	\$ 28	\$ 12	\$ 14
GL	Revenue - Other Income	\$ -	\$ 1,909	\$ 1,909	\$ 2,006	\$ 1,909	\$ 1,909	\$ 1,909	\$ 1,909	\$ 1,909	\$ 1,944
	<b>GL Subtotal</b>	<b>\$ 65,866</b>	<b>\$ 105,404</b>	<b>\$ 97,237</b>	<b>\$ 91,730</b>	<b>\$ 114,702</b>	<b>\$ 69,299</b>	<b>\$ 59,191</b>	<b>\$ 128,317</b>	<b>\$ 57,754</b>	<b>\$ 80,014</b>
MP	Revenue - No Parking Signs	\$ 2,489	\$ 2,113	\$ 1,536	\$ 1,884	\$ 777	\$ 3,772	\$ 5,800	\$ 780	\$ 1,394	\$ 1,451
MP	Revenue - Hourly Parking	\$ 156,763	\$ 189,559	\$ 204,649	\$ 228,289	\$ 159,170	\$ 192,837	\$ 149,698	\$ 228,943	\$ 179,585	\$ 227,315
MP	Revenue - Convenience Fee	\$ 10,819	\$ 13,927			\$ 43,383		\$ 25,350		\$ 29,179	
	<b>MP Subtotal</b>	<b>\$ 170,070</b>	<b>\$ 205,598</b>	<b>\$ 206,185</b>	<b>\$ 230,173</b>	<b>\$ 203,329</b>	<b>\$ 196,609</b>	<b>\$ 180,848</b>	<b>\$ 229,723</b>	<b>\$ 210,158</b>	<b>\$ 228,766</b>
NZ	Revenue - Permits					\$ 210					
NZ	Revenue - Zone 1	\$ 1,450	\$ 525	\$ 210	\$ 335	\$ 500	\$ 570	\$ 5,635	\$ 17,265	\$ 2,805	\$ 735
NZ	Revenue - Zone 2	\$ 2,154	\$ 150	\$ -	\$ 175	\$ 90	\$ 55	\$ 1,210	\$ 3,775	\$ 725	\$ 100
NZ	Revenue - Zone 3	\$ 210	\$ 85	\$ 10	\$ 65	\$ 100	\$ 60	\$ 300	\$ 3,005	\$ 385	\$ 75
NZ	Revenue - Zone 4	\$ 570	\$ 105	\$ 325	\$ 95	\$ 285	\$ 150	\$ 770	\$ 14,300	\$ 1,395	\$ 300
NZ	Revenue - Zone 5	\$ 285	\$ 80	\$ 95	\$ 20	\$ 25	\$ 75	\$ 275	\$ 6,545	\$ 960	\$ 350
NZ	Revenue - Zone 6	\$ 185	\$ 25	\$ 90	\$ 30	\$ 50	\$ -	\$ 150	\$ 1,575	\$ 410	\$ 180
NZ	Revenue - Zone 7	\$ 525	\$ 50	\$ 280	\$ 250	\$ 280	\$ 125	\$ 195	\$ 5,940	\$ 815	\$ 390
NZ	Revenue - Zone 8	\$ -	\$ -	\$ -	\$ -	\$ 50	\$ 25	\$ -	\$ 500	\$ 50	\$ 25
NZ	Revenue - Zone 9	\$ 200	\$ 150	\$ 75	\$ 80	\$ 10	\$ -	\$ 75	\$ 3,275	\$ 605	\$ 210
NZ	Revenue - Zone 10	\$ -	\$ -	\$ -	\$ 25	\$ 50	\$ -	\$ 300	\$ 1,000	\$ 85	\$ 50
NZ	Revenue - Zone 11	\$ 25	\$ -	\$ 25	\$ 30	\$ 75	\$ -	\$ 200	\$ 1,675	\$ 110	\$ 175
NZ	Revenue - All Zone Service Permits	\$ 1,650	\$ 1,265	\$ 2,090	\$ 2,475	\$ 2,090	\$ 2,585	\$ 4,290	\$ 8,965	\$ 5,115	\$ 3,905
NZ	Revenue - Private Parking	\$ 130	\$ 26								
GF	Revenue - Private Parking	\$ 311	\$ 129	\$ 51	\$ 51	\$ (25)	\$ -	\$ -	\$ -	\$ -	\$ 25
	<b>NZ Subtotal</b>	<b>\$ 7,695</b>	<b>\$ 2,590</b>	<b>\$ 3,251</b>	<b>\$ 3,631</b>	<b>\$ 3,790</b>	<b>\$ 3,645</b>	<b>\$ 13,400</b>	<b>\$ 67,820</b>	<b>\$ 13,460</b>	<b>\$ 6,520</b>
	<b>Total System Revenue</b>	<b>\$ 243,631</b>	<b>\$ 313,592</b>	<b>\$ 306,673</b>	<b>\$ 325,533</b>	<b>\$ 321,821</b>	<b>\$ 269,552</b>	<b>\$ 253,439</b>	<b>\$ 425,860</b>	<b>\$ 281,372</b>	<b>\$ 315,300</b>
GL	Staffing Expense	\$ (51,457)	\$ (44,390)	\$ 2,320	\$ (50,475)	\$ (18,817)	\$ (19,045)	\$ (60,178)	\$ (19,837)	\$ (29,636)	\$ (43,321)
MP	Staffing Expense	\$ (76,974)	\$ (62,449)	\$ (43,085)	\$ (98,235)	\$ (42,943)	\$ (36,966)	\$ (53,314)	\$ (31,004)	\$ (58,383)	\$ (79,542)
NZ	Staffing Expense	\$ (13,649)	\$ (7,164)	\$ (7,074)	\$ (17,200)	\$ (7,074)	\$ (7,166)	\$ (13,711)	\$ (7,074)	\$ (10,566)	\$ (13,966)
	<b>Staffing Expense Subtotal</b>	<b>\$ (142,080)</b>	<b>\$ (114,003)</b>	<b>\$ (47,840)</b>	<b>\$ (165,911)</b>	<b>\$ (68,834)</b>	<b>\$ (63,177)</b>	<b>\$ (127,203)</b>	<b>\$ (57,916)</b>	<b>\$ (98,585)</b>	<b>\$ (136,828)</b>
GL	Operational Expenses	\$ (17,615)	\$ (12,437)	\$ (10,219)	\$ (10,668)	\$ (2,526)	\$ (14,534)	\$ (9,294)	\$ (8,258)	\$ (7,385)	\$ (7,125)
MP	Operational Expenses	\$ (28,131)	\$ (12,074)	\$ (12,040)	\$ (10,955)	\$ (13,702)	\$ (13,501)	\$ (17,027)	\$ (12,855)	\$ (26,802)	\$ (15,557)
NZ	Operational Expenses	\$ (3,647)	\$ (256)	\$ (215)	\$ (179)	\$ (326)	\$ (208)	\$ (3,794)	\$ (240)	\$ (234)	\$ (162)
	<b>Operational Expenses Subtotal</b>	<b>\$ (49,392)</b>	<b>\$ (24,767)</b>	<b>\$ (22,474)</b>	<b>\$ (21,803)</b>	<b>\$ (16,554)</b>	<b>\$ (28,243)</b>	<b>\$ (30,114)</b>	<b>\$ (21,354)</b>	<b>\$ (34,421)</b>	<b>\$ (22,844)</b>
GL	Equipment & Supply Expenses	\$ (65,842)	\$ (63,738)	\$ (57,986)	\$ (68,738)	\$ (81,961)	\$ (59,566)	\$ (73,028)	\$ (69,660)	\$ (68,636)	\$ (64,490)
MP	Equipment & Supply Expenses	\$ (259,123)	\$ (103,349)	\$ (22,924)	\$ (31,787)	\$ (20,751)	\$ (20,721)	\$ (257,573)	\$ (7,237)	\$ (55,331)	\$ (48,819)
NZ	Equipment & Supply Expenses	\$ -	\$ -	\$ (878)	\$ -	\$ (6,700)	\$ (439)	\$ (278)	\$ -	\$ (266)	\$ -
	<b>Equipment &amp; Supply Expenses Subtotal</b>	<b>\$ (324,965)</b>	<b>\$ (167,087)</b>	<b>\$ (81,788)</b>	<b>\$ (100,525)</b>	<b>\$ (109,412)</b>	<b>\$ (80,725)</b>	<b>\$ (330,879)</b>	<b>\$ (76,897)</b>	<b>\$ (124,234)</b>	<b>\$ (111,309)</b>
GL	General Fund Charges	\$ -	\$ -	\$ (56,732)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MP	General Fund Charges	\$ -	\$ -	\$ (57,286)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NZ	General Fund Charges	\$ -	\$ -	\$ (58,062)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>General Fund Charges Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (172,080)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<b>Total System Expense</b>	<b>\$ (516,437)</b>	<b>\$ (305,858)</b>	<b>\$ (324,182)</b>	<b>\$ (288,238)</b>	<b>\$ (194,801)</b>	<b>\$ (172,145)</b>	<b>\$ (488,196)</b>	<b>\$ (156,167)</b>	<b>\$ (257,240)</b>	<b>\$ (270,981)</b>
	<b>System Cash Flow</b>	<b>\$ (272,805)</b>	<b>\$ 7,735</b>	<b>\$ (17,509)</b>	<b>\$ 37,295</b>	<b>\$ 127,021</b>	<b>\$ 97,407</b>	<b>\$ (234,758)</b>	<b>\$ 269,693</b>	<b>\$ 24,132</b>	<b>\$ 44,319</b>
GL	Citation Revenues	\$ 52				\$ 420	\$ 40	\$ 260	\$ 80		
GF	Citation Revenues	\$ 24,426	\$ 19,556	\$ 21,430	\$ 37,522	\$ 45,471	\$ 31,278	\$ 24,943	\$ 30,822	\$ 26,097	\$ 42,177
NZ	Citation Revenues	\$ 15,206	\$ 25,137	\$ 23,700	\$ 22,943	\$ 23,662	\$ 19,857	\$ 11,794	\$ 13,003	\$ 19,447	\$ 20,408
	<b>Citation Revenues Subtotal</b>	<b>\$ 39,684</b>	<b>\$ 44,693</b>	<b>\$ 45,130</b>	<b>\$ 60,465</b>	<b>\$ 69,553</b>	<b>\$ 51,175</b>	<b>\$ 36,997</b>	<b>\$ 43,905</b>	<b>\$ 45,544</b>	<b>\$ 62,585</b>
GL	TIF Subsidy	\$ 55,890	\$ 19,484	\$ 92,295	\$ 55,890	\$ 55,890	\$ 55,890	\$ 55,890	\$ 55,890	\$ 55,890	\$ 55,890
GL	Miscellaneous Income		\$ 91								
MP	Miscellaneous Income	\$ 281						\$ 91			
NZ	Miscellaneous Income	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GF	Miscellaneous Income										
	<b>Miscellaneous Income Subtotal</b>	<b>\$ 281</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 91</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<b>Parking System Balance</b>	<b>\$ (176,951)</b>	<b>\$ 71,912</b>	<b>\$ 119,916</b>	<b>\$ 153,650</b>	<b>\$ 252,464</b>	<b>\$ 204,472</b>	<b>\$ (141,780)</b>	<b>\$ 369,488</b>	<b>\$ 125,566</b>	<b>\$ 162,793</b>
NZ	Capital Expenditures	\$ (25,910)	\$ 481,665	\$ (4,025)	\$ (2,290)	\$ (52,312)	\$ (550)	\$ (33,109)	\$ (207,192)	\$ (360)	\$ (17,982)
	<b>Balance after capex</b>	<b>\$ (151,041)</b>	<b>\$ (409,753)</b>	<b>\$ 123,941</b>	<b>\$ 155,940</b>	<b>\$ 304,776</b>	<b>\$ 205,022</b>	<b>\$ (108,671)</b>	<b>\$ 576,679</b>	<b>\$ 125,926</b>	<b>\$ 180,776</b>

Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17
\$ 9,116	\$ 6,966	\$ 10,549	\$ 24,523	\$ 10,988	\$ 32,171	\$ 9,387	\$ 8,694	\$ 5,956	\$ 11,315	\$ 11,750	\$ 11,743	\$ 7,176	\$ 4,539
\$ 5,547	\$ 5,735	\$ 5,252	\$ 5,752	\$ 6,471	\$ 6,127	\$ 5,992	\$ 5,466	\$ 4,919	\$ 6,583	\$ 6,188	\$ 5,999	\$ 5,409	\$ 4,711
\$ 68,954	\$ 90,362	\$ 52,086	\$ 48,579	\$ 335	\$ -	\$ (509)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ (67)	\$ -	\$ 59,907	\$ 31,793	\$ 77,672	\$ 35,803	\$ 44,564	\$ 72,986	\$ 38,246	\$ 50,607	\$ 110,409	\$ 62,685
\$ 36,480	\$ -	\$ 9,000	\$ 35,512	\$ 7,554	\$ -	\$ -	\$ -	\$ -	\$ 20,780	\$ 4,500	\$ 4,500	\$ -	\$ -
\$ 4	\$ 326	\$ 182	\$ 34	\$ 6	\$ 16	\$ 28	\$ 10	\$ 12	\$ 38	\$ 8	\$ 14	\$ 4	\$ 274
\$ 1,909	\$ 1,909	\$ 2,001	\$ 2,001	\$ 2,001	\$ 2,155	\$ 2,001	\$ 2,001	\$ 2,001	\$ 2,001	\$ 2,001	\$ 2,001	\$ 5,513	\$ 201
\$ 122,011	\$ 105,299	\$ 79,003	\$ 116,401	\$ 87,261	\$ 72,261	\$ 94,571	\$ 51,974	\$ 57,451	\$ 113,702	\$ 62,692	\$ 74,863	\$ 128,511	\$ 72,410
\$ 2,027	\$ 1,533	\$ 988	\$ 1,204	\$ 44,253	\$ 1,991	\$ 1,717	\$ 1,069	\$ 1,454	\$ 1,094	\$ 876	\$ 149	\$ 1,205	\$ 968
\$ 164,557	\$ 136,642	\$ 168,341	\$ 181,270	\$ 201,697	\$ 195,599	\$ 207,507	\$ 178,276	\$ 172,295	\$ 200,354	\$ 174,941	\$ 205,022	\$ 169,205	\$ 165,881
\$ 15,944	\$ 22,568	\$ 11,672	\$ 13,960	\$ 13,939	\$ 15,504	\$ 13,795	\$ 12,161	\$ -	\$ 11,530	\$ 29,336	\$ 14,289	\$ 11,282	\$ 12,719
\$ 182,529	\$ 160,744	\$ 181,001	\$ 196,434	\$ 259,889	\$ 213,094	\$ 223,019	\$ 191,505	\$ 173,749	\$ 212,977	\$ 205,153	\$ 219,460	\$ 181,692	\$ 179,568
\$ 480	\$ 180	\$ 1,048	\$ 425	\$ 540	\$ 425	\$ 405	\$ 480	\$ 6,035	\$ 17,165	\$ 2,000	\$ 940	\$ 480	\$ 75
\$ 85	\$ 50	\$ 125	\$ 120	\$ 270	\$ 85	\$ 170	\$ 160	\$ 1,300	\$ 3,350	\$ 425	\$ 300	\$ 205	\$ 60
\$ 75	\$ 60	\$ 230	\$ 105	\$ 50	\$ 10	\$ 130	\$ -	\$ 380	\$ 2,975	\$ 825	\$ 100	\$ 100	\$ -
\$ 185	\$ 175	\$ 600	\$ 275	\$ 220	\$ 265	\$ 785	\$ 405	\$ 1,520	\$ 14,095	\$ 870	\$ 230	\$ 520	\$ 220
\$ 160	\$ 125	\$ 450	\$ 150	\$ 85	\$ 50	\$ 150	\$ 20	\$ 640	\$ 6,445	\$ 665	\$ 410	\$ -	\$ 25
\$ 170	\$ 135	\$ 200	\$ 175	\$ 195	\$ 150	\$ 210	\$ 35	\$ 130	\$ 1,720	\$ 280	\$ 120	\$ 25	\$ 60
\$ 215	\$ 110	\$ 550	\$ 225	\$ 240	\$ 35	\$ 192	\$ 45	\$ 275	\$ 6,580	\$ 570	\$ 285	\$ 120	\$ 60
\$ -	\$ 25	\$ 50	\$ 25	\$ -	\$ 25	\$ -	\$ -	\$ -	\$ 400	\$ 25	\$ -	\$ -	\$ -
\$ 225	\$ 110	\$ 135	\$ 25	\$ 80	\$ 130	\$ 175	\$ 25	\$ 100	\$ 3,150	\$ 450	\$ 50	\$ 35	\$ -
\$ 25	\$ 100	\$ 75	\$ 25	\$ -	\$ -	\$ 50	\$ -	\$ 300	\$ 1,050	\$ 75	\$ 75	\$ 25	\$ 50
\$ 115	\$ -	\$ 25	\$ 25	\$ -	\$ -	\$ 50	\$ -	\$ 300	\$ 1,035	\$ 302	\$ -	\$ 25	\$ 25
\$ 1,980	\$ 1,815	\$ 1,815	\$ 825	\$ 1,650	\$ 1,733	\$ 1,815	\$ 2,310	\$ 3,685	\$ 6,975	\$ 4,455	\$ 3,575	\$ 935	\$ 1,650
\$ -	\$ -	\$ 78	\$ 26	\$ -	\$ -	\$ 26	\$ (26)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290
\$ 3,715	\$ 2,885	\$ 364	\$ 26	\$ -	\$ -	\$ 26	\$ (26)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450
\$ 3,715	\$ 2,885	\$ 6,795	\$ 2,452	\$ 3,330	\$ 2,908	\$ 4,158	\$ 3,454	\$ 14,665	\$ 64,940	\$ 10,942	\$ 6,085	\$ 2,470	\$ 3,965
\$ 308,255	\$ 268,927	\$ 266,799	\$ 315,287	\$ 350,480	\$ 288,262	\$ 321,748	\$ 246,933	\$ 245,865	\$ 391,619	\$ 278,788	\$ 300,408	\$ 312,673	\$ 255,943
\$ (19,914)	\$ (20,492)	\$ (45,865)	\$ (38,732)	\$ (32,905)	\$ (47,390)	\$ (21,900)	\$ (22,283)	\$ (47,958)	\$ (24,045)	\$ (35,099)	\$ (45,660)	\$ (22,395)	\$ (23,000)
\$ (41,885)	\$ (41,993)	\$ (77,972)	\$ (58,757)	\$ (62,807)	\$ (81,704)	\$ (39,757)	\$ (33,636)	\$ (71,131)	\$ (31,625)	\$ (51,333)	\$ (79,156)	\$ (41,147)	\$ (41,189)
\$ (7,332)	\$ (6,983)	\$ (14,281)	\$ (7,456)	\$ (10,850)	\$ (14,259)	\$ (6,568)	\$ (6,388)	\$ (13,973)	\$ (7,214)	\$ (10,683)	\$ (14,351)	\$ (7,327)	\$ (7,208)
\$ (69,131)	\$ (69,468)	\$ (138,118)	\$ (104,945)	\$ (106,562)	\$ (143,353)	\$ (68,225)	\$ (62,308)	\$ (133,062)	\$ (62,884)	\$ (97,115)	\$ (139,167)	\$ (70,869)	\$ (71,397)
\$ (2,681)	\$ (12,076)	\$ (82)	\$ (18,160)	\$ (15,731)	\$ (140)	\$ (5,406)	\$ (12,591)	\$ (5,063)	\$ (809)	\$ (9,705)	\$ (5,107)	\$ (5,500)	\$ (40,161)
\$ 9,937	\$ (32,387)	\$ (12,237)	\$ (31,486)	\$ (12,603)	\$ (12,465)	\$ (14,031)	\$ (9,873)	\$ (21,769)	\$ (16,020)	\$ (12,066)	\$ (15,066)	\$ (21,107)	\$ (20,078)
\$ (8,568)	\$ (1,269)	\$ (988)	\$ (8,608)	\$ (1,282)	\$ (1,323)	\$ 65	\$ (1,290)	\$ (7,959)	\$ (1,063)	\$ (232)	\$ (638)	\$ (390)	\$ (515)
\$ (1,312)	\$ (45,732)	\$ (13,307)	\$ (58,254)	\$ (29,615)	\$ (13,928)	\$ (19,373)	\$ (23,753)	\$ (34,791)	\$ (17,891)	\$ (22,004)	\$ (20,810)	\$ (26,998)	\$ (60,754)
\$ (64,693)	\$ (104,686)	\$ (57,232)	\$ (83,930)	\$ (59,465)	\$ (82,970)	\$ (95,053)	\$ (69,213)	\$ (61,201)	\$ (91,406)	\$ (89,333)	\$ (102,926)	\$ (132,473)	\$ (129,150)
\$ (747)	\$ (51,071)	\$ (254,630)	\$ (33,481)	\$ (3,730)	\$ (142,407)	\$ (16,553)	\$ (27,121)	\$ (258,748)	\$ (23,771)	\$ (29,291)	\$ (5,271)	\$ (49,595)	\$ (23,266)
\$ -	\$ (251)	\$ -	\$ -	\$ (70)	\$ (6,890)	\$ -	\$ -	\$ (470)	\$ -	\$ (370)	\$ -	\$ -	\$ -
\$ (65,440)	\$ (156,008)	\$ (311,862)	\$ (117,411)	\$ (63,264)	\$ (232,267)	\$ (111,606)	\$ (96,334)	\$ (320,419)	\$ (115,177)	\$ (118,994)	\$ (108,197)	\$ (182,069)	\$ (152,416)
\$ -	\$ -	\$ -	\$ -	\$ (59,410)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (59,975)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (60,767)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (120,742)	\$ (59,410)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (135,884)	\$ (271,207)	\$ (463,288)	\$ (401,351)	\$ (258,852)	\$ (389,548)	\$ (199,203)	\$ (182,395)	\$ (488,271)	\$ (195,952)	\$ (238,113)	\$ (268,174)	\$ (279,935)	\$ (284,567)
\$ 172,371	\$ (2,280)	\$ (196,489)	\$ (86,064)	\$ 91,628	\$ (101,286)	\$ 122,544	\$ 64,538	\$ (242,406)	\$ 195,667	\$ 40,675	\$ 32,234	\$ 32,738	\$ (28,625)
\$ 720	\$ -	\$ 500	\$ -	\$ 920	\$ 2,600	\$ 840	\$ 500	\$ 140	\$ -	\$ 1,590	\$ 660	\$ -	\$ -
\$ 45,107	\$ 34,280	\$ 30,285	\$ 37,955	\$ 43,160	\$ 32,996	\$ 31,282	\$ 16,208	\$ 15,746	\$ 18,770	\$ 22,937	\$ 31,895	\$ 42,867	\$ 34,901
\$ 18,107	\$ 11,448	\$ 14,036	\$ 21,899	\$ 22,003	\$ 19,645	\$ 24,001	\$ 18,407	\$ 11,960	\$ 10,270	\$ 16,666	\$ 13,498	\$ 21,406	\$ 19,440
\$ 63,934	\$ 45,728	\$ 44,321	\$ 60,354	\$ 65,163	\$ 53,561	\$ 57,883	\$ 35,455	\$ 28,206	\$ 29,180	\$ 39,603	\$ 46,983	\$ 64,933	\$ 54,341
\$ 55,890	\$ 47,922	\$ -	\$ 110,331	\$ 55,165	\$ 55,165	\$ 55,165	\$ 55,165	\$ 55,165	\$ 55,165	\$ 55,165	\$ 55,165	\$ 55,165	\$ 55,165
\$ 340	\$ -	\$ 22	\$ -	\$ -	\$ 2,863	\$ 167	\$ 20	\$ -	\$ 8,117	\$ 2,203	\$ 316	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 340	\$ -	\$ 22	\$ -	\$ -	\$ 2,883	\$ 167	\$ 20	\$ 20	\$ -	\$ 8,117	\$ 2,203	\$ 316	\$ -
\$ 292,535	\$ 91,369	\$ (152,147)	\$ 84,621	\$ 211,956	\$ 10,324	\$ 235,759	\$ 155,179	\$ (159,015)	\$ 280,013	\$ 143,560	\$ 136,585	\$ 153,152	\$ 80,882
\$ (16,826)	\$ (21,605)	\$ (1,975)	\$ 456,322	\$ (32,091)	\$ (41,150)	\$ (33,596)	\$ (28,125)	\$ (9,716)	\$ (69,737)	\$ (9,072)	\$ (9,142)	\$ (141,374)	\$ (53,087)
\$ 309,361	\$ 112,974	\$ (150,172)	\$ (371,701)	\$ 244,047	\$ 51,474	\$ 269,355	\$ 183,304	\$ (149,298)	\$ 349,749	\$ 152,632	\$ 145,727	\$ 294,526	\$ 133,969

		16-Q1	16-Q2	16-Q3	16-Q4	17-Q1	17-Q2	17-Q3	17-Q4	2016 Total	2017 Total	% Δ
GL	Revenue - Garage Hourly Parking	\$ 31,240	\$ 54,373	\$ 35,515	\$ 28,912	\$ 46,060	\$ 50,253	\$ 29,022	\$ 23,458	\$ 150,040	\$ 148,792	-0.83%
GL	Revenue - Hourly Parking Lots	\$ 17,809	\$ 19,572	\$ 19,315	\$ 18,151	\$ 17,475	\$ 17,585	\$ 17,690	\$ 16,119	\$ 74,847	\$ 68,868	-7.99%
GL	Revenue - Garage Permits	\$ 176,948	\$ 186,871	\$ 159,364	\$ 217,674	\$ 101,000	\$ (509)	\$ -	\$ -	\$ 740,856	\$ 100,491	-86.44%
GL	Revenue - Garage Leases	\$ -	\$ -	\$ -	\$ -	\$ 59,840	\$ 145,267	\$ 155,795	\$ 223,701	\$ -	\$ 584,603	
GL	Revenue - Lot Leases	\$ 38,374	\$ 9,031	\$ 25,280	\$ 36,480	\$ 52,066	\$ -	\$ 25,280	\$ 4,500	\$ 109,165	\$ 81,846	-25.03%
GL	Revenue - Employee Parking	\$ 318	\$ 58	\$ 60	\$ 344	\$ 222	\$ 54	\$ 58	\$ 292	\$ 780	\$ 626	-19.74%
GL	Revenue - Other Income	\$ 3,819	\$ 5,825	\$ 5,728	\$ 5,763	\$ 6,002	\$ 6,156	\$ 6,002	\$ 7,714	\$ 21,134	\$ 25,873	22.42%
	<b>GL Subtotal</b>	\$ 268,507	\$ 275,730	\$ 245,262	\$ 307,324	\$ 282,665	\$ 218,805	\$ 233,846	\$ 275,784	\$ 1,096,823	\$ 1,011,100	-7.82%
MP	Revenue - No Parking Signs	\$ 6,138	\$ 6,432	\$ 7,974	\$ 5,011	\$ 46,445	\$ 4,777	\$ 3,423	\$ 2,322	\$ 25,555	\$ 56,966	122.91%
MP	Revenue - Hourly Parking	\$ 550,970	\$ 580,296	\$ 558,226	\$ 528,514	\$ 551,308	\$ 581,382	\$ 547,590	\$ 540,108	\$ 2,218,006	\$ 2,220,388	0.11%
MP	Revenue - Convenience Fee	\$ 24,745	\$ 43,383	\$ 54,529	\$ 38,513	\$ 39,571	\$ 41,459	\$ 40,867	\$ 38,290	\$ 161,169	\$ 160,187	-0.61%
	<b>MP Subtotal</b>	\$ 581,853	\$ 630,111	\$ 620,728	\$ 572,038	\$ 637,324	\$ 627,618	\$ 591,879	\$ 580,720	\$ 2,404,730	\$ 2,437,540	1.36%
NZ	Revenue - Permits	\$ -	\$ 210	\$ -	\$ -	\$ 1,048	\$ -	\$ -	\$ -	\$ 210	\$ 1,048	399.05%
NZ	Revenue - Zone 1	\$ 2,185	\$ 1,405	\$ 25,705	\$ 1,395	\$ 2,015	\$ 1,310	\$ 25,200	\$ 1,495	\$ 30,690	\$ 30,020	-2.18%
NZ	Revenue - Zone 2	\$ 2,304	\$ 320	\$ 5,710	\$ 235	\$ 515	\$ 415	\$ 5,075	\$ 565	\$ 8,569	\$ 6,570	-23.33%
NZ	Revenue - Zone 3	\$ 305	\$ 225	\$ 3,690	\$ 210	\$ 385	\$ 140	\$ 4,180	\$ 200	\$ 4,430	\$ 4,905	10.72%
NZ	Revenue - Zone 4	\$ 1,000	\$ 530	\$ 16,465	\$ 660	\$ 1,095	\$ 1,455	\$ 16,485	\$ 970	\$ 18,655	\$ 20,005	7.24%
NZ	Revenue - Zone 5	\$ 460	\$ 120	\$ 7,780	\$ 635	\$ 685	\$ 220	\$ 7,750	\$ 435	\$ 8,995	\$ 9,090	1.06%
NZ	Revenue - Zone 6	\$ 300	\$ 80	\$ 2,135	\$ 485	\$ 570	\$ 395	\$ 2,130	\$ 205	\$ 3,000	\$ 3,300	10.00%
NZ	Revenue - Zone 7	\$ 855	\$ 655	\$ 6,950	\$ 715	\$ 1,015	\$ 272	\$ 7,425	\$ 465	\$ 9,175	\$ 9,177	0.02%
NZ	Revenue - Zone 8	\$ -	\$ 75	\$ 550	\$ 50	\$ 75	\$ 25	\$ 425	\$ -	\$ 675	\$ 525	-22.22%
NZ	Revenue - Zone 9	\$ 425	\$ 90	\$ 3,955	\$ 545	\$ 240	\$ 330	\$ 3,700	\$ 85	\$ 5,015	\$ 4,355	-13.16%
NZ	Revenue - Zone 10	\$ -	\$ 75	\$ 1,385	\$ 175	\$ 100	\$ 50	\$ 1,425	\$ 150	\$ 1,635	\$ 1,725	5.50%
NZ	Revenue - Zone 11	\$ 50	\$ 105	\$ 1,985	\$ 290	\$ 50	\$ 50	\$ 1,637	\$ 50	\$ 2,430	\$ 1,787	-26.46%
NZ	Revenue - All Zone Service Permits	\$ 5,005	\$ 7,150	\$ 18,370	\$ 7,700	\$ 4,290	\$ 5,858	\$ 15,115	\$ 6,160	\$ 38,225	\$ 31,423	-17.80%
NZ	Revenue - Private Parking	\$ 156	\$ -	\$ -	\$ -	\$ 104	\$ -	\$ -	\$ 290	\$ 156	\$ 394	152.56%
GF	Revenue - Private Parking	\$ 491	\$ 26	\$ -	\$ 25	\$ 390	\$ -	\$ -	\$ 1,450	\$ 542	\$ 1,840	239.48%
	<b>NZ Subtotal</b>	\$ 13,536	\$ 11,066	\$ 94,680	\$ 13,120	\$ 12,577	\$ 10,520	\$ 90,547	\$ 12,520	\$ 132,402	\$ 126,164	-4.71%
	<b>Total System Revenue</b>	\$ 863,896	\$ 916,907	\$ 960,670	\$ 892,482	\$ 932,565	\$ 856,943	\$ 916,272	\$ 869,023	\$ 3,633,955	\$ 3,574,803	-1.63%
GL	Staffing Expense	\$ (93,527)	\$ (88,337)	\$ (109,651)	\$ (83,727)	\$ (117,503)	\$ (91,573)	\$ (107,102)	\$ (91,056)	\$ (375,242)	\$ (407,234)	8.53%
MP	Staffing Expense	\$ (182,508)	\$ (178,144)	\$ (142,702)	\$ (163,420)	\$ (199,537)	\$ (155,097)	\$ (154,089)	\$ (161,491)	\$ (666,775)	\$ (670,213)	0.52%
NZ	Staffing Expense	\$ (27,888)	\$ (31,441)	\$ (31,351)	\$ (28,280)	\$ (32,586)	\$ (27,215)	\$ (31,870)	\$ (28,886)	\$ (118,960)	\$ (120,557)	1.34%
	<b>Staffing Expense Subtotal</b>	\$ (303,923)	\$ (297,923)	\$ (283,704)	\$ (275,427)	\$ (349,626)	\$ (273,885)	\$ (293,061)	\$ (281,433)	\$ (1,160,977)	\$ (1,198,004)	3.19%
GL	Operational Expenses	\$ (40,271)	\$ (27,728)	\$ (24,937)	\$ (21,882)	\$ (33,972)	\$ (18,137)	\$ (15,577)	\$ (50,768)	\$ (114,818)	\$ (118,455)	3.17%
MP	Operational Expenses	\$ (52,245)	\$ (38,158)	\$ (56,685)	\$ (38,007)	\$ (56,326)	\$ (36,368)	\$ (49,855)	\$ (56,250)	\$ (185,095)	\$ (198,799)	7.40%
NZ	Operational Expenses	\$ (4,118)	\$ (713)	\$ (4,268)	\$ (9,999)	\$ (10,878)	\$ (2,548)	\$ (9,254)	\$ (1,543)	\$ (19,098)	\$ (24,224)	26.84%
	<b>Operational Expenses Subtotal</b>	\$ (96,634)	\$ (66,600)	\$ (85,889)	\$ (69,888)	\$ (101,176)	\$ (57,054)	\$ (74,686)	\$ (108,562)	\$ (319,011)	\$ (341,478)	7.04%
GL	Equipment & Supply Expenses	\$ (187,565)	\$ (210,264)	\$ (211,324)	\$ (233,870)	\$ (200,627)	\$ (247,235)	\$ (241,940)	\$ (364,549)	\$ (843,024)	\$ (1,054,351)	25.07%
MP	Equipment & Supply Expenses	\$ (385,396)	\$ (73,258)	\$ (320,141)	\$ (98,637)	\$ (291,841)	\$ (186,082)	\$ (311,810)	\$ (78,133)	\$ (877,432)	\$ (867,865)	-1.09%
NZ	Equipment & Supply Expenses	\$ (878)	\$ (7,139)	\$ (544)	\$ (251)	\$ (70)	\$ (6,890)	\$ (840)	\$ -	\$ (8,812)	\$ (7,800)	-11.48%
	<b>Equipment &amp; Supply Expenses Subtotal</b>	\$ (573,840)	\$ (290,662)	\$ (532,009)	\$ (332,757)	\$ (492,537)	\$ (440,207)	\$ (554,590)	\$ (442,682)	\$ (1,729,268)	\$ (1,930,016)	11.61%
GL	General Fund Charges	\$ (56,732)	\$ -	\$ -	\$ -	\$ (59,410)	\$ -	\$ -	\$ -	\$ (56,732)	\$ (59,410)	4.72%
MP	General Fund Charges	\$ (57,286)	\$ -	\$ -	\$ -	\$ (59,975)	\$ -	\$ -	\$ -	\$ (57,286)	\$ (59,975)	4.69%
NZ	General Fund Charges	\$ (58,062)	\$ -	\$ -	\$ -	\$ (60,767)	\$ -	\$ -	\$ -	\$ (58,062)	\$ (60,767)	4.66%
	<b>General Fund Charges Subtotal</b>	\$ (172,080)	\$ -	\$ -	\$ -	\$ (180,152)	\$ -	\$ -	\$ -	\$ (172,080)	\$ (180,152)	4.69%
	<b>Total System Expense</b>	\$ (1,146,476)	\$ (655,184)	\$ (901,603)	\$ (678,072)	\$ (1,123,491)	\$ (771,146)	\$ (922,336)	\$ (832,677)	\$ (3,381,335)	\$ (3,649,650)	7.94%
	<b>System Cash Flow</b>	\$ (282,580)	\$ 261,723	\$ 59,067	\$ 214,410	\$ (190,926)	\$ 85,797	\$ (6,064)	\$ 36,347	\$ 252,620	\$ (74,846)	-129.63%
GL	Citation Revenues	\$ 52	\$ 460	\$ 340	\$ 720	\$ 500	\$ 4,360	\$ 640	\$ 2,250	\$ 1,572	\$ 7,750	393.00%
GF	Citation Revenues	\$ 65,412	\$ 114,271	\$ 81,862	\$ 121,563	\$ 111,400	\$ 80,486	\$ 57,453	\$ 109,663	\$ 383,108	\$ 359,002	-6.29%
NZ	Citation Revenues	\$ 64,043	\$ 66,462	\$ 44,244	\$ 49,963	\$ 57,938	\$ 62,053	\$ 38,896	\$ 54,344	\$ 224,712	\$ 213,231	-5.11%
	<b>Citation Revenues Subtotal</b>	\$ 129,507	\$ 181,193	\$ 126,446	\$ 172,246	\$ 169,838	\$ 146,899	\$ 96,989	\$ 166,257	\$ 609,392	\$ 579,983	-4.83%
GL	TIF Subsidy	\$ 167,669	\$ 167,669	\$ 167,669	\$ 159,702	\$ 165,496	\$ 165,496	\$ 165,496	\$ 165,496	\$ 662,710	\$ 661,986	-0.11%
GL	Miscellaneous Income	\$ 91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91	\$ -	-100.00%
MP	Miscellaneous Income	\$ 281	\$ -	\$ 91	\$ 340	\$ -	\$ 3,029	\$ 8,117	\$ 2,519	\$ 712	\$ 13,665	1819.92%
NZ	Miscellaneous Income	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 20	\$ -	\$ -	\$ -	\$ 42	
GF	Miscellaneous Income	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ 20	\$ -	\$ -	\$ 40	
	<b>Miscellaneous Income Subtotal</b>	\$ 281	\$ -	\$ 91	\$ 340	\$ 22	\$ 3,069	\$ 8,137	\$ 2,519	\$ 712	\$ 13,747	1831.44%
	<b>Parking System Balance</b>	\$ 14,877	\$ 610,586	\$ 353,274	\$ 546,698	\$ 144,430	\$ 401,262	\$ 264,558	\$ 370,619	\$ 1,525,434	\$ 1,180,869	-22.59%
NZ	Capital Expenditures	\$ 451,730	\$ (55,152)	\$ (240,661)	\$ (56,413)	\$ 422,256	\$ (102,871)	\$ (88,525)	\$ (203,603)	\$ 99,504	\$ 27,257	-72.61%
	<b>Balance after capex</b>	\$ (436,853)	\$ 665,738	\$ 593,935	\$ 603,111	\$ (277,826)	\$ 504,133	\$ 353,083	\$ 574,222	\$ 1,425,930	\$ 1,153,612	-19.10%

# MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission

To: Parking Commissioners

Date: March 23, 2018

Re: **Proposed Recommendations, Draft 3 – Explanations by Section**

The following information is presented as background and explanation of the proposed recommended changes to Title 15.

**Section 1 Amends Section 15.04 by inserting Section 15.04.065 entitled “Parking Enforcement Manager”:** This section adds the definition of the Parking Enforcement Manager (PEM) to the code. The Parking Enforcement Manager is a designee of Planning and Transportation. Many of the amendments confer responsibility for parking controls from Public Works and Planning and Transportation departments to the Parking Enforcement Manager and give broad, administrative authority to the PEM to manage permit application, distribution, display, re-issue, and cancellation of permits that are no longer valid.

**Section 2. Amends Section 15.32 entitled “Parking Controls”:** Generally, this section shifts responsibility for parking controls from Planning and Transportation to the PEM, and, in sections in the Code where there is no named responsible party, confers responsibility to the Parking Enforcement Manager (PEM). Specifically:

- (a) Section 15.32.070 entitled “Certain vehicles — Two hour limit” is a general prohibition against a “truck, trailer, tractor, bus, house, trailer, semi-trailer, or other vehicle having a load capacity in excess of one ton, or a length in excess of nineteen feet, or a height in excess of six feet six inches, or a width in excess of seven feet to be parked upon the streets of the city in excess of two hours.” Many of the “lunch trucks” approved by Economic and Sustainable Development (ESD) exceed nineteen feet. There is currently no named authority who can provide relief to this general prohibition. The amendment names the PEM.
- (b) Section 15.32.090 (f) and Section 15.32.090 (f) (1) entitled “Limited parking zones” specifics that “applications for [Special Event] permits shall be submitted to the planning and transportation department at least seven days prior to the time that reserved parking spaces are needed. This amendment would cause applicants to seek approval from the PEM or his or her designee.’
- (c) Section 15.32.090 (f) (6) entitled “Limited parking zones, Special Event Parking Permits” specifies a change in Fee for Special Event permits from “the hourly parking

rate per vehicle parking space for each hour reserved by the permit” to a flat fee of twenty dollars per day.

- (d) Section 15.32.090 (f) (7) entitled “Limited parking zones, Special Event Parking Permits” specifies a change in Fee “an administrative fee of \$5.00 per permit applicant shall be levied at the issuance of a permit” to ten dollars per permit.
- (e) Section 15.32.180 entitled “Contractor/construction parking permit” names the PEM as the issuing authority, increases the fee from “the hourly parking rate per vehicle parking space for each hour reserved by the permit” to a flat rate of twenty dollars per day, and escalates fees 3% per year to keep pace with the costs of inflation. From 2016 to 2017, General Fund charges to each of the parking programs increased 4.7%.
- (f) Section 15.32.185 entitled “Delivery parking permits” removes the delivery permit language from the code. During FY16, only three permits were sold under this Section.

**Section 3: Amends Section 15.48.010 entitled “General provisions”** Confers responsibility for equipment/machinery parking from the department of public works to the PEM.

**Section 4: Amends Section 15.64.010 entitled “Violations and penalties”** by increasing the fee for a parking ticket from twenty dollars to forty dollars, effective August 15, 2018. As is currently the case, fines would double if not paid within fourteen days. Data developed by the Parking Commission demonstrates that each citation costs the City \$28.63 to issue. The average value of a citation is \$28.90 in revenue, considering that some citations currently escalate from \$20 to \$40 after fourteen days. The cost of a parking violation has not been increased since 2008.

**Section 5: Amends Section 15.37.020 entitled “Applicability”** There are approximately 150 metered on-street spaces on East 6th and East 7th Street between Washington and Indiana Ave that fall into the “combo” zone, an area in which a Zone 4 permittee may park in metered parking stall without paying the metered rate. This amendment would remove the combo-zone exception. Parking is severely constrained in this part of the downtown, and this would return 150 spaces back to the inventory to permit short-term parkers access to restaurants, shops and business in the University Village overlay. There is no analog for this type of combo-zone in any of the cities the Bloomington regularly cites as comparatives. Removal of the combo-zone also sets the stage for further redevelopment of a 7th-street corridor, pending the results of the traffic study being conducted by Toole Design Group. This change would be effective August 15, 2018 a permittee can no longer park in the combo zone without paying the meter fee. To mitigate the loss of residential zone parking spaces, additional Residential Neighborhood Zone Permit parking may be add-on one side of North Dunn Street.



**Section 6: Amends Section 15.37.020 entitled “Applicability”** by combining Residential Neighborhood Zones 4 through 7 into one Residential Neighborhood Permit Parking Zone. In general, target parking occupancy is achieved when demand is equivalent to 85-90% of the supply. Currently, occupancy rate in Zones 4-7 are:

Zone 4:	139%
Zone 5:	125%
Zone 6:	77%
Zone 7:	99%

Until 2017, the City did not know the actual number of legal parking spaces in each zone, so a measurement of zone occupancy could not be completed. At one time, this area was one zone, it was divided into multiple zones based on anecdotal evidence citing students moving cars from West to East within the zone, in order to gain a parking space closer to Indiana University. Permits are not so over-sold, that a permittee is unlikely to give up a parking space close to their residents, find a parking space in close proximity to the university, and then re-park their vehicles later in the day. Evidence of this fact was cited in Desman Design’s initial findings. Combining the existing four zones back into one zone would reduce the aggregate occupancy of the combined zone 96% residential permits. Adjustment in permit pricing, addressed later in Section 8 of the ordinance have a predicted impact of reducing demand by 16%, bringing the occupancy of the combined zone into the target range of 85-90%. Although Residential Neighborhood Zone Parking permits are sold as “hunting licenses” the consumer should have some expectation of being able to legally parking within the zone, as in the case of the garage hunting licenses. Because Residential Neighborhood Zone Parking permits are over-sold, this is o the case, and many permittee cannot park legally, resulting in The only alternate method of the zones and increasing pricing to adjust demand

**Section 7: Amends Section 15.37.040 entitled “Eligibility”** by permitting the PEM to establish administrative procedures for permit application / processing. The existing code does not specifically name an entity to whom applications should be made and specifics the “planing and transportation department or designee” as the entity for appeals. This amendment specifies the PEM as the proper authority for issuance and appeals, provides additional administrative authority over the application process and issuance of permits, and confers broad authority to the PEM to apply additional safeguards to the application process.

**Section 8: Amends Section 15.37.050 entitled “Fees”** by increasing Residential Neighborhood Permit Parking Zone permits fees from twenty-five to forty-five dollars per year for most resident and visitor permits. Permits for seniors and persons with permanent disabilities who either owns a motor vehicle and has a disability parking placard or disability license plate issued by the Indiana Bureau of Motor Vehicles pursuant to I.C. 9-18.5-8-4 are remain schedule at twenty-five dollars per year. Permit Fees are scheduled to escalate approximately 3% per year in order to keep pace with inflation. In 2016, the parking commission’s report demonstrated that the Neighborhood Zone program operated at a deficit of \$73,000.

Increasing fees will have two primary effects: 1) it will reduce theoretical demand by 16%, bringing most of the zones below the target 85-90% occupancy rate, and 2) will increase revenue deposited into the Alternate Transportation Fund by \$44,000, annually, and, combined with increases in fees to commercial “all-zone” Residential Neighborhood Zone program permits (addressed in Section 17) moves the Residential Neighborhood Zone program towards being revenue neutral.

**Section 9: Amends 15.37.055 entitled “Transferability of permits”** Explicitly states that landlords are prohibited from obtaining permits on behalf of their tenants. This provision is being added to prohibit landlords within the Residential Neighborhood Zones from advertising or offering “parking” as part of their leases with tenants in the zone. It also limits and clarifies the transferability of permits obtained under Section 15.37.210, permits issued to “Kirkwood and Walnut employees,” which may be purchased by business owners on behalf of the employees, and works in concert with Section 12 of the proposed ordinance, Section 15.37.100 entitled “Replacement of permit,” which would require that previously issued permits be returned to the PEM prior to reissue.

**Section 10: Amends Section 15.37.070 entitled “Information required on application”** by shifting responsibility for Residential Neighborhood Permit Parking Zone permits from the department of public works to the PEM. This section confers broad administrative authority to the PEM to develop application procedures for the issuance of a permit.

**Section 11: Amends Section 15.37.080 entitled “Decal required”** The existing code describes a specific manner in which permit shall be displayed by permittees; however, adoption of newer technologies such as radio-frequency tags or license plate recognition may make the issuance and requirements to display a permit an obsolete requirement. Rather than codify the manner of display, this section permits the PEM to establish procedures to comply with the auditing of valid permits. The language considers input from Desman Design and envisions future technologies such as pay-by-place/license plate recognition (PBP/LPR).

**Section 12: Amends Section 15.37.100 entitled “Replacement of permit”** by shifting responsibility for the reissue of a permit from the planning and transportation department to the PEM. To accommodate future technologies and for clarity, the word “permit” is substituted for “sticker.” The Fee for a replacement permit is unchanged and remains ten dollars, consistent with many of the other administrative fees specified in Title 15.

**Section 13: Amends Section 15.37.130 entitled “Precedence of no parking zones”** by substituting “department of public works” for “street department.”

**Section 14: Amends Section 15.37.140 entitled “Special exceptions”** by shifting responsibility for 1-day permits from the planning and transportation department to the PEM, charges a fee of \$10 per application, and charges a fee if the permit is issued in a metered parking stall.

**Section 15: Amends Section 15.37.170 entitled “Zone 1 provisions”** by deleting paragraph (a) which provides “up to one hundred and fifty Zone 1 parking permits annually to residents of

fraternity and sorority houses on Third Street.” In 2016, 67 permits were issued according to information provided by City legal; however, during 2017, two of the houses eligible for permits were unoccupied. The majority of houses have off-street parking. Additionally, of the ho permits provision which access of fraternities and sororities This amendment retains the provision for “up to ten “Zone 1” parking permits annually to the staff of Harmony School.” and sets the Fee for the permit equal to that of a Residential Neighborhood Zone Parking Permit Fee specified in Section 15.37.050 (a).

**Section 16: Deletes Section 15.37.180 entitled “Business employees”** The situation addressed by this Section of the code is also addressed in BMC §15.37.210. Also, there is no Fee specified in the current version of the Code. Issuance, Fees, and Limitations have been addressed by the Commission by amending BMC §15.37.210 in Section 19 of the proposed ordinance.

**Section 17: Amends Section 15.37.190 entitled “All-zone permits”** by shifting responsibility from the planning and transportation department to the PEM. Paragraph (b) increases the fee for “all-zone” permits from \$55 to \$100 per year and specified a scheduled increase of 3% per year. The proposed Fee increase is projected to increase revenue deposited into the Alternate Transportation Fund by \$26,000 per year, and, combined with the increase in Residential Neighborhood Zone Parking permits, move the Neighborhood Zone program revenue neutral.

**Section 18: Deletes Section 15.37.200 entitled “Zone 7 fraternities and sororities”** Greek houses located in this zone have been absorbed by Informatics and other IU entities, and deleting this provision is consistent with the treatment of Greek houses on East Third Street.

**Section 19: Amends Section 15.37.210 entitled “Kirkwood and Walnut employees”** by limiting the total number of Neighborhood Zone permits sold to Employees of Kirkwood and Walnut employees both in total number and in number per business. The number per permits issued under this section to a business is one permit per ten full-time equivalents, the same standard used in issuing “all-zone” permits under Section 15.37.190. The Fee for the permit is increased from \$75 to \$200 per year, and Fees are scheduled to increase 3% per year. **Note:** An amendment to this section will be proposed that will increase the total number of permits issued, and change the specified boundaries to the “University Village Overlay” (UVO) as defined in the City’s Unified Development Ordinance (UDO).

**Section 20: Deletes Section 15.37.230 entitled “Zone 4 provisions”.** This portion of the code is obsolete.

**Section 21: Amends Schedule “U” of 15.40.010 entitled “On Street Metered Parking”** Modifies Schedule “U” — City meter locations. Schedule “U” is currently out of date and does not accurately reflect all locations of installed meters, for instance, on East 7th Street between Dunn and Indiana. **Note:** An amendment will be proposed to substitute Schedule “U” with language that reads, “Unless otherwise specified by the Council, the Parking Enforcement Manager shall determine the areas for the installation of Parking Meter devices, unless the area is otherwise identified in Schedule M "No Parking Zones," Schedule O "Loading Zones," Schedule P "Bus Zones" and Schedule R "Official Vehicle Zones.” The intent is to provide administrative

authority to the PEM to determine the locations of parking meter installation and allow the parking department to be agile in removal/replacement/installation, as necessary and to ensure that when violations are written, violators cannot appeal the citation on the basis that the location at which the violation was issued was not codified in Schedule “U”.

**Section 22: Amends Section 15.40.015 entitled “Parking meter fund, purpose and expenditures”** by specifying that all monies, including citation revenue be deposited into the Parking Meter fund rather than the general fund. Currently, citations from metered parking are deposited into the general fund. This amendment would cause violations to be deposited into the Parking Meter Fund, keeping parking revenues inside of the parking system.

**Section 23: Amends Section 15.40.020 entitled “Applicable times and charges.”** This is the most significant proposed changes in the Ordinance. Specifically, the amendment

- ▶ Eliminates the Non-reserved part-time (30 hour) permit based on input from Public Works;
- ▶ Increases monthly garage and surface lot permit rates;
- ▶ Reduces free parking in garages from 3 hours free to 1 hour free;
- ▶ Eliminates free parking in all municipal surface lots;
- ▶ Aligns the hours of meters, garages and lots to the same schedule;
- ▶ Retains fees for replacement of hang-tags, garage access cards and reactivation fees at the current level;
- ▶ Escalates monthly garage and surface lot permits rates 3% per year; and
- ▶ States that parkers who engage in a “one hour shuffle” commit a Class D Violation. Previously, there was no penalty specified for engaging in this behavior.

The 2016 report from the parking commission demonstrated that garages are the largest single drain on City resources with expenses outpacing revenue by \$261,000. Additionally, \$662,500 of TIF money is required every year to satisfy the debt service on the garages. Two-thirds of the spaces in the garages are allocated to monthly permittees. Because of this fact, it makes more sense to shift the burden of garage expenses from the general fund and TIF to a user fees. Garage user fees have not been adjusted in ten years.

The parking commission is proposing the following rate increases:

Year	Nonreserved permit per month	Nonreserved permit per month	Reserved space lease per month	Reserved space lease per month
	Admission Mon. - Fri. 6:00 am - 6:00 pm, Sat. & Sun 6:00 am - Noon	Admission 7 days per week 24 hours per day	Mon. - Fri. 6:00 a.m. - 6:00 p.m.	7 days per week 24 hours per day
2017	\$40.00	\$67.00	\$57.00	\$76.00
2018	\$50.00	\$95.00	\$72.00	\$110.00

The increase in Fees is projected to generate an additional \$225,000 in revenue, based on the average allocation of permits. Because of lengthy waiting list, no demand drop is anticipated, although the allocation of spaces from 24/7 reserved may change to non-reserved spaces, according to how the Parking Garage Manager deems appropriate.

Parking in downtown and particularly East Kirkwood and the Courthouse Square is extremely constrained. The policy of free three hours of parking further constrains supply. The parking commission and Desman Design are in agreement that free parking should be eliminated. Although garage usage is traditionally reserved for long-term commuters, the commission believes that one hour of free parking in the garages should be provided for consumers who continue to use the garages for short-term transactions in the downtown.

To prohibit a 1-hour shuffle, Free parking will be limited to one garage per day, and abuse of the policy is subject to a parking citation. Although this provision may be difficult to (rigorously) enforce due to the post-pay nature of the garages, we believe it can be left to the discretion of the PEM or his or her designee to enforce, as required.

Desman Design, Public Works, and the parking commission advocate for the hours of enforcement of metered parking, surface lots and garages to be aligned, from 8 am until 9 pm, with 24/6 gated enforcement of the garages in order to study usage trends.

**Section 24: Amends Section 15.40.060 entitled “Violations”** by substituting “PEM” for “planning and transportation department.” **Note: Since the PEM is a designee of the planning and transportation department, this may be unnecessary, but was added to clarify responsibility, should a separate parking department be established.**

**Section 25: Amends Section 15.48.010 entitled “General provisions.”** Not all stalls require a permit to be displayed. The intent is to clarify this fact.

**Section 26: Amends Section 15.48.010 entitled “General provisions”** Adds the PEM to the list of offices that can permit machinery to be parked on the street — similar to §15.32.

###

# City of Bloomington Parking Commission

## March 2018

- I. Call to Order
- II. Reports from Commissioners & City Offices
- III. Public Comment
- IV. Discussions of Topics
  - A. Proposed Changes to Title 15: Neighborhood Zones
  - B. Proposed Changes to Title 15: Minor Changes
  - C. Election of Officers
- V. Resolutions for Second Reading
- VI. Resolutions for First Reading
  - A. Resolution PKG 2018-01: Recommendations for Changes to Title 15
- VII. Member Announcements
- VIII. Commission Schedule
- IX. Adjournment

## II. Reports from Commissioners & City Offices

## III. Public Comment

# 2017 Financial Data

## **Total Revenue down 1.63%**

- Garage Revenue -7.82%
- Meter Revenue +0.11%,
- “Special event” permits +122%
- NZ Revenue -4.71%

Citation Revenue -4.83%

## **Total Expense up 7.94%**

- Staffing Expense +3.19%
- Operation Expense +7.04%
- Equipment & Supply +11.61%
- General Fund Charges +4.69%

**Expenses are outpacing revenue growth by a factor of 5.85**



# 2017 Financial Data

## **Cash Flow down 129.63%**

- \$252,620 in 2106
- (\$74,846) in 2017

## **Parking System Balance down 22.59% from**

- 1.525 million in 2016
- 1.181 million in 2017

## **CapEx down 72.61%**

## **Total System Balance post-CapEx down 19.10%**

## III. Public Comment

# IV. Topics Not the Subject of Resolutions

## **A. Proposed Changes to Title 15: Neighborhood Zones**

1. Section 19: Zone 1 — Fraternities & Sororities
2. Section 20: Business Employees
3. Section 22: Zone 7 — Fraternities at 10th & Woodlawn
4. Section 23: Kirkwood & Walnut Employees
5. Section 24: Collins Residents

## **B. Proposed Changes to Title 15: Minor Changes**

1. Sections 14, 15: Parking Enforcement Manager
2. Sections 17, 18: Code Cleanup

## **C. Election of Officers**

# IV.A. Proposed Changes to Title 15: NZs

## 1. Sec.19: Zone 1 — Fraternities & Sororities

SECTION 19. Section 15.37.170 entitled “Zone 1 provisions” shall be amended by deleting subsection

(a) in its entirety and replacing subsection (b) as it appears with the following:

(a) Upon approval of an application, the parking enforcement manager or his or her designee shall issue a permit and collect a Fee for up to ten “Zone 1” parking permits annually to the staff of Harmony School.

(b) Fee. The costs of an all-zone permit shall be fifty-five dollars per year. Beginning August 15, 2018, the Fee for a parking permit issued under this chapter shall be the greater of forty-five dollars per permit or the adjusted amount as specified by subsection (c). **This is very confusing. Agreed, this is very confusing. No permits should be sold to residents of Fraternities or Sororities, as they are IU housing and have parking lots. NO ALL-ZONE PERMITS SHOULD BE SOLD TO ZONE 1 RESIDENTS, ALL ZONE PERMITS ARE FOR CONTRACTORS ONLY.**

(c) Escalator. Beginning 2019, the Fee for permits issued under this chapter shall be increased annually on August 15 by three percent or by an amount specified by the council.

# IV.A. Proposed Changes to Title 15: NZs

## 2. Sec.20: Business Employees

**No comment** SECTION 20. Section 15.37.180 entitled “Business employees” shall be amended by deleting the subsection in its entirety. **Agreed**

## IV.A. Proposed Changes to Title 15: NZs

### 3. Sec.22: Fraternities @ 10th & Woodlawn

**No comment** SECTION 22. Section 15.37.200 entitled “Zone 7 fraternities and sororities” shall be amended by deleting the subsection in its entirety. **Agreed**

# IV.A. Proposed Changes to Title 15: NZs

## 4. Sec.23: Kirkwood & Walnut Employees

SECTION 23. Section 15.37.210 entitled “Kirkwood and Walnut employees” shall be amended by deleting the entire subsection as it appears and replacing it with the following:

The parking enforcement manager or his or her designee may provide up to fifty Zone 4, 5 or 7 parking permits annually to employees of businesses on Kirkwood Avenue from Indiana to Walnut Street and on Walnut Street from Kirkwood Avenue to 12th Street. Zone 4 permits may be issued to employees of business on Kirkwood Avenue between Dunn Street and Walnut Street and on Walnut Street between Kirkwood Avenue and 10th Street. Zone 5 permits may be issued to employees of businesses on Walnut between 10th Street and 12th Street. And, Zone 7 permits may be issued to employees of businesses on Kirkwood Avenue between Dunn Street and Indiana Avenue. **There should be a limit of the number of permits a business can purchase for their employees, so the permits are not abused by students.**

- (a) Fee. The fee for one of these permits shall be seventy-five dollars per year. Beginning August 15, 2018, the Fee for parking permits issued under this chapter shall be the greater of two-hundred dollars per year or the adjusted amount as specified in (c).
- (b) Fee for Seniors and Disabled Persons. Beginning August 15, 2018, the fee for parking permits and visitor permits for applicants 65 years of age or older or for a person with a permanent disability who either owns a motor vehicle and has a disability parking placard or disability license plate issued by the Indiana Bureau of Motor Vehicles pursuant to I.C. 9-18.5-8-4 shall remain fifty dollars. **Seniors/Disabled should only be able to purchase on permit for themselves, not for their employees. Applicants must prove senior or disabled status.**
- (a) Escalator. Beginning 2019, the Fee for permits issued under subsection (a) of this chapter shall be increased annually on August 15 by three percent or by an amount specified by the council. **Again no escalation of senior rates.**

## IV.A. Proposed Changes to Title 15: NZs

### 5. Sec.24: Collins Residents

**No comment** SECTION 24. Section 15.37.220 entitled “Collins Center residents” shall be amended by deleting the subsection in its entirety. **Agreed**



## IV.B. Proposed Changes to Title 15: Minor

### 1. Secs. 14: Parking Enforcement Manager

SECTION 14. Section 15.37.070 entitled “Information required on application” shall be amended by deleting the entire subsection as it appears and replacing it with the following:

Permits will be issued only to residents of an address within the Neighborhood Permit Parking Zone. Proof of residency must be submitted upon making an application for a parking or visitor permit. In addition, proof of ownership or principal use of the motor vehicle must be submitted upon making application for a parking permit. Final determination of eligibility will be made by the parking enforcement manager or his or her designee. Each application for a parking permit shall also contain the following information: applicant name and address; make, model and license tag number of motor vehicle(s) for which an application is made, and any other information deemed relevant by the parking enforcement manager or his or her designee. **What about students whose parents own cars. Ownership will appear to be by someone else. May also be true of leased vehicles.** **Non-homeowners (students) may only purchase “ONE” Zone permit for one vehicle per year, unless car is replaced due to accident, etc. and the old permit should be returned before a new permit is issued.**

## IV.B. Proposed Changes to Title 15: Minor

### 1. Secs. 15: Parking Enforcement Manager

SECTION 15. Section 15.37.080 entitled “Decal required” shall be amended by deleting the entire subsection as it appears and replacing it with the following:

Residential neighborhood zone parking permit decals shall be visibly displayed and permanently affixed to the vehicle in the lower left corner of the rear window or other location as determined by the parking enforcement manager. Visitor permits shall be visibly displayed by hanging the permit from the rearview mirror in the front windshield.

This is fine except that eventually decals will likely be replaced by License plate recognition enforcement. We recommend that this amendment also permit the eventual use of new technologies.

# IV.B. Proposed Changes to Title 15: Minor

## 2. Secs.17: Code Cleanup

**No comment** SECTION 17. Section 15.37.130 entitled “Precedence of no parking zones” shall be amended by deleting the entire subsection as it appears and replacing it with the following:

The Residential Neighborhood Permit Parking Zones do not take precedence over temporary or permanent no parking zones posted by the department of public works, department of planning and transportation or police department for tree removal, snow removal, street sweeping, or other actions deemed necessary by the city of Bloomington. **Also posted by Parking Enforcement, will all departments allowing a 24 hour posting notice?**

# IV.B. Proposed Changes to Title 15: Minor

## 2. Secs.17,18: Code Cleanup

**No comment** SECTION 18. Section 15.37.140 entitled “Special exceptions” shall be amended by deleting the entire subsection as it appears and replacing it with the following:

- (a) Application. Any person or persons requesting special exception from the residential neighborhood permit parking regulations for a one-day period only may make such a request to the parking enforcement manager or his or her designee and may be granted a temporary one-day permit. This is not in lieu of a service permit.
- (b) Fee. The Fee for this parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit. **Fees should reflect metered parking spaces per hour.**
- (c) Administrative Fee. An administrative fee of \$5.00 per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing and administering the provisions of this section. **Dumpsters and Moving Pods should be included.**

## IV.C. Election of Officers

Chairperson

Vice-Chair

Secretary

# V. Second Readings

None

# VI. First Readings

1. Resolution PKG 2018-01

## **Recommendations for Changes to Title 15**

## VII. Announcements

## VIII. Schedule

## IX. Adjournment

## **COMING UP NEXT MONTH**

Amending Res 2018-01...including NZ12