

**2011 - 2012 Seattle City Council Green Sheet**

**Approved**

Tab	Action	Option	Version
118	1	A	1

**Budget Action Title:** Amend C.B. 117044 Parking Rate Ordinance to change authorized maximum parking rate to \$4 per hour, and pass as amended

**Councilmembers:** Conlin; Godden; Rasmussen

**Staff Analyst:** Dan Eder

**Council Bill or Resolution:** C.B. 117044 and Gray Tab #28

**Budget Committee Vote:**

Date	Result	SB	BH	SC	TR	JG	NL	RC	TB	MO
11/12/2010	Pass 9-	Y	Y	Y	Y	Y	Y	Y	Y	Y

***Budget Action description:***

This green sheet would amend C.B. 117044 by changing the authorized maximum parking rate to \$4.00 per hour from \$5.00 per hour in Section 1 of the legislation (amending SMC 11.15.121 Subsection B), and recommend passage as amended.

The current authorized maximum parking rate is \$2.50 per hour. The Mayor’s transmitted legislation and the introduced legislation would both increase the maximum parking rate to \$5.00 per hour. However, the Mayor indicates in his transmittal package that the proposed 2011 and 2012 budgets assume parking rates that do not exceed \$4.00 per hour in any neighborhood.

As amended in this green sheet, C.B. 117044 would establish a new maximum parking rate (\$4.00 per hour), create a minimum parking rate in areas with paid parking (\$0.75 per hour), and amend the policy objectives for establishing parking rates. The proposed policy would direct SDOT to raise or to lower rates based on observed occupancy rates to achieve one or two open spaces per bloc face throughout the day.

The proposed budget includes Seattle Department of Transportation (SDOT) costs and GSF revenues for changes in on-street parking rates as summarized in Table 1. This green sheet does not require any changes to the proposed budget.

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**Table 1: Costs & Revenues in Proposed Budget for Parking Rates:**

		<b>2011 Proposed Budget</b>	<b>2012 Proposed Budget</b>
A	SDOT's one-time costs	\$628,000	\$0
B	SDOT's ongoing costs	\$312,000	\$416,000
C=A+B	Total SDOT Costs	\$940,000	\$416,000
D	Gross GSF Revenues	\$4,821,000	\$6,123,000
E=D-C	Net GSF Revenues	\$3,881,000	\$5,707,000

Costs and revenues in Table 1 assume implementation of neighborhood rates in three tiers. SDOT will be conducting a city-wide occupancy study during fall 2010 (to be funded through a 3<sup>rd</sup> Quarter Supplemental appropriation). Based on observations in the study, SDOT is expected to provide Council with a proposal for replacing the three-tier rates with neighborhood-by-neighborhood parking rates in areas with paid parking to achieve the policy objectives referenced in C.B. 117044. SDOT expects to report back to Council's Transportation Committee by January 15, 2011 (see SLI 118-3-A).