



AGENDA REPORT

Meeting Date: November 1, 2016

Item Number: E-2

To: Honorable Mayor & City Council

From: Ryan Gohlich, AICP
Assistant Director of Community Development / City Planner

Subject: AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING THE BEVERLY HILLS MUNICIPAL CODE TO CONDITIONALLY ALLOW ALTERNATIVE PARKING FACILITIES TO PROVIDE REQUIRED PARKING IN COMMERCIAL ZONES AS A PILOT PROGRAM.

Attachments:

1. Ordinance
2. Planning Commission Resolution No. 1787, recommending a Zone Text Amendment
3. Planning Commission Resolution No. 1788, approving a CUP, Open Air Dining, and Extended Hours
4. Categorical Exemption Report
5. Council Questions and Answers
6. September 26, 2016 Planning Commission Staff Report (without attachments)
7. September 19, 2016 Planning Commission Staff Report (without attachments)
8. Architectural Plans

RECOMMENDATION

Staff recommends that the City Council move to waive the full reading of the ordinance and that the ordinance entitled "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS AMENDING THE BEVERLY HILLS MUNICIPAL CODE TO CONDITIONALLY ALLOW ALTERNATIVE PARKING FACILITIES TO PROVIDE REQUIRED PARKING IN COMMERCIAL ZONES AS A PILOT PROGRAM" be introduced and read by title only.

INTRODUCTION

This Ordinance is the result of a request for a Zone Text Amendment associated with a proposed restaurant project at 250-260 North Canon Drive. The Zone Text Amendment would create a pilot program that would allow an “alternative parking facility,” which is an off-street parking garage that uses automobile elevators and/or mechanical parking lifts to store vehicles, to provide required parking for commercial uses on sites with an area of less than 16,000 square feet in commercial zones with approval of a Conditional Use Permit.

The Planning Commission reviewed the proposed project at its September 19, 2016 and September 26, 2016 meetings. The Commission unanimously adopted Resolution No. 1787 (Attachment 2) recommending the subject Zone Text Amendment to the City Council as a pilot program. In addition, the Commission unanimously adopted Resolution No. 1788 (Attachment 3) approving the Conditional Use Permit, Open Air Dining Permit, and Extended Hours Permit requested by the project applicant. These entitlements for the proposed restaurant project are contingent upon Council approval of the Zone Text Amendment Ordinance.

This report analyzes the proposed Ordinance, with specific analysis of the standards proposed for alternative parking facility Conditional Use Permits. The proposed Ordinance would establish a pilot program in which a maximum of two (2) projects may be approved to use an alternative parking facility. Staff’s analysis concludes that an alternative parking facility, when limited and conditioned through review and approval of a Conditional Use Permit by the Planning Commission, can be a space-efficient method of storing vehicles and providing on-site parking in commercial zones. The pilot program will limit any unforeseen adverse impacts of alternative parking facilities and allow for further review of the Ordinance and operation of such facilities so that the Council could decide at a later date whether to amend the Ordinance to allow additional projects to apply for a Conditional Use Permit.

A draft Ordinance for the City Council is included as Attachment 1, which, if adopted, would approve the proposed Zone Text Amendments and allow the proposed restaurant project at 250-260 North Canon Drive.

BACKGROUND

Applicant Information

| | |
|------------------------------------|----------------------------|
| Property Owner: | Neu Investment Corporation |
| Project Representative / Lobbyist: | Murray D. Fischer |
| Project Architect: | Nadel Architects |

Project Description

The proposed Zone Text Amendment is associated with a proposed project on the property located at 250-260 North Canon Drive, on the northeast side of Canon Drive in the central business triangle of the City. The surrounding area to the north, south, and west is developed with multi-story commercial buildings. To the rear, across a 20’ wide alley and in the RMCP zone, is a four-story building that contains a grocery store (Whole Foods) and parking on the ground floor and three stories of senior housing above.

The project site currently consists of an existing three-story commercial office building with six surface parking spaces at the rear that are accessed from the alley on the north half of the site. The south half of the site contains a surface parking lot with 22 spaces including one accessible space. Vehicles enter the surface parking lot from North Canon Drive and exit into the alley.

The proposed project would result in the construction of a new three-story building with subterranean parking for a high-end restaurant use in the location of the existing surface parking lot. The project would retain the existing office building with some modifications to accommodate accessible paths to parking and potential changes to existing windows in the south wall.

Parking & Zone Text Amendment

Pursuant to BHMC §10-3-2730, a restaurant that has more than 1,000 square feet of dining and bar area must provide one parking space for every 45 square feet of dining and bar area. Other areas of the restaurant, as well as other commercial uses, must provide one parking space for every 350 square feet of floor area. The existing office building currently has 28 surface parking spaces (a legally nonconforming amount) that must be replaced by the proposed restaurant project that will take their place. In accordance with the Municipal Code and approval by the Planning Commission of joint use of seven (7) parking spaces between the office building and restaurant, the proposed project would be required to provide a total of 106 parking spaces.

As proposed, the project would use an “alternative parking facility”—a 100% valet-operated garage with automobile elevators, mechanical parking lifts for stacking vehicles vertically, and aisle parking—to provide the required parking on site. Two automobile elevators would move vehicles from the ground level off the alley to each of the three subterranean parking levels. Once in the garage, vehicles would be parked on mechanical lifts, which would allow vehicles to be stacked two high, or in the drive aisle. Each garage level would have 14 lifts (28 mechanical lift parking spaces) and six (6) aisle parking spaces, for a total of 102 spaces within the alternative parking facility. Four additional accessible spaces would be located on the ground level at the rear of the existing office building.

The City’s minimum parking standards do not currently permit automobile elevators and mechanical parking lifts to serve as required parking, so the applicant is requesting a Zone Text Amendment that would allow use of these methods (grouped under the title “alternative parking facility”) to meet minimum parking requirements in commercial zones with approval of a Conditional Use Permit (CUP) that would have specific findings and conditions of approval. The CUP would also allow the size of the parking stalls and the use of drive aisle parking within an alternative parking facility to be reviewed and approved by the Planning Commission, instead of being designed to the minimum dimensions in the City’s Minimum Parking Standards document.

The 100% valet operation proposes to pick up and drop off restaurant patrons’ vehicles on North Canon Drive in front of the restaurant, and make a series of right turns on Dayton Way and into the alley to the garage, and then back into the alley, onto Clifton Way and North Canon Drive to complete the loop. The overall time for a valet to pick up a vehicle and park it in the garage is estimated to be 4.5 to 5.0 minutes, and retrieval of a vehicle is estimated to take the same amount of time.¹ The project would be allowed a maximum of two (2) meter spaces for the valet area on North Canon Drive. The project site does not have space for vehicles to wait to enter the automobile elevators, so the applicant proposes to lease 13 parking spaces from 270

¹ The calculation of these circulation time estimates is provided in Appendix A of the Traffic Impact Study (found in the Categorical Exemption Report in Attachment 4).

N. Canon Dr. (Zein Obagi building) after 5:30pm on weekdays and all day on weekends to serve as a staging area when needed. Eleven of those 13 spaces would be immediately off the alley, and just north of the project site.

Requested Entitlements

As proposed, the project requires the following action by the City Council in order to be constructed:

Zone Text Amendment:

- To amend BHM §10-3-100 (Definitions) to add definitions of “alternative parking facility,” “automobile elevator,” and “mechanical parking lift,”
- To amend BHM §10-3-1604, BHM §10-3-1702, §10-3-1802, and BHM §10-3-2002 (Conditionally Permitted Uses in the C-3, C-3A, C-3B, and C-5 zones) to add alternative parking facilities to the list of conditionally permitted uses in the commercial zones of the City, and
- To add BHM §10-3-2730.4 (Alternative Parking Facility) to establish a pilot program to allow the use of automobile elevators and mechanical parking lifts to provide required parking in commercial zones through a Conditional Use Permit.

Planning Commission Review

Entitlements Granted by the Planning Commission

In addition to the Zone Text Amendment, the proposed project requested the following entitlements, which were approved with conditions by the Planning Commission in Resolution No. 1788 on September 26, 2016, contingent upon approval of the Zone Text Amendment Ordinance by the City Council. The Planning Commission adopted many conditions of approval with respect to these entitlements, which are described below.

Conditional Use Permit: The Planning Commission approved a Conditional Use Permit to allow use of a 100% valet-operated alternative parking facility that would include automobile elevators, mechanical parking lifts, and aisle parking, to provide 102 required parking spaces for the existing office building and new restaurant building. In addition, the Commission approved joint use of 25% of the parking facilities for the existing office building (which is a primarily daytime use) to satisfy a portion of the required parking for the new restaurant (which is primarily a nighttime use).²

Open Air Dining: The Planning Commission approved an Open Air Dining Permit to allow restaurant seating in an outdoor courtyard which is enclosed by building walls on private property. In addition, because the operable window systems and retractable roof of all three floors of the restaurant allow large portions of the walls and roof to be opened, the interior dining rooms are also considered open air dining and required approval from the Planning Commission.

Extended Hours: The Planning Commission approved an Extended Hours Permit to allow the proposed restaurant to receive patrons during Extended Hours (between 10:00 p.m. and 7:00 a.m. on the following weekday and 10:00 p.m. and 9:00 a.m. on the following weekend day or

² Joint use of parking facilities may be granted pursuant to BHM §10-3-2730(B)(9).

holiday). Specifically, the project would be allowed to receive patrons until 1:00 a.m. daily and to operate until 1:30 a.m. daily.

Conditions of Approval imposed by the Planning Commission

Based on staff recommendations and Commissioners' discussion at the hearings, Planning Commission Resolution No. 1788 includes the following project-specific conditions of approval with regard to the restaurant's alternative parking facility. This list is provided as an example of the types of conditions that may be imposed by the Planning Commission on individual projects through the review process for an alternative parking facility CUP.

- General Conditions:
 - The Conditional Use Permit shall be reviewed by the Planning Commission one year after operations have commenced to determine whether operations are causing any adverse impacts and whether additional or revised conditions should be imposed
 - The City reserves jurisdiction relative to traffic, parking, loading, and noise issues and reserves the right to impose additional conditions as necessary to mitigate any unanticipated impacts

- Parking Configuration:
 - Six (6) aisle parking spaces are allowed on each of the three (3) levels of the parking facility
 - Dimensions of parking spaces in the alternative parking facility shall be the size shown on the approved plans or larger
 - Mechanical parking lift spaces: 19' long, 8' wide with a minimum clear width of 7'-2", at least one level shall provide a minimum height of 6'-6"
 - Drive aisle parking spaces: 22' long, 9' wide

- Parking Operation:
 - Submit a parking operations plan describing operating hours, staffing, vehicle drop-off and pick-up locations for customers, circulation path, staging area, and maintenance schedules.
 - Obtain a valet permit for use of the public right of way from Public Works
 - Provide valet parking for all patrons and employees of all uses on the site during all hours of operation
 - Valet charges shall be equivalent to the valet charges at Mastro's Steakhouse (adjacent restaurant)
 - Post a sign at the valet stand disclosing that the valet utilizes an alternative parking facility
 - Valet vehicle staging is limited to two on-street parking spaces
 - Reimburse the City for costs associated with restricting parking meter service to accommodate valet operations
 - Provide a minimum of two parking attendants on each level of the alternative parking facility at any time a level is in use. Additional attendants shall be stationed at the ground level at the front and rear of the restaurant
 - Provide proof of lease for 13 parking spaces at 270 N. Canon Dr. in the evenings Monday through Friday and all day on Saturday and Sunday
 - Submit a study of the parking operation after one year of operation

- **Parking Facility Back-up Power, Redundancies, Service, and Inspections:**
 - Provide documentation of sufficient back-up generator power
 - Provide documentation that the two automobile elevators and 42 mechanical parking lifts are individually operable such that mechanical failure of one would not prevent use of the others
 - Provide proof of service contract(s) that provide maintenance and 24-hour emergency service for the elevators and lifts installed in the alternative parking facility
 - Replacement motor and pump, gearbox, and any other parts not readily obtainable within the same calendar day shall be kept on site
 - Maintenance inspection report and usage report shall be provided to the Community Development Department every six months as well as within five business days following a request from the City.

General Plan³ Policies

The General Plan includes numerous goals and policies intended to guide development in the City. Some policies relevant to the City Council's review of the Project include:

Policy LU 11.4 Parking in Pedestrian-Oriented Districts. Require that driveways be minimized in pedestrian oriented commercial districts to avoid interruptions in the continuity of the pedestrian shopping experience, prioritizing driveway locations to side streets and alleys wherever feasible.

Policy LU 11.6 Parking. Explore opportunities to expand the parking supply in underserved commercial districts and residential neighborhoods which may be developed publicly, privately, or by joint public-private partnerships.

Policy LU 12.2 Building, Parking Structure, and Site Design. Require that buildings, parking structures, and properties in commercial and office districts be designed to assure compatibility with abutting residential neighborhoods, incorporating such elements as setbacks, transitional building heights and bulk, architectural treatment of all elevations, landscape buffers, enclosure of storage facilities, air conditioning, and other utilities, walls and fences, and non-glare external lighting.

Policy LU 2.1 City Places: Neighborhoods, Districts, and Corridors. Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.

Policy LU 2.4 Architectural and Site Design. Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.

³ The Beverly Hills General Plan is available online at
<http://www.beverlyhills.org/business/constructionlanduse/generalplan/generalplandocument/>

Policy LU 11.2 Site Planning and Architectural Design. Require that commercial and office properties and buildings are planned and designed to exhibit a high level of site and architectural design quality and excellence.

Policy LU 2.8 Pedestrian Active Streets. Require that buildings in business districts be oriented to, and actively engage the street through design features such as build-to lines, articulated and modulated façades, ground floor transparency such as large windows, and the limitation of parking entries directly on the street. Parking ingress and egress should be accessed from alleys where feasible.

Policy LU 9.1 Uses for Diverse Customers. Accommodate retail, office, entertainment, dining, hotel, and visitor serving uses that support the needs of local residents, attract customers from the region, and provide a quality experience for national and international tourists.

Policy LU 12.3 Alleys Between Commercial and Residential Uses. Encourage that alleys be attractively designed as a transition between retail and office districts and residential neighborhoods, using features such as quality paving materials, landscaping, low voltage lighting and high-quality maintenance to assure that such alleys are attractive, and kept free of trash and debris.

ENVIRONMENTAL ASSESSMENT

This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 *et seq.*), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the environmental regulations of the City.

The Zone Text Amendment appears to qualify for a Class 5 Categorical Exemption pursuant to Section 15305 of the State CEQA Guidelines for minor changes in land use regulations, which states that a Class 5 Categorical Exemption may be applied to minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density. The proposed Zone Text Amendment would create a pilot program that would allow up to two (2) projects to use an “alternative parking facility”—involving automobile elevators and/or mechanical parking lifts—to provide required parking in commercial zones through approval of a Conditional Use Permit. Such facilities could currently be used to provide non-required parking. Both the City as a whole and the commercially-zoned areas of the City have an average slope of less than 20%. Therefore, the Zone Text Amendment appears to qualify for a Class 5 Categorical Exemption and the City Council will consider finding that the project is exempt from the provisions of CEQA.

In adopting the Resolution approving a Conditional Use Permit, Open Air Dining Permit, and Extended Hours Permit, the Planning Commission found the project exempt from the provisions of CEQA pursuant to Section 15332 of the State CEQA Guidelines for in-fill development projects. This determination was based on review of a Categorical Exemption Report prepared by Rincon Consultants, Inc. for the City (Attachment 4).

PUBLIC NOTICE AND COMMENTS

Public notice was provided for the City Council hearing in the form of newspaper publication, site posting, and direct mailing. Newspaper notices ran in the Beverly Hills Courier on Friday, October 21 and the Beverly Hills Weekly on Thursday, October 27. The Planning Commission also held duly noticed public hearings on September 19, 2016 and September 26, 2016, where members of the public provided oral comments on the project, and one letter was received. At the September 19, 2016 meeting two members of the public spoke about their concerns regarding traffic and noise generated by the project and the massing of the building. The letter also expressed concerns about noise from the restaurant and restaurant employees. Another resident spoke in favor of the Zone Text Amendment and recommended the ordinance not include standards or findings that would restrict the use of alternative parking facilities to small sites where providing code-required parking is difficult. No members of the public gave comments at the September 26, 2016 meeting. As of the writing of this report, staff has not received any additional written comments on this matter.

ANALYSIS⁴

Adoption, alteration, or denial of the proposed Zone Text Amendment is based upon whether the Zone Text Amendment will result in a benefit to the public interest, health, safety, morals, peace, comfort, convenience, or general welfare. The draft Ordinance in Attachment 1 to this report contains draft language that may be used to guide the Council's deliberation on the subject project.

The following analysis describes the different elements of the Zone Text Amendment regarding alternative parking facilities.

Eligible Sites and Uses

The recommended Zone Text Amendment would apply to all commercial zones of the City with approval of a CUP. It would allow use of an alternative parking facility to provide required parking for uses on sites that do not exceed 16,000 square feet in area. The Planning Commission recommended the site size restriction in order to limit use of alternative parking facilities to those sites where it is difficult to fit a standard parking garage on site. In-lieu parking is also limited to sites that do not exceed 16,000 square feet, and the Planning Commission recommended consistency in the site area limit for use of alternative parking methods. The Amendment would not apply to medical uses.

Pilot Program

The Planning Commission also recommended that the Zone Text Amendment be structured as a pilot program allowing a maximum of two projects to obtain a CUP for an alternative parking facility. Although not associated with the current application, the Applicant's representative has made it known that another business (Cartier) is also interested in using an alternative parking facility to provide required parking for a remodel of its existing retail building. The Planning Commission felt two projects with alternative parking facilities would allow a reasonable assessment of any unforeseen impacts after each has operated for a year. An application for

⁴ The information provided in this section is based on analysis prepared by the report author prior to the public hearing. The City Council, in its review of the administrative record and based on public testimony, may reach a different conclusion from that presented in this report and may choose to make alternate findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

the Cartier project has not been filed at this time, and it is not guaranteed to be the second pilot project; that would be determined by date of application.

The conditions placed on the proposed project include reporting requirements and a review by the Planning Commission after one year of operation. If, after evaluation of two projects, the City finds the impacts of alternative parking facilities permitted through a CUP are negligible, the sunset provision of BHMC §10-3-2730.4 could be removed by the City Council in order to allow additional projects to apply.

Structure of the Conditional Use Permit

The recommended Zone Text Amendment lays out the process for applying for and evaluating a CUP to use an alternative parking facility to provide required parking.

The proposed list of standards in the draft Zone Text Amendment language sets basic parameters that an alternative parking facility must meet in order to obtain a CUP:

- Fully enclosed (except for required ingress and egress) and subject to Architectural Review
- Staging of vehicles on private property only, and shall not impede travel and access within the public right-of-way
- Valet-operated at all times during the hours of operation of the commercial use(s)
- Meet building and zoning codes

The Zone Text Amendment also identifies the plans and studies that must be submitted with a CUP application:

- Site plan
- Operations plan (valet operations and mechanical maintenance)
- Technical studies (traffic and parking, noise, visual impacts, etc.)
- Disabled access parking
- Back-up power and redundancies

When reviewing a CUP application for an alternative parking facility, the Planning Commission would evaluate the project against the findings. Therefore the recommended findings address the major areas of concern regarding potential project impacts:

- The alternative parking facility location is not detrimental to adjacent property or the public welfare
- Due to site circumstances (size, shape, location, existing conditions), an alternative parking facility is a reasonable method of providing code-required parking
- The use of an alternative parking facility enhances the design of the project and does not result in substantial adverse impacts to the character of the area
- The alternative parking facility and operations will not create substantial adverse traffic, parking, or pedestrian impacts

Conditions of approval can and will be developed for each project on a case-by-case basis. However, standard conditions of approval that should be required for all alternative parking facility projects are identified in the Zone Text Amendment:

- Maintenance inspection and usage report: submit to City every six months and upon request
- Service contract: maintain contracts with entity or entities that provides maintenance and 24-hour emergency service for the parking facility

Automobile Elevators and Staging

Automobile elevators would be an alternative to ramps in a parking garage, allowing cars to be driven into an elevator off the street or alley and enter the parking garage by traveling vertically between levels. An automobile elevator, or even several elevators, would take up significantly less space than would ramps within a parking garage. The width of the driveway and the opening in the building required for two automobile elevators side by side would be similar to the width required for a garage with one lane entering and one lane exiting.

One significant operational difference between automobile elevators and ramps is that each automobile elevator can only handle one vehicle at a time, while many vehicles could be on a ramp at the same time, all traveling to parking spaces. Because of this, an alternative parking facility that uses automobile elevators to access the garage may need space for vehicles to wait to enter the elevator—what this report refers to as a “staging area”—particularly during peak usage times.

The proposed project provides an example: The Traffic Impact Study (found in the Categorical Exemption Report in Attachment 4) shows that the peak hour of restaurant traffic on Saturdays is expected to be the busiest time of the week. The analysis in Appendix A of the Traffic Impact Study estimates that 76 vehicles could be moved in or out of the garage via the automobile elevators in one hour (estimated worst case scenario of 94 seconds to enter elevator, descend, and exit elevator, and send it back up for another vehicle; two-way traffic would be more efficient). During the peak hour on Saturdays, the Study predicts 71 vehicle trips (arriving + leaving). Although on average the speed of the elevators appears to be sufficient, due to the normal patterns of patrons arriving at and leaving a restaurant it is likely that vehicles will sometimes have to wait to use an elevator to access the garage. Thus the physical constraints of the alternative parking facility may at some times require a staging area.

The automobile elevators in the proposed project would be set back 10' from the alley, which gives vehicles an adequate turning radius into the elevators but does not provide enough space for vehicles to line up outside of the alley and wait to enter an elevator. The project is conditioned to require leasing of 13 parking spaces after 5:30pm from the building at 270 North Canon Drive, and more if necessary for special events. These spaces are not within sight of the automobile elevators, which has the potential to cause conflicts, although there may be ways to remedy that with good communication between individual parking attendants. Should these leased spaces ever become unavailable, a new lease shall be provided for spaces at an alternate location, or the owner may request a modification of the condition from the Planning Commission if it can be demonstrated that the staging spaces are not actually needed.

Projects applying for an alternative parking facility CUP that include automobile elevators should be evaluated for their potential to create traffic impacts due to staging. The proposed Zone Text Amendment requires that staging shall occur on private property and shall not impede travel and access within the public right-of-way. In order to evaluate this, submittal of technical studies (traffic and parking studies, analysis of elevators speeds, etc.) would be required as part of the CUP application.

At this time, the staff is aware of one location in the City that currently uses automobile elevators to access a parking garage. The Sixty Hotel at 9360 Wilshire Boulevard has three elevators that move vehicles between the ground level, one subterranean level, and two above-ground levels. The elevators are accessed from a driveway that goes through the building, which provides significant area for staging.

Mechanical Parking Lifts

Mechanical parking lifts raise or lower vehicles on a platform so that other vehicles can be parked above or below in a stacked (vertical tandem) fashion. Mechanical parking lifts are space-efficient. Based on the manufacturer specifications for the lifts proposed by this project, it would take approximately 72 seconds to raise or lower a car, so when the lift must be raised or lowered it takes longer to access a parking space or vehicle than it would in a standard parking arrangement or even a horizontal tandem parking arrangement.

The Zone Text Amendment would allow for parking spaces in an alternative parking facility that are smaller than the dimensions specified in the City's Minimum Parking Standards document to be reviewed and approved by the Planning Commission through the CUP process. The applicant would be required to show that the size and configuration of parking will accommodate a range of vehicle types and will not have an adverse impact on the efficiency of the parking operation or the safety of people or property. The current Minimum Parking Standards require spaces to be 9' wide and 19' long, with a 26' drive aisle, though minor modifications in length and drive aisle width can be made by the City's Traffic Engineer. The Standards do not specify a minimum height and the recommended Zone Text Amendment does not add a minimum height to the code—that would be conditioned on a case-by-case basis by the Planning Commission.

For both automobile elevators and mechanical parking facilities, the Zone Text Amendment would require that each piece of equipment be individually operable such that mechanical failure of one would not prevent use of the others. In addition, evidence of back-up generators with sufficient capacity to allow operation of the parking system in case of electrical failure shall be submitted before issuance of building permits.

Mechanical parking lifts exist in some residential settings in the City, where they have been allowed to provide excess parking beyond what is required by code.

Aisle Parking

The Zone Text Amendment would allow an applicant to request aisle parking as part of an alternative parking facility CUP approval. Although not currently allowed, valet-operated aisle parking was permitted in the past by the City in some situations. At that time, aisle parking spaces were required to be 26'-28' long in order to allow vehicles to be moved back and forth within the aisle space in order to access other vehicles that had been parked in. The recommended Zone Text Amendment does not add a minimum drive aisle parking space size to the code.

The proposed project includes six (6) proposed aisle parking spaces on each subterranean level that would be 9' wide and 22' long. This would not allow a vehicle to be shifted back and forth to access vehicles in the mechanical lift parking spaces—instead, if the aisle spaces were full, an aisle-parked vehicle would have to be moved temporarily to a different part of the garage to allow access, and then moved back.

Valet Operation

The Zone Text Amendment requires an alternative parking facility that provides required parking to be completely operated by valets/parking attendants. An operations plan, describing operating hours, staffing, vehicle drop-off and pick-up locations for customers, circulation path, staging area, maintenance schedules, and additional parts inventories shall be submitted as part of the CUP application. Hours of operation and staffing levels may be conditioned on a case-by-case basis.

Summary

The Council may wish to discuss the standards, application requirements, findings, conditions of approval, and sunset clause contained in the draft Ordinance, as well as its applicability to all commercially-zoned sites in the City that are less than 16,000 square feet. The Planning Commission recommended the Zone Text Amendment to provide additional options for projects to provide on-site parking under specific standards and case-by-case review of a CUP. The pilot program will allow development of up to two projects in order for the City to evaluate whether expansion of the program to additional projects would have adverse impacts.

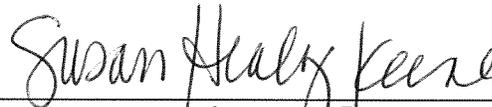
FISCAL IMPACT

No fiscal impact to the City is anticipated from a Council decision on this matter.

RECOMMENDED ACTION

Staff recommends that the City Council move to waive the full reading of the ordinance and that the ordinance entitled "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS AMENDING THE BEVERLY HILLS MUNICIPAL CODE TO CONDITIONALLY ALLOW ALTERNATIVE PARKING FACILITIES TO PROVIDE REQUIRED PARKING IN COMMERCIAL ZONES AS A PILOT PROGRAM" be introduced and read by title only.

Susan Healy Keene, AICP
Director of Community Development



Approved By