ATTACHMENT 6

PARKING INVENTORY AND DEMAND ANALYSIS

FEHR PEERS

DRAFT MEMORANDUM

Date: March 12, 2013

To: Mr. Murray D. Fischer & Ms. Ilisa Gold
The Law Offices of Murray D. Fischer

From: Anjum Bawa and Audrey Kennedy

Subject: ***Spaghettini, Beverly Hills, CA***

Ref: LA13-2581

This memorandum summarizes the results of a parking study Fehr & Peers conducted for the proposed Spaghettini restaurant to be located at 184-188 North Canon Drive in the City of Beverly Hills, California. The parking study involved estimating the number of parking spaces required by the proposed restaurant use per City of Beverly Hills' ordinance, and then identified parking resources in the vicinity of project site that could qualify towards satisfying the project's parking requirements. These included parking facilities open to public parking located within a reasonable walking distance of ¼ of a mile.

The project involves the construction of a Spaghettini restaurant with a floor area of 5,600 square feet (sf), of which 3,100 sf is dining and bar area. The Spaghettini will replace an existing retail use and will include a total of up to four on-site parking spaces.

CITY OF BEVERLY HILLS CODE REQUIREMENTS

According to the City of Beverly Hills Municipal Code, restaurant uses are required to provide one parking space per 45 sf of dining and bar floor area for the first 9,000 sf of such area. At 3,100 sf, the proposed Spaghettini restaurant will be required to provide approximately 69 spaces. Since the project is proposing to provide four on-site spaces, a total of 65 in-lieu parking spaces would be required.

Gross Leasable Area (sf)	Dining/Bar Area (sf)	Code Required Parking	Required Parking Spaces
5,600	3,100	1 space per 45 sf	69

PROJECT DEMAND ASSESSMENT

The anticipated parking demand generated by the proposed project was estimated based on demand rates recommended in *Parking Generation, 4th Edition* (Institute of Transportation Engineers [ITE], 2010). The estimated parking demand for restaurant on a Non-Friday Weekday is 10.60 vehicles per 1,000 sf of gross floor area (GFA), or 59 vehicles. The estimated parking demand for restaurant on a Saturday is 2.87 vehicles per 1,000 sf of GLA, or 62 vehicles.

Period	Gross Floor Area (1,000 sf)	Estimated Parking Demand per 1,000 sf [a]	Required Parking Spaces
Thursday	5.600	10.60	59
Saturday		16.40	92

[a] Estimated Parking demand based on GLA. Thursday demand is estimated using average parking demand for LU 931 on a Non-Friday Weekday , Saturday demand is estimated using average parking demand for LU 931 on a Saturday

Parking Generation, 4th Edition provides the peak time-of-day parking for parking demand on weekdays as well as Saturdays. Based on these data, the peak demand for the proposed restaurant use will occur between 7:00 PM and 9:00 PM on a non-Friday weekday and 7:00 PM to 9:00 PM on a Saturday.

The project site is located within the City's "Golden Triangle" commercial district, which includes a mix of commercial uses such as retail, restaurants, office, medical offices, etc. Parking for the uses is either provided on- or off-site in City- or privately-owned parking facilities. With the density and diversity of uses, short blocks, and a mature network of sidewalks, visitors to the commercial district are encouraged to "park once." Once parked in the area, these visitors may visit multiple uses in the area without having to move their vehicles. It is anticipated that a portion of the patrons of the proposed Spaghettini would be generated from visitors already present in the area. Considering the aforementioned, the effective parking demand for the new restaurant use will most likely be lower than estimated above.

EXISTING PARKING SUPPLY

As described, the project is proposing up to four on-site parking spaces and intends to satisfy its remaining demand with parking available in proximate off-site public parking facilities.

The project's off-site parking demand could be accommodated in the following four City-owned public parking facilities:

- Parking Structure 7 (241 N Canon Dr – 242 N Beverly Dr) – approximately 613 spaces, not including Level 1, which is reserved for Montage Parking, nor any spaces on Levels 2 to 4 categorized as "residential," "reserved" or "employee"
- Parking Structure 10 (333 N Crescent Dr) – approximately 512 spaces
- Parking Structure 11 (221 N Crescent Dr) – approximately 581 spaces, not including portions of Level 5, and all of Level 6, which are reserved for Audi
- Parking Structure 12 (9361 Dayton Wy) – approximately 219 spaces

The locations of these structures are shown in Attachment A.

Parking Surveys

Hourly parking occupancy counts were conducted in February and March 2013 to determine the existing supply in the aforementioned four public parking structures. The surveys were conducted during the following time periods:

- Saturday, February 9, 2013 from 10:00 AM to 6:00 PM (Parking Structure 7)
- Thursday, February 21, 2013 from 10:00 AM to 6:00 PM (Parking Structure 7)
- Thursday, February 28, 2013 from 10:00 AM to 6:00 PM (Parking Structures 10, 11 & 12)
- Saturday, March 2, 2013 from 10:00 AM to 6:00 PM (Parking Structures 10, 11 & 12)

Tables 1 and 2 show the available parking supply and existing occupancy levels for the four structures on a typical weekday and weekend day (Saturday), respectively.

Provided below is a brief summary of survey results.

- Parking Structure 7
  - As shown in Figure 1A, peak parking utilization for PS 7 on a Thursday occurred at 1:00 PM when the garage was 80% full (489 of 613 spaces were occupied, 124 available spaces)
  - As shown in Figure 1B, peak parking utilization for PS 7 on a Saturday occurred at 2:00 PM when the garage was 31% full (187 of 613 spaces were occupied, 426 available spaces)

- Parking Structure 10
  - As shown in Figure 2A, peak parking utilization for PS 10 on a Thursday occurred at 1:00 PM when the garage was 71% full (364 of 512 spaces were occupied, 148 available spaces)
  - As shown in Figure 2B, peak parking utilization for PS 10 on a Saturday occurred at 1:00 PM when the garage was 44% full (226 of 512 spaces were occupied, 286 available spaces)

- Parking Structure 11
  - As shown in Figure 3A, peak parking utilization for PS 11 on a Thursday occurred at 1:00 PM when the garage was 83% full (482 of 581 spaces were occupied, 99 available spaces)
  - As shown in Figure 3B, peak parking utilization for PS 10 on a Saturday occurred at 1:00 PM when the garage was 48% full (276 of 581 spaces were occupied, 305 available spaces)

- Parking Structure 12
  - As shown in Figure 4A, peak parking utilization for PS 12 on a Thursday occurred at 1:00 PM when the garage was 51% full (111 of 219 spaces were occupied, 108 available spaces)

- As shown in Figure 4B, peak parking utilization for PS 12 on a Saturday occurred at 1:00 PM when the garage was 37% full (80 of 219 spaces were occupied, 139 available spaces)

Figures 5A and 5B show a combined hourly parking utilization of all surveyed parking structures on a Thursday and Saturday, respectively. Based on the results of the survey, the peak parking utilization on a Thursday occurred at 1:00 PM with 479 available spaces. Peak parking utilization on a Saturday occurred at 1:00 PM with 1,165 available spaces.

The results of the parking survey indicate that the four public parking facilities located within reasonable walking distance to the project will have sufficient parking spaces available to meet the project's off-site parking demand. As shown in in the tables and figures, the available parking in these parking structures is even higher in the evening hours, when the project is at its peak for parking demand.

CONCLUSION

Per the City's ordinance, the project is required to provide a total of 69 parking spaces. The project is proposing up to four on-site spaces and will provide the remaining 65 spaces as in-lieu parking permitted by the City's ordinance. Based on results of comprehensive parking occupancy surveys conducted at three City-owned parking facilities, the existing availability of 479 and 1,165 spaces during a weekday and Saturday peak, respectively, is sufficient to accommodate project's off-site parking demand. The existing availability of 1,135 and 1,445 spaces in the evening during a weekday and Saturday would also be sufficient to accommodate project's peak demand.

ATTACHMENT A

CITY OF BEVERLY HILLS PARKING STRUCTURES GUIDE

TABLE 1 - EXISTING WEEKDAY OCCUPANCY

THURSDAY, FEBRUARY 21 | THURSDAY, FEBRUARY 28

	PARKING STRUCTURE 7 [1,2,3]			PARKING STRUCTURE 10			PARKING STRUCTURE 11 [4]			PARKING STRUCTURE 12			TOTAL SPACES		AVAILABLE SPACES REMAINING
TOTAL SPACES	613	% OCCUPIED	SPACES REMAINING	512	% OCCUPIED	SPACES REMAINING	581	% OCCUPIED	SPACES REMAINING	219	% OCCUPIED	SPACES REMAINING	1,925	% OCCUPIED	
10:00 AM	356	58%	257	313	61%	199	458	79%	123	86	39%	133	1,213	63%	712
11:00 AM	472	77%	141	342	67%	170	467	80%	114	89	41%	130	1,370	71%	555
12:00 PM	436	71%	177	355	69%	157	476	82%	105	98	45%	121	1,365	71%	560
1:00 PM	489	80%	124	364	71%	148	482	83%	99	111	51%	108	1,446	75%	479
2:00 PM	450	73%	163	349	68%	163	465	80%	116	106	48%	113	1,370	71%	555
3:00 PM	383	62%	230	309	60%	203	432	74%	149	97	44%	122	1,221	63%	704
4:00 PM	363	59%	250	282	55%	230	378	65%	203	84	38%	135	1,107	58%	818
5:00 PM	314	51%	299	227	44%	285	345	59%	236	82	37%	137	968	50%	957
6:00 PM	303	49%	310	162	32%	350	258	44%	323	67	31%	152	790	41%	1,135

[1] Data collection for Parking Structure 7 excludes Level 1, which is reserved for Montage parking. This analysis also excludes any spaces on Levels 2 to 4 which are categorized as "reserved," "residential" or "employee"
[2] Of the 613 spaces, 521 are tandem
[3] Some vehicles in count were parked illegally against the wall
[4] This analysis excludes spaces reserved for Audi only on Levels 5 and 6

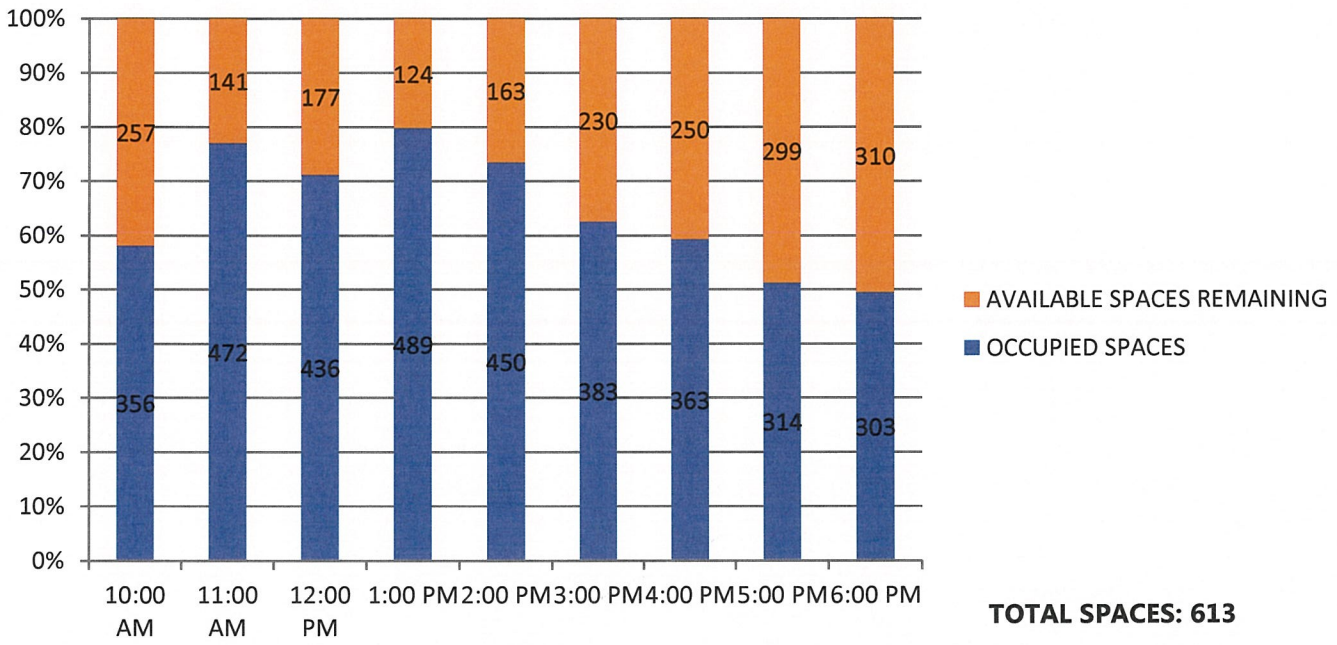
TABLE 2- EXISTING WEEKEND OCCUPANCY

SATURDAY, FEBRUARY 9 | SATURDAY, MARCH 2

	PARKING STRUCTURE 7 [1,2]			PARKING STRUCTURE 10			PARKING STRUCTURE 11 [3]			PARKING STRUCTURE 12			TOTAL STRUCTURES		AVAILABLE SPACES REMAINING
TOTAL SPACES	613	% OCCUPIED	SPACES REMAINING	512	% OCCUPIED	SPACES REMAINING	581	% OCCUPIED	SPACES REMAINING	219	% OCCUPIED	SPACES REMAINING	1,925	% OCCUPIED	
10:00 AM	67	11%	546	191	37%	321	233	40%	348	56	26%	163	547	28%	1,378
11:00 AM	82	13%	531	202	39%	310	251	43%	330	63	29%	156	598	31%	1,327
12:00 PM	122	20%	491	222	43%	290	260	45%	321	69	32%	150	673	35%	1,252
1:00 PM	178	29%	435	226	44%	286	276	48%	305	80	37%	139	760	39%	1,165
2:00 PM	187	31%	426	215	42%	297	266	46%	315	78	36%	141	746	39%	1,179
3:00 PM	150	24%	463	211	41%	301	262	45%	319	75	34%	144	698	36%	1,227
4:00 PM	148	24%	465	181	35%	331	227	39%	354	62	28%	157	618	32%	1,307
5:00 PM	142	23%	471	145	28%	367	169	29%	412	51	23%	168	507	26%	1,418
6:00 PM	150	24%	463	110	21%	402	179	31%	402	41	19%	178	480	25%	1,445

[1] Data collection for Parking Structure 7 excludes Level 1, which is reserved for Montage parking. This analysis also excludes any spaces on Levels 2 to 4 which are categorized as "reserved," "residential" or "employee"
[2] Of the 613 spaces, 521 are tandem
[3] This analysis excludes spaces reserved for Audi only on Levels 5 and 6

FIGURE 1A - PARKING STRUCTURE 7 WEEKDAY OCCUPANCY



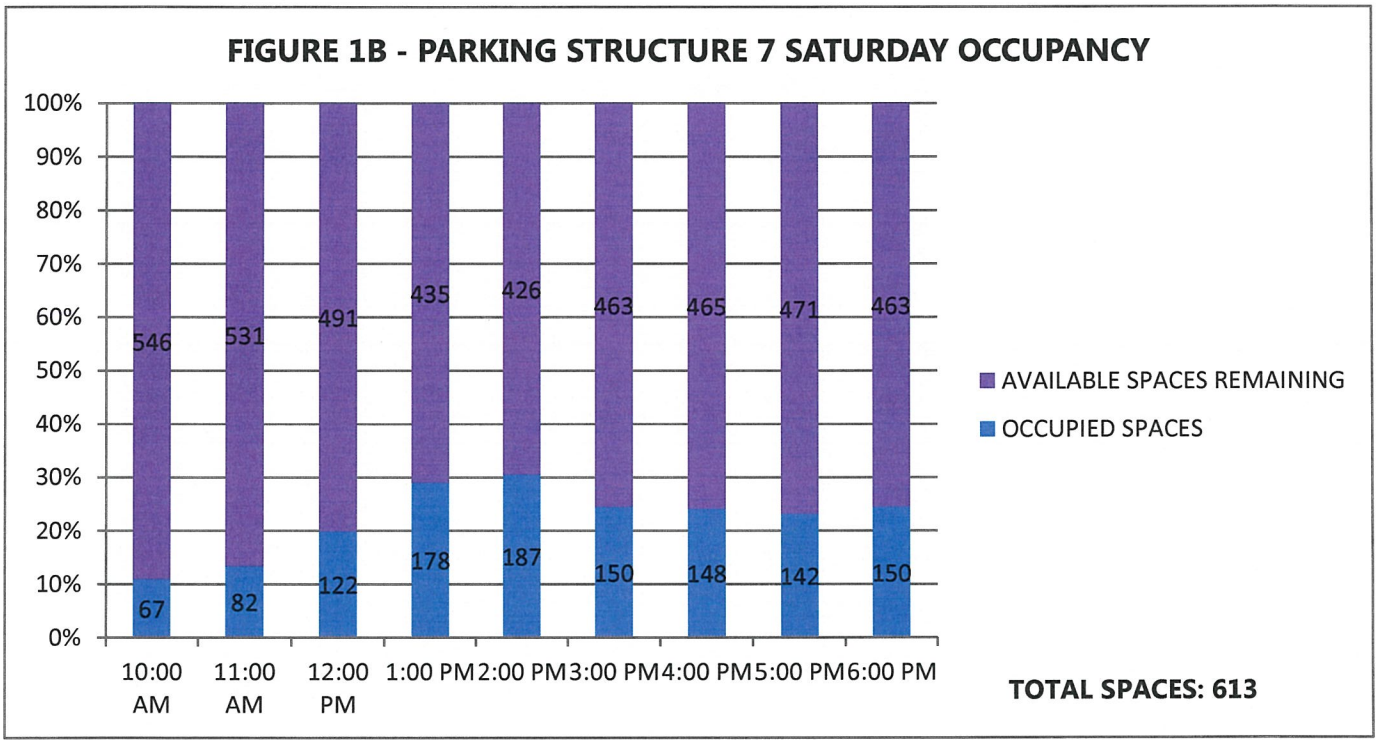
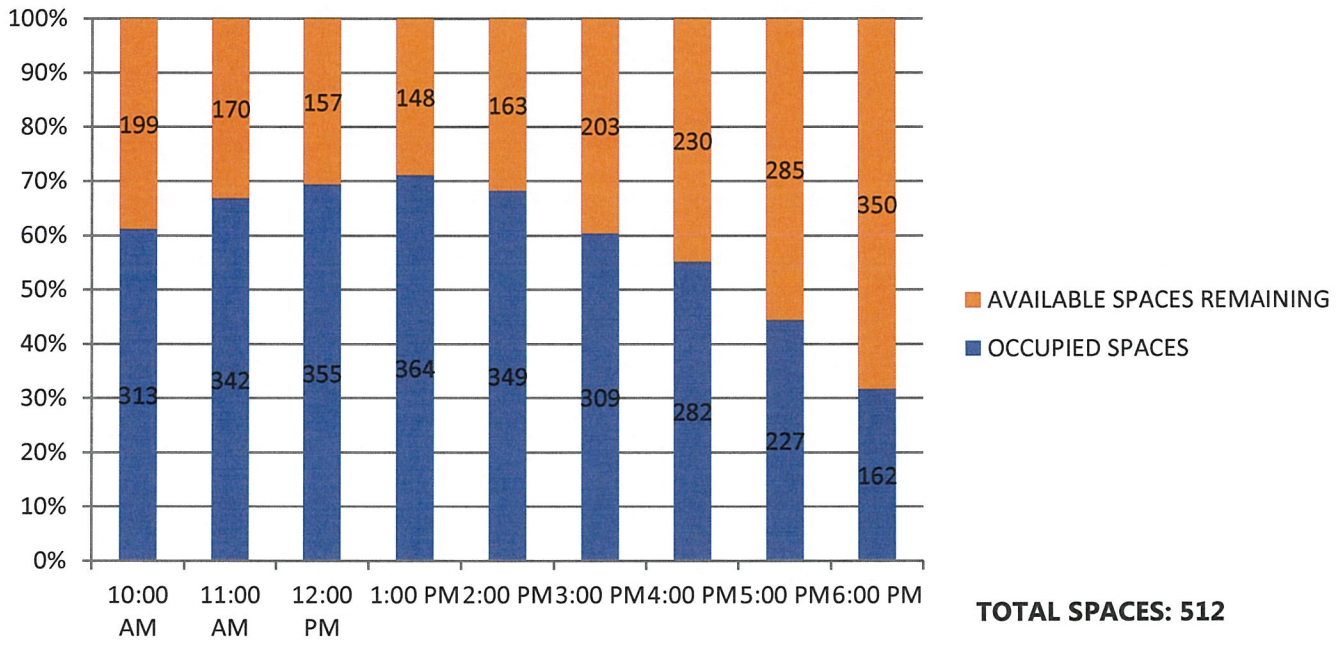


FIGURE 1B - PARKING STRUCTURE 7 SATURDAY OCCUPANCY
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
546
531
491
435
426
463
465
471
463
67
82
122
178
187
150
148
142
150
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
AVAILABLE SPACES REMAINING
OCCUPIED SPACES
TOTAL SPACES: 613

FIGURE 2A - PARKING STRUCTURE 10 WEEKDAY OCCUPANCY



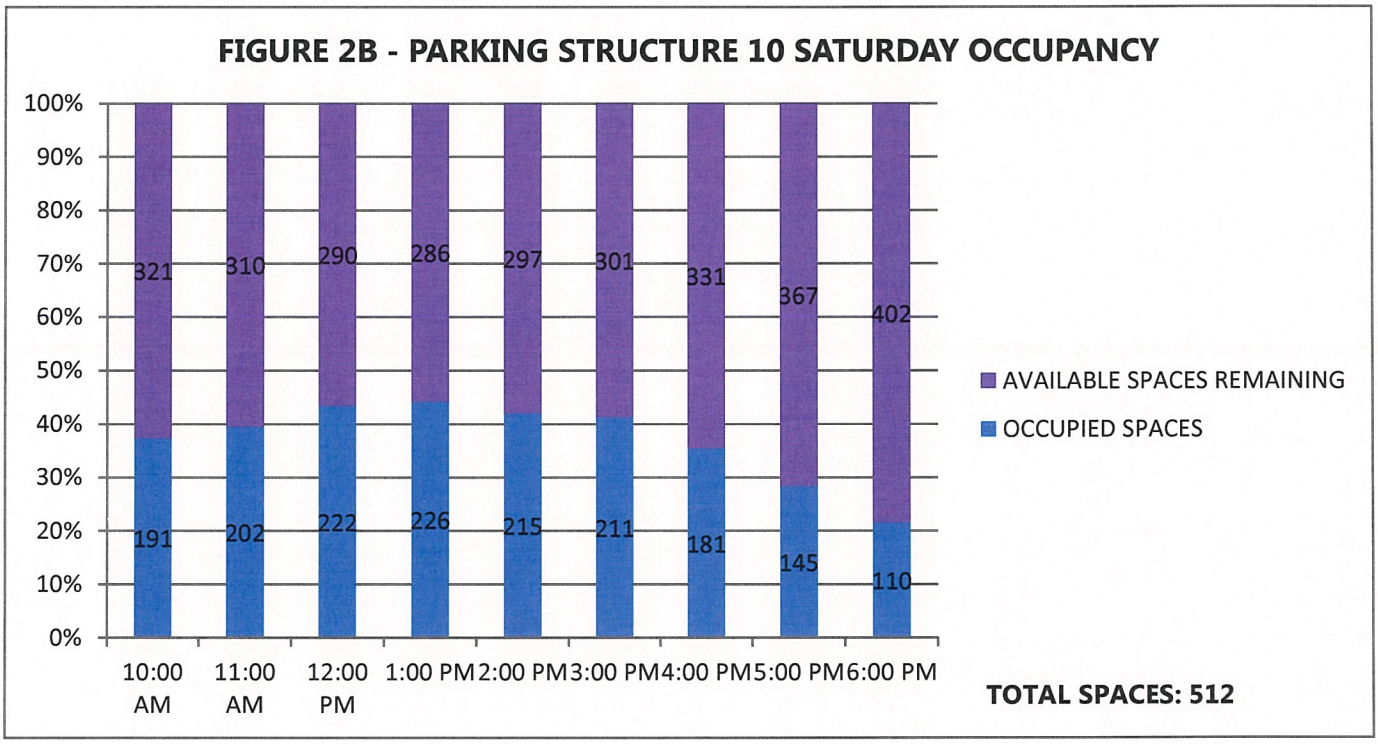


FIGURE 2B - PARKING STRUCTURE 10 SATURDAY OCCUPANCY
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
321
310
290
286
297
301
331
367
402
191
202
222
226
215
211
181
145
110
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
AVAILABLE SPACES REMAINING
OCCUPIED SPACES
TOTAL SPACES: 512

FIGURE 3A - PARKING STRUCTURE 11 WEEKDAY OCCUPANCY

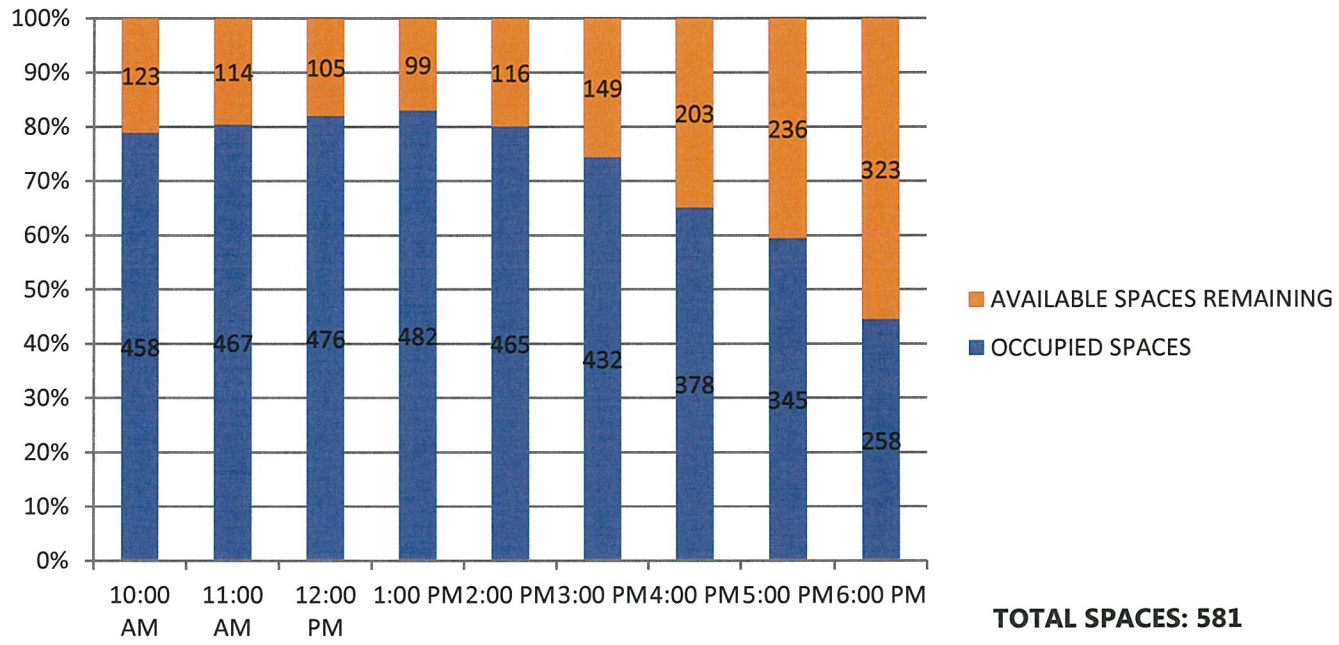


FIGURE 3B - PARKING STRUCTURE 11 SATURDAY OCCUPANCY

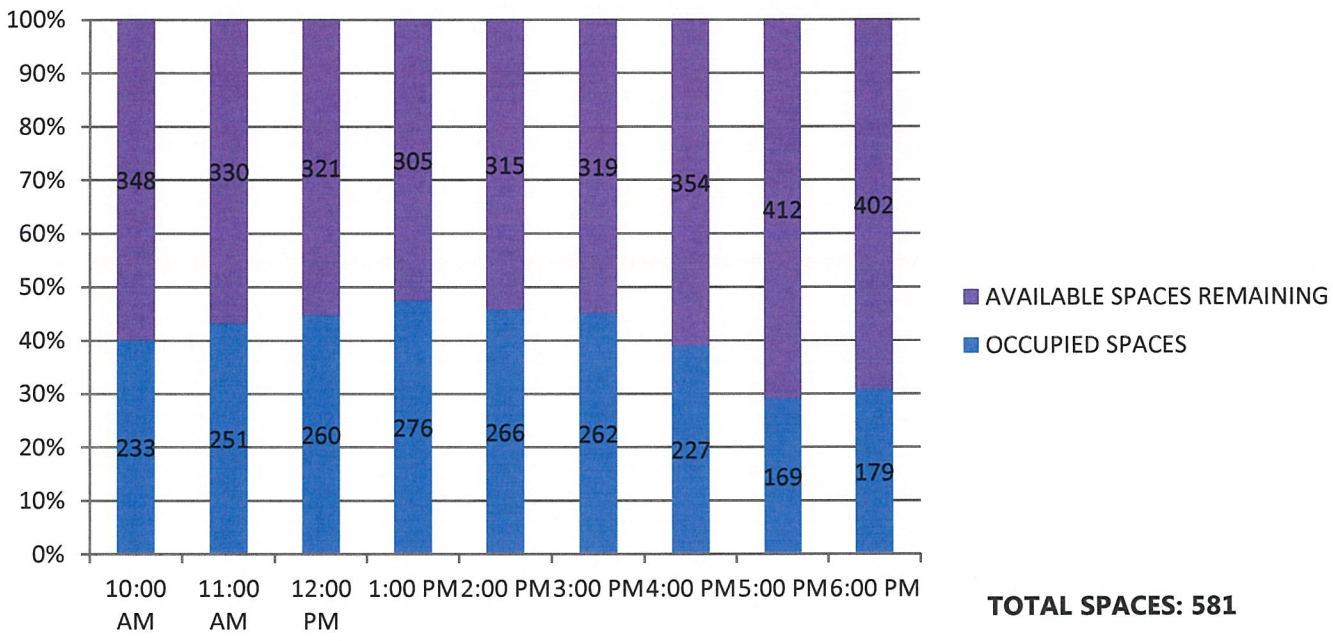


FIGURE 4A - PARKING STRUCTURE 12 WEEKDAY OCCUPANCY

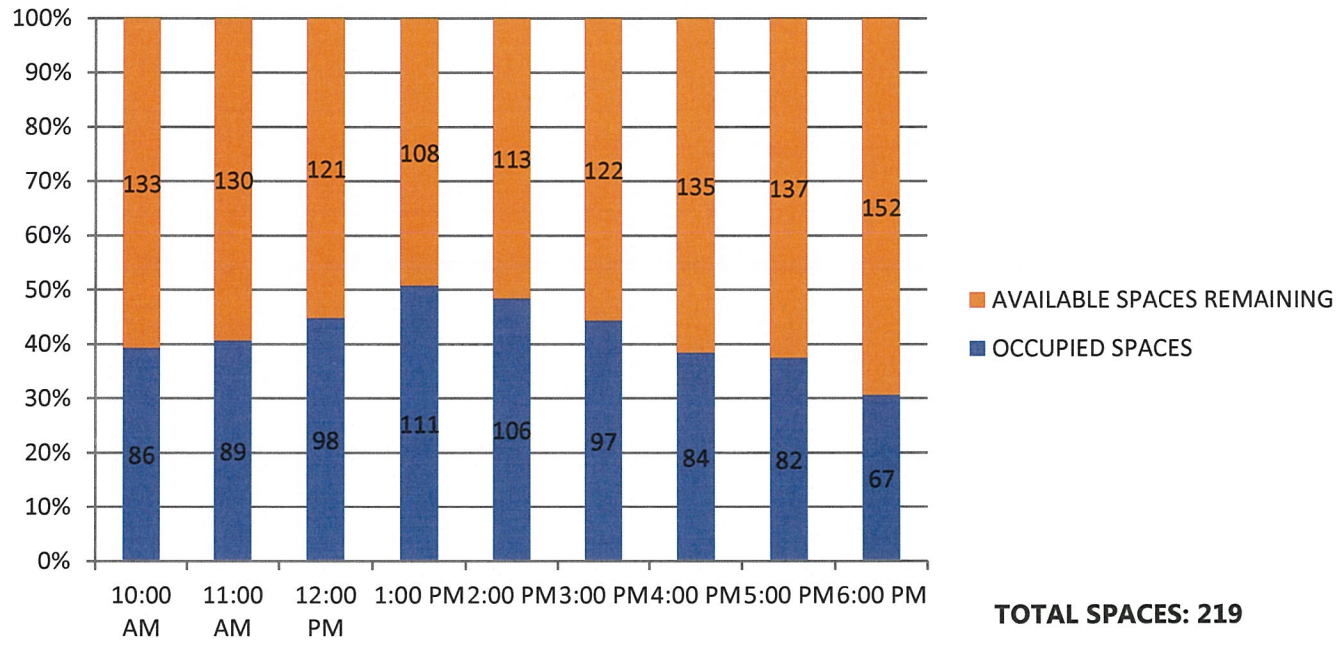


FIGURE 4B - PARKING STRUCTURE 12 SATURDAY OCCUPANCY

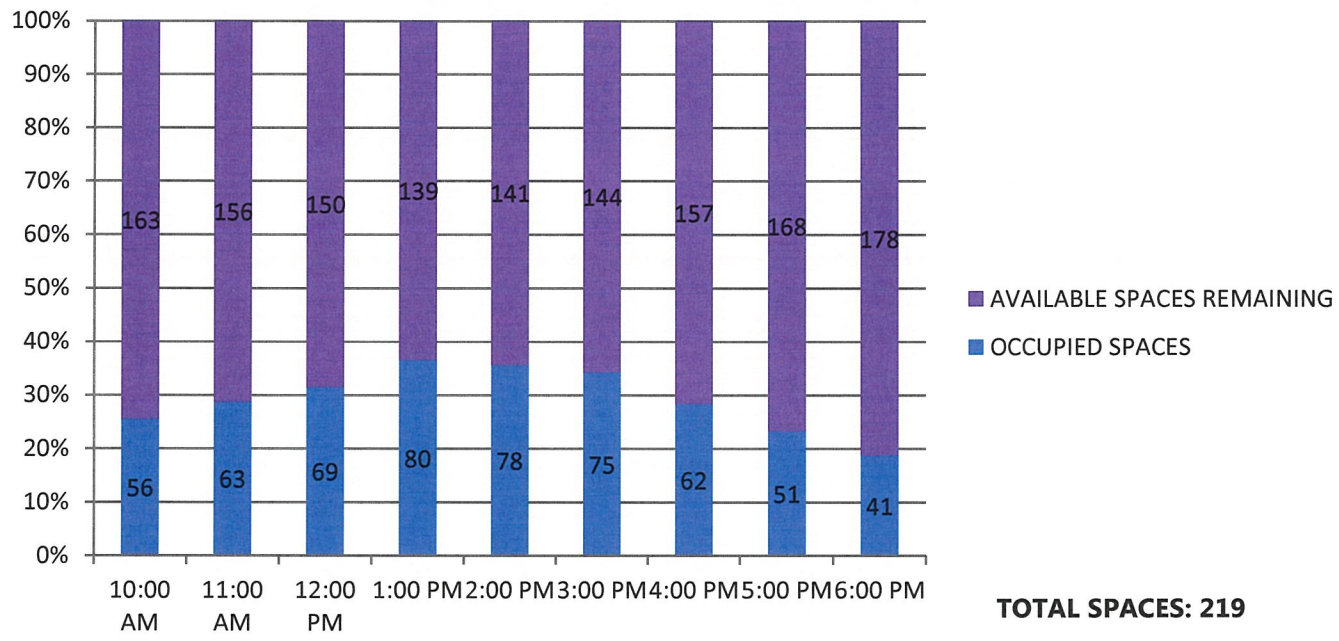


FIGURE 5A - TOTAL EXISTING WEEKDAY OCCUPANCY

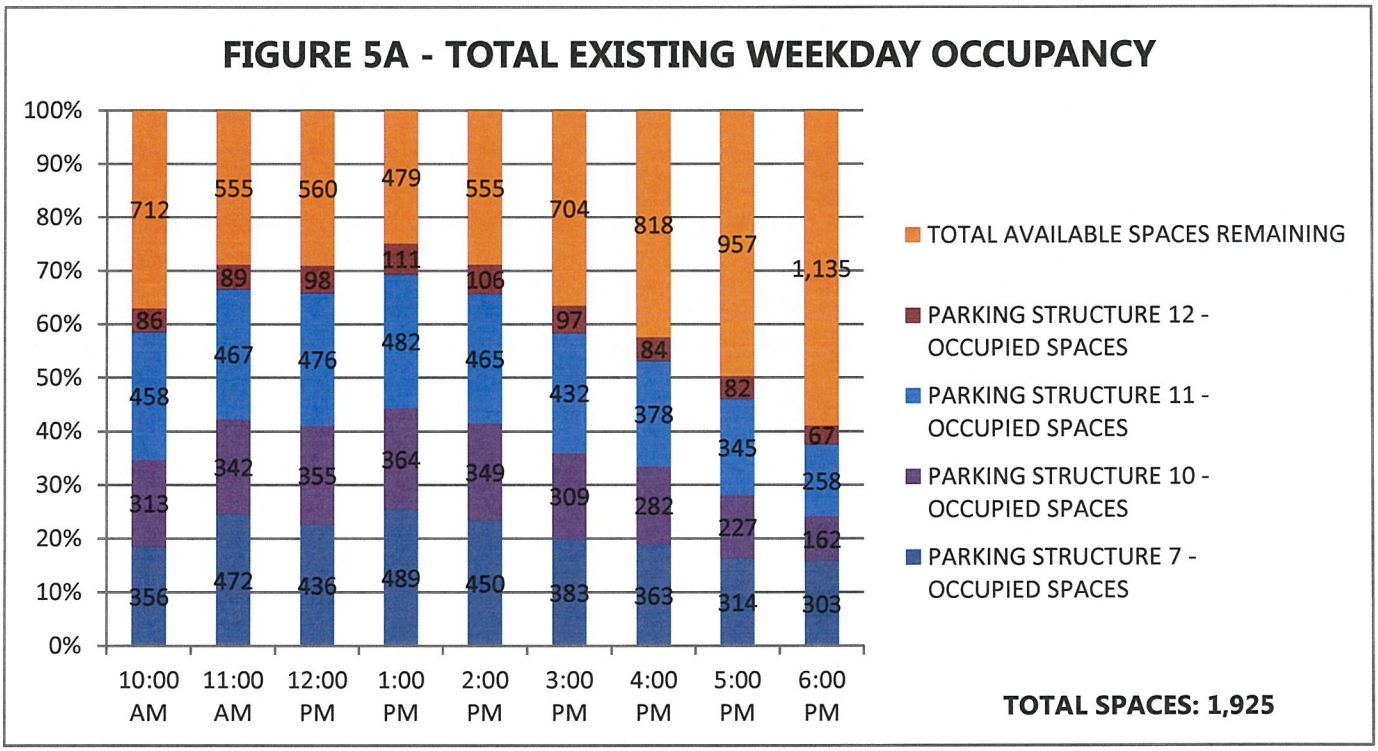
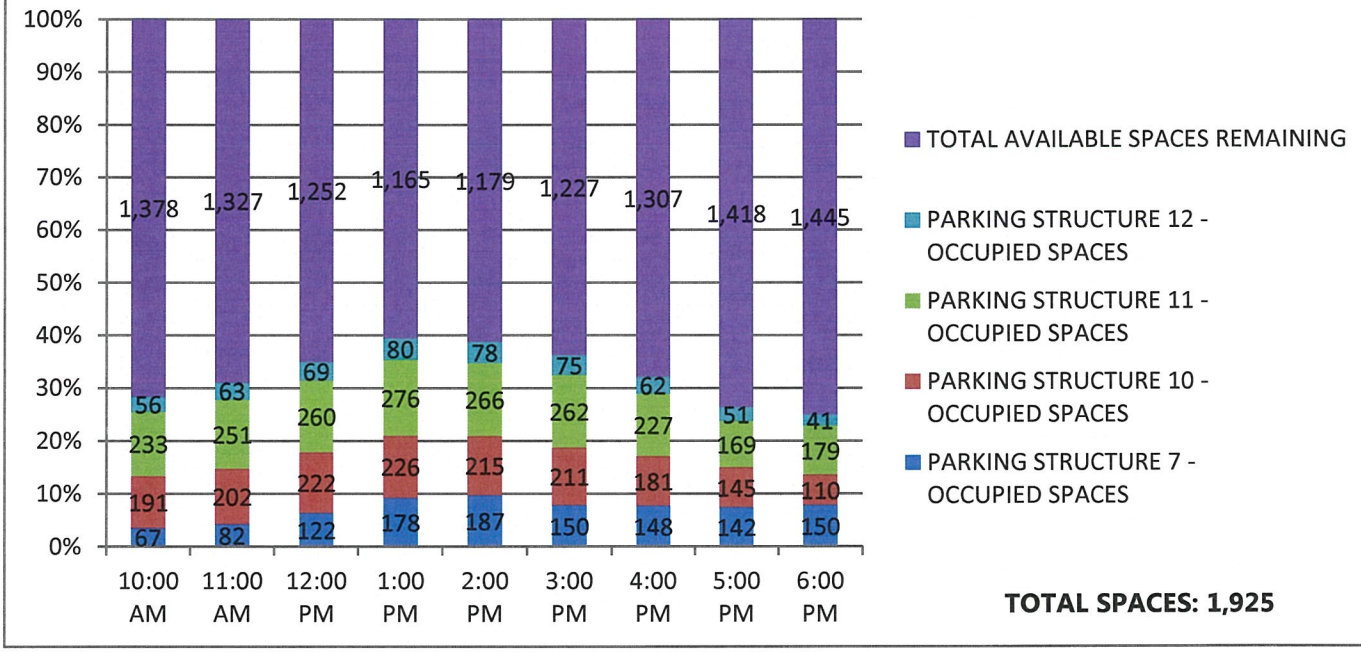


FIGURE 5B - TOTAL EXISTING SATURDAY OCCUPANCY

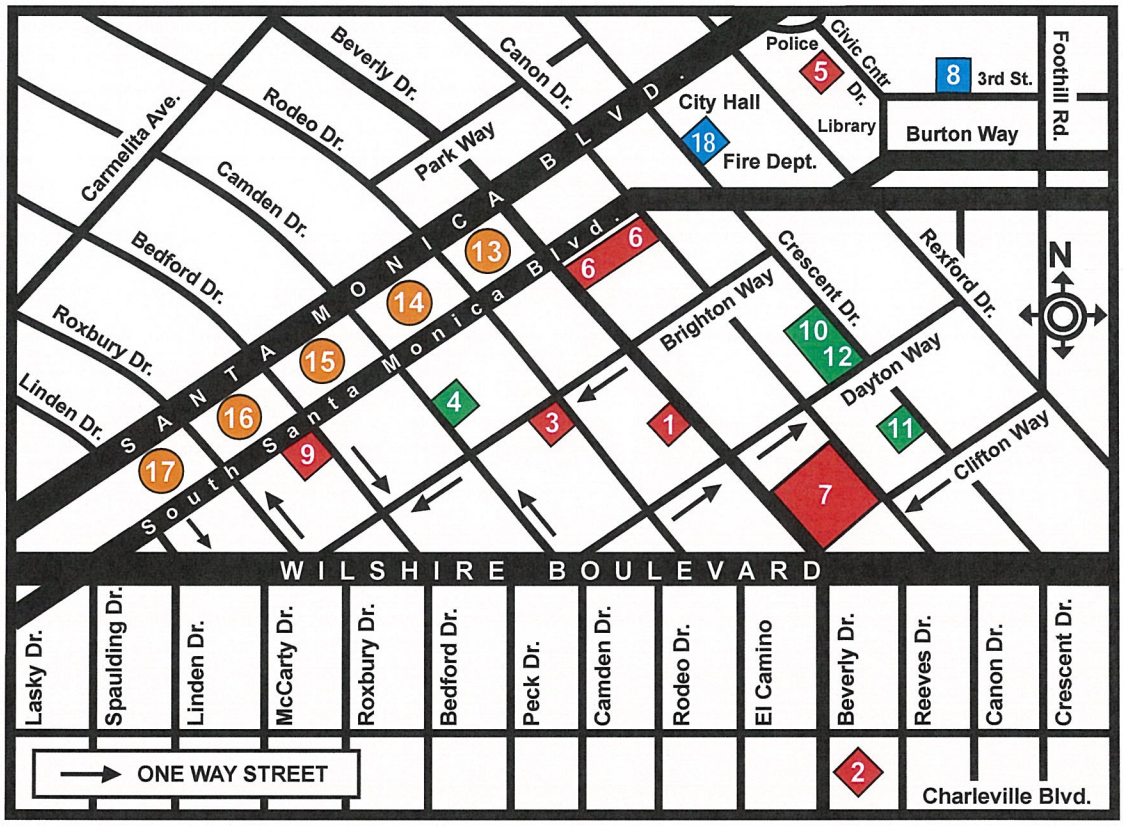


ATTACHMENT A

CITY OF BEVERLY HILLS PARKING STRUCTURES GUIDE

GUIDE TO CITY OF BEVERLY HILLS F·R·E·E PARKING

AND OTHER PARKING PROGRAMS



First Two Hours Free Parking

Self Park Structures

- 1 — 345 N. Beverly Drive
- 2 — 216 S. Beverly Drive
- 3 — 9510 Brighton Way
- 5 — 450 N. Rexford Drive
- 6 — 438 N. Beverly Dr. - 439 N. Canon Dr.
- ◆ — 321 S. La Cienega Blvd. (not shown on map)
- 7 — 241 N. Canon Dr. - 242 N. Beverly Dr.
  Public Gardens at Montage
- 9 — 461 N. Bedford Drive

Pay As You Go

- 8 — 9333 W. 3rd Street
- 18 — 450 N. Crescent Drive

EV charging stations are available in all City non-metered parking structures

First One Hour Free Parking

Self Park Structures

- 4 — 440 N. Camden Drive
- 10 — 333 N. Crescent Drive
- 11 — 221 N. Crescent Drive
- 12 — 9361 Dayton Way

3 Hour Meter Parking Structures

- 13 — SM-1, 485 N. Beverly Drive
  Beverly - Rodeo Drive
- 14 — SM-2, 485 N. Rodeo Drive
  Rodeo - Camden Drive
- 15 — SM-3, 485 N. Camden Drive
  Camden - Bedford Drive
- 16 — SM-4, 485 N. Bedford Drive
  Bedford - Roxbury Drive
- 17 — SM-5, 485 N. Roxbury Drive
  Roxbury - Linden Drive