



AGENDA REPORT

Meeting Date: August 20, 2013

Item Number: D-1

To: Honorable Mayor & City Council

From: Jonathan Lait, AICP, Assistant Director of Community Development

Subject: ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING
BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-3311
REGARDING IN-LIEU PARKING FEES.

Attachments:

1. Ordinance
2. Planning Commission Resolution
3. Planning Commission Staff Report
4. Public Notice
5. Parking Demand and Availability

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 of Beverly Hills amending Beverly Hills Municipal Code Section 10-3-3311 regarding in-lieu parking fees" be introduced and read by title only.

REPORT SUMMARY

This report presents a proposed ordinance that would establish a pilot program for business owners to obtain reduced-cost in-lieu parking spaces associated with the establishment of restaurant uses within existing commercial buildings in the Business Triangle. The ordinance was previously presented to the City Council and Planning Commission, and has been revised in response to comments received from the City Council and Planning Commission. This report details the revised ordinance and seeks confirmation from the City Council that previously identified concerns have been addressed in the revised ordinance.

BACKGROUND

The proposed Zone Text Amendment was initiated by Spaghetini Restaurant in order to allow establishment of a new restaurant at 184 North Canon Drive. The proposed restaurant use requires approximately 59 additional parking spaces, which are proposed to be provided through the City's in-lieu parking program. Due to the upfront costs associated with in-lieu parking, Spaghetini proposed amending the Municipal Code to establish alternative provisions for the use of in-lieu parking. The amendment has previously been reviewed by the City Council and Planning Commission as outlined below.

City Council Review. The City Council previously reviewed proposed changes to the in-lieu parking fees at its May 7 and July 2, 2013 meetings. The City Council requested that the Planning Commission further study the proposal, and offered the following guidance:

- **Equity.** The City Council commented that the program for reduced fees should be more inclusive, and not restricted just to Canon Drive restaurants.
- **Pilot Program.** The City Council commented that the concept of an alternative fee (similar to a lease) for in-lieu parking spaces should function as a pilot program in order to revisit the program in the future.
- **Tenant Specific.** The City Council commented that the program should be tenant specific, and should not run with the land.
- **Existing Buildings Only.** The City Council commented that the program should apply to existing buildings only, and should not be available to new construction.
- **Maximum Limit on Spaces.** The City Council discussed establishing a maximum limit on the number of spaces that could be approved through the program, but did not provide a specific number.
- **Building Owners Not Eligible.** The City Council commented that the program should only be available to tenants, and should not be available to building owners.

Planning Commission Review. At its July 25, 2013 meeting, the Planning Commission discussed the comments raised by the City Council, offered recommendations regarding the proposed amendments to the in-lieu parking program, and adopted a resolution supporting the draft ordinance that outlines the proposed amendments to the in-lieu parking program. The draft ordinance is provided as Attachment 1, and the specific language set forth in the ordinance is detailed in the following section of this report.

ORDINANCE

The specific standards recommended by the Planning Commission and set forth in the ordinance are as follows:

“Pursuant to the requirements, limitations and procedures set forth in this section, and as an alternative to payment of the fees required by section 10-3-3310 of this Article, the city council or the planning commission may allow, within the in-lieu parking district, businesses to make annual payments to utilize in-lieu parking spaces instead of purchasing in-lieu parking spaces. The annual payment shall be in the amount of fifty percent (50%) of an annual payment calculated pursuant to subsection (b) of Section 10-3-3313, whether or not the site area exceeds sixteen thousand (16,000) square feet. The option to make payments pursuant to this subsection B shall be subject to the following restrictions.

- 1. Eligible Uses: The city council or planning commission may only take action pursuant to this subsection B with regard to site areas occupied by food sales and service commercial activities as defined in section 10-3-3303 C. of this article.*
- 2. New Construction: This subsection B shall not be applicable to new construction or the addition of floor area to an existing building, and shall only be available for the conversion of existing commercial space to space designated for eating and bar purposes.*
- 3. Maximum Number of Spaces to Be Allocated Pursuant to Alternate Fee Program: The maximum number of in-lieu parking spaces that may be approved citywide pursuant to this subsection B shall not exceed 150 spaces.*
- 4. Payment of Fees: Payment of the in-lieu parking fees shall be due annually on or before the anniversary of the in-lieu parking approval, and shall be paid in advance of the time period for which the in-lieu parking spaces are utilized. Fees shall be based initially on the in-lieu parking rates in effect at the time of in-lieu parking approval, shall continue in perpetuity for the life of the business, and shall be adjusted annually to account for increases in the consumer price index. Such adjustment shall not exceed ten percent (10%) annually.*
- 5. Transferability: Any in-lieu parking granted pursuant to this subsection B is not transferable, and the privilege to use in-lieu parking pursuant to this section shall immediately terminate in the event that the business to which the in-lieu parking spaces were granted vacates the premises or discontinues its operations.*
- 6. Sunset: The payment for in-lieu parking spaces authorized by this subsection B is a pilot program. The city council or planning commission may take action pursuant to this subsection B on applications filed on or before October 11, 2014, and timely applications may be processed to conclusion. Unless the city council extends this subsection B, this subsection shall be repealed as of 12:01 a.m. on October 12, 2014.”*

DISCUSSION ITEMS

While the City Council provided broad direction to the Planning Commission in developing the standards outlined above, the following section is intended to explain the reasoning for certain standards, and is presented for consideration by the City Council.

Eligibility and Geographic Location. One of the concerns raised by the City Council was equitability of the reduced-fee program. The City Council also expressed a desire to consider expanding in-lieu parking to other areas of the City such as the southeast, but also acknowledged that City parking facilities do not yet exist in that area, and that further studies of the area are anticipated to be performed in the coming year. Based on this information and in order to be more equitable to businesses, the Planning Commission recommended that the lease program be made available to all restaurants in the Business Triangle area. The previously proposed ordinance was narrower, and only focused on restaurants located on North Canon Drive. The Planning Commission was also supportive of expanding the boundaries of the in-lieu program, but recommended that such broader changes be reserved for the future once a more comprehensive analysis of the in-lieu program has been completed. The broader approach outlined in the draft ordinance is more equitable, but the Council may wish to discuss whether additional criteria should be considered for participation in the reduced-fee program.

In addition to the above considerations, the City Council had recommended that the lease-style fee structure for in-lieu parking should only be available to tenants. The Planning Commission considered including such a restriction in the draft ordinance, but ultimately determined that such a restriction might unnecessarily prevent an owner-operator from operating a restaurant within a building that they own. For this reason, the Planning Commission did not include a provision restricting the program to tenants only; however, any approval for reduced fees would be specific to a given business, which would prevent an owner-operator from conveying in-lieu parking spaces to a different tenant.

Not Applicable to New Construction. Consistent with the City Council's comments, the Planning Commission recommends that the lease-style fee structure for in-lieu parking spaces not be available to new construction, and that such spaces only be available for the purpose of converting an existing commercial space to a restaurant-type use, which requires additional parking. This restriction ensures that reduced-fee in-lieu parking spaces will not be tied to a building's life, and prevents new construction from being the subject of perpetual in-lieu payments that never go away as the building ages.

Maximum Number of Spaces Available Pursuant to the Alternate Fee Structure. In conjunction with the request by Spaghetini Restaurant for 59 in-lieu parking spaces, a parking demand and availability study was prepared to assess four City parking facilities within close proximity to Spaghetini. The study concluded that sufficient capacity exists within City facilities to accommodate additional in-lieu parking, and that a cumulative total of approximately 500 parking spaces remains vacant on a daily basis between the four garages studied (see Attachment 5). Based on this information, the draft ordinance recommended by the Planning Commission sets a cap of 150 spaces, which would be sufficient to accommodate Spaghetini while leaving a remainder of 91 spaces that could be requested by other restaurants in the Business Triangle. The number of 150 spaces

was selected in order to provide sufficient opportunity for restaurants to utilize the program, without unnecessarily exposing the remainder of the City's parking supply to the pilot program. The City Council may wish to discuss whether the proposed cap is appropriate, or if a different number of spaces should be identified.

Payment of Fees and Annual Increases. Consistent with the City Council's direction, the Planning Commission recommends setting the fees at 50% of the 10-year amortization rate for a purchased in-lieu parking space. Applicable fees within the Business Triangle are provided as follows:

Location	Standard In-Lieu Rate Per Space	10-Year Amortization Rate	50% Reduced Rate Per Space
Rodeo Drive	\$47,007.40	\$4,700.74 Per Year	\$2,350.37
Beverly Drive	\$37,605.80	\$3,760.58 Per Year	\$1,880.29
All Other Streets	\$28,284.60	\$2,828.46 Per Year	\$1,414.23

As set forth in the draft ordinance, fees will be due annually on the anniversary of the project's approval, and in advance of the term for which the in-lieu parking spaces are to be utilized. Consistent with existing payment provisions for the purchase of in-lieu parking spaces, the alternate fee structure would also be subject to annual increases tied to the consumer price index, with increases not to exceed 10% annually. This ensures that annual payments adjust in accordance with inflation, which will preserve the City's purchasing power when it comes to developing additional parking resources within the City.

Non-Transferability. As set forth in the draft ordinance, the reduced-fee in-lieu parking spaces would be specific to an individual business, and could not be transferred to future tenants or businesses. This ensures that each approval will be based on the then current fees, and allows the City Council or Planning Commission to review parking demand and availability each time a request is made for reduced-fee in-lieu parking spaces. Furthermore, should the pilot program terminate or be modified, new participants would be subject to code provisions in place at the time any such request is made.

Sunset Provision. The proposed amendment is intended to serve as a pilot program that explores an alternative fee structure for in-lieu parking, and therefore includes a sunset provision that would cause the pilot program to be repealed on October 12, 2014 (approximately one year from the ordinance's anticipated effective date if adopted by the City Council). If the program is successful, it could be extended or modified to serve future needs. Furthermore, it is anticipated that a more comprehensive in-lieu parking study will be complete by this time, which will help inform future decisions regarding the pilot program. Staff believes that a one-year period for the pilot program is appropriate given the scope of the program; however, the City Council may wish to establish an alternate time period.

ENVIRONMENTAL DETERMINATION

The Amendment has been reviewed pursuant to the California Environmental Quality Act (CEQA), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq.), and the City's Local CEQA guidelines. Pursuant to the State CEQA Guidelines Section 15305, minor alterations in land use limitations, the Zoning Amendment qualifies for a Class 5 Categorical Exemption, and is not anticipated to have a significant environmental impact. The Class 5 exemption is applicable because the proposed project consists of minor alterations in land use limitations for the purpose of establishing an alternative fee structure for in-lieu parking.

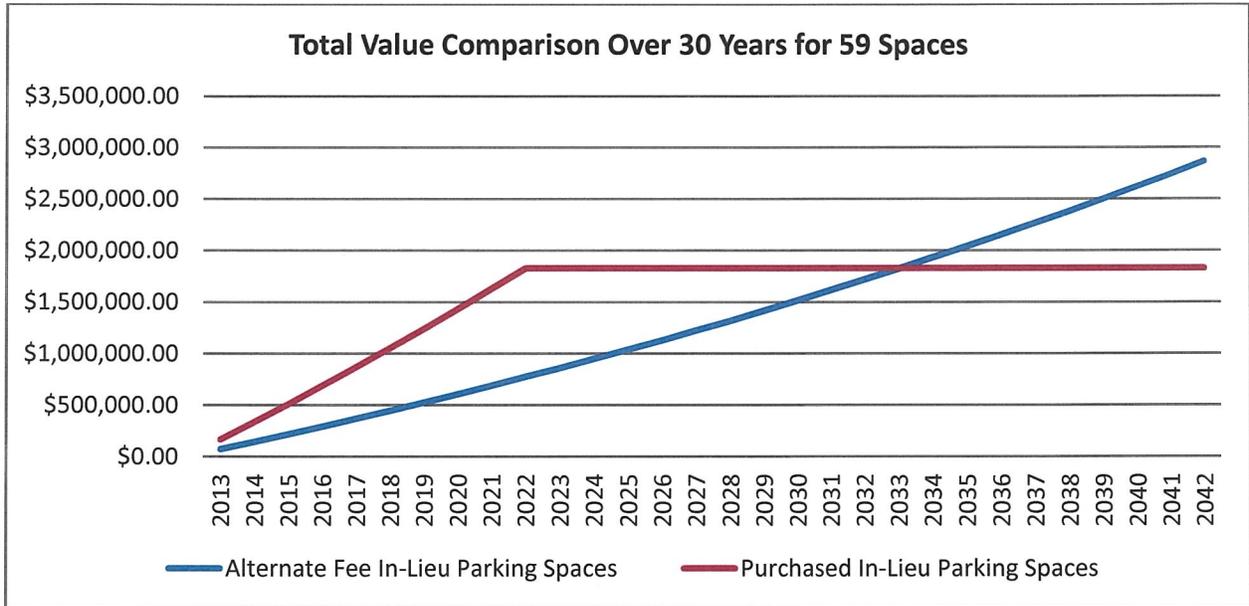
FINDINGS

Amendments to the Municipal Code may be made if it is determined that the amendment will result in a benefit to the public interest, health, safety, morals, peace, comfort, convenience, or general welfare. Therefore, staff recommends that the City Council find as follows:

The Zone Text Amendment is intended to create a pilot program for restaurants that wish to participate in the City's in-lieu parking program for a reduced fee. The pilot program will allow the City to explore alternatives to the standard in-lieu parking program, which will lead to a more flexible program that encourages uses that are beneficial to the City. Any application for reduced in-lieu parking fees pursuant to the pilot program established by the amendment would be reviewed by the Planning Commission or City Council on a case-by-case basis to ensure that no adverse impacts would result from participation in the program. For these reasons, the amendment serves to benefit the public interest, health, safety, morals, peace, comfort, convenience, and general welfare of both the business and residential communities.

FISCAL IMPACT

In order to provide an assessment of the financial impacts of the project, staff has prepared a monetary value comparison between the standard in-lieu parking rate versus the discounted in-lieu rate, over a 30-year period. In order to account for estimated inflation, an annual 2% increase (compounded) has been applied to all figures. The graph on the following page shows that lease payments made by a business over a 20-year period would be approximately equal to fees that would otherwise be paid over a 10-year period for the purchase of in-lieu parking spaces. However, the alternate fee structure would provide an ongoing revenue stream for the in-lieu parking fund into the future (provided the restaurant continues to operate), and the basic financial comparison shows that any utilization of lease-style in-lieu parking spaces beyond 20 years would provide a greater amount of revenue to the City's parking fund than a purchased space.



PUBLIC NOTICE

A public hearing notice was published in the Beverly Hills Courier and the Beverly Hills Weekly, two newspapers of local circulation (Attachment 4). As of the writing of this report, no comments have been received in regard to the project.

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 of Beverly Hills amending Beverly Hills Municipal Code Section 10-3-3311 regarding in-lieu parking fees" be introduced and read by title only.

Susan Healy Keene, AICP
Director of Community Development

Susan Healy Keene

Approved By

ATTACHMENT 1

ORDINANCE

ORDINANCE NO. 13-O-_____

ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING
BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-3311
REGARDING IN-LIEU PARKING FEES

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY ORDAINS AS
FOLLOWS:

Section 1. On July 25, 2013, the Planning Commission held a duly noticed public hearing, at which the Planning Commission adopted Resolution No. 1689, recommending that the City Council amend the Zoning Code regarding the establishment of a pilot program that would allow an alternate payment program for in-lieu parking spaces for certain projects.

Section 2. The City Council considered this Ordinance at a duly noticed public hearing on August 20, 2013, and, at the conclusion of the hearing, introduced this Ordinance. Evidence, both written and oral, was presented during the hearing.

Section 3. This Ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines (the "Guidelines"), and the environmental regulations of the City. The City Council hereby finds and determines that the adoption of this Ordinance is exempt from CEQA pursuant to Section 15305 of the Guidelines for minor alterations in land use limitations. The Class 5 exemption is applicable because this Ordinance makes minor changes to the City's in-lieu parking program, which is applicable only in the generally flat business triangle area of the City.

Section 4. The City Council hereby amends Section 10-3-3311 of Article 33 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code to read as follows:

"10-3-3311: WAIVERS, ALTERNATIVE FEES, AND OTHER EXEMPTIONS:

- A. Pursuant to the requirements, limitations and procedures set forth in this section, the city council or the planning commission may allow a property owner to purchase in-lieu parking to serve a site area in excess of sixteen thousand (16,000) square feet and may waive, in whole or in part, the fees required by section 10-3-3310 of this article.
1. Eligible Uses: The city council or planning commission may only take action pursuant to this subsection A with regard to site areas occupied by, or fees imposed upon, the following uses:
 - a. Museum uses owned and controlled by a nonprofit, tax exempt entity.
 - b. Adaptive reuses of a building listed on the National Register of Historic Places.
- B. Pursuant to the requirements, limitations and procedures set forth in this section, and as an alternative to payment of the fees required by section 10-3-3310 of this

Article, the city council or the planning commission may allow, within the in-lieu parking district, businesses to make annual payments to utilize in-lieu parking spaces instead of purchasing in-lieu parking spaces. The annual payment shall be in the amount of fifty percent (50%) of an annual payment calculated pursuant to subsection (b) of Section 10-3-3313, whether or not the site area exceeds sixteen thousand (16,000) square feet. The option to make payments pursuant to this subsection B shall be subject to the following restrictions.

1. Eligible Uses: The city council or planning commission may only take action pursuant to this subsection B with regard to site areas occupied by food sales and service commercial activities as defined in section 10-3-3303 C. of this article.
 2. New Construction: This subsection B shall not be applicable to new construction or the addition of floor area to an existing building, and shall only be available for the conversion of existing commercial space to space designated for eating and bar purposes.
 3. Maximum Number of Spaces to Be Allocated Pursuant to Alternate Fee Program: The maximum number of in-lieu parking spaces that may be approved citywide pursuant to this subsection B shall not exceed 150 spaces.
 4. Payment of Fees: Payment of the in-lieu parking fees shall be due annually on or before the anniversary of the in-lieu parking approval, and shall be paid in advance of the time period for which the in-lieu parking spaces are utilized. Fees shall be based initially on the in-lieu parking rates in effect at the time of in-lieu parking approval, shall continue in perpetuity for the life of the business, and shall be adjusted annually to account for increases in the consumer price index. Such adjustment shall not exceed ten percent (10%) annually.
 5. Transferability: Any in-lieu parking granted pursuant to this subsection B is not transferable, and the privilege to use in-lieu parking pursuant to this section shall immediately terminate in the event that the business to which the in-lieu parking spaces were granted vacates the premises or discontinues its operations.
 6. Sunset: The payment for in-lieu parking spaces authorized by this subsection B is a pilot program. The city council or planning commission may take action pursuant to this subsection B on applications filed on or before October 11, 2014, and timely applications may be processed to conclusion. Unless the city council extends this subsection B, this subsection shall be repealed as of 12:01 a.m. on October 12, 2014.
- C. Findings Required: The city council or planning commission shall not take action pursuant to this section unless the city council or planning commission finds that:
1. Due to the nature of the proposed use, the proposed use will attract and serve potential retail sales customers to the in-lieu parking district; and

2. The proposed use will not unreasonably deplete parking resources in the in-lieu parking district.
- D. **Reviewing Body:** The city council shall review an application filed pursuant to this section unless that application accompanies an application that otherwise requires review by the planning commission. If the application filed pursuant to this section accompanies an application that otherwise requires review by the planning commission, then the planning commission shall be the reviewing body for the application filed pursuant to this section.
- E. **Procedure:** An application filed pursuant to this section shall be submitted to the director of planning and community development. Upon receipt of such application, a hearing regarding the application shall be scheduled before the city council or the planning commission, as provided in subsection D of this section. Notice of the hearing shall be mailed to the applicant at least ten (10) days prior to such hearing.”

Section 5. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the final decision of any court of competent jurisdiction, the remainder of this Ordinance shall remain in full force and effect.

Section 6. Publication. The City Clerk shall cause this Ordinance to be published at least once in a newspaper of general circulation published and circulated in the City within fifteen (15) days after its passage in accordance with Section 36933 of the Government Code, shall certify to the adoption of this Ordinance, and shall cause this Ordinance and his certification, together with proof of publication, to be entered in the Book of Ordinances of the Council of this City.

Section 7. Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

Adopted:

Effective:

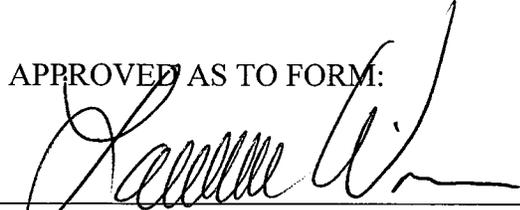
JOHN A. MIRISH
Mayor of the City of
Beverly Hills, California

ATTEST:

(SEAL)

BYRON POPE
City Clerk

APPROVED AS TO FORM:



LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:

JEFFREY C. KOLIN
City Manager



SUSAN HEALY KEENE
Director of Community Development

ATTACHMENT 2

PLANNING COMMISSION RESOLUTION

RESOLUTION NO. 1689

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS RECOMMENDING ADOPTION OF AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-3311 REGARDING IN-LIEU PARKING FEES.

WHEREAS, the Planning Commission has considered the proposed amendment to the City of Beverly Hills Municipal Code, as set forth and attached hereto as Exhibit A and more fully described below (the “Amendment”); and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on July 25, 2013, at which times it received oral and documentary evidence relative to the proposed Amendment; and

WHEREAS, the Planning Commission finds that the proposed Amendment is required for the public health, safety, and general welfare, and that such Amendment is consistent with the general objectives, principles, and standards of the General Plan;

NOW, THEREFORE, the Planning Commission of the City of Beverly Hills does resolve as follows:

Section 1. The Amendment has been environmentally reviewed pursuant to the provisions of the California Environmental Quality Act (Public Resources Code Sections 21000, et seq. (“CEQA”), the State CEQA Guidelines (California Code of Regulations, Title 14,

Sections 15000, et seq.), and the City's Local CEQA Guidelines (hereafter the "Guidelines"), and a Class 5 Categorical Exemption has been issued in accordance with the requirements of Section 15305 of the Guidelines to allow minor alterations in land use limitations. The Class 5 exemption is applicable because this Ordinance makes minor changes to the City's in-lieu parking program, which is applicable only in the generally flat business triangle area of the City.

Section 2. The Planning Commission does hereby find that the proposed Zone Text Amendment is intended to create a pilot program for businesses that wish to participate in the City's in-lieu parking program for a reduced fee. The pilot program will allow the City to explore alternatives to the standard in-lieu parking program, which will lead to a more flexible program that encourages uses that are beneficial to the City. Any application for reduced in-lieu parking fees pursuant to the pilot program established by the Amendment would be reviewed by the Planning Commission or City Council on a case-by-case basis to ensure that no adverse impacts would result from participation in the program. For these reasons, the Amendment serves to benefit the public interest, health, safety, morals, peace, comfort, convenience, and general welfare of both the business and residential communities.

Section 3. The Planning Commission does hereby recommend to the City Council the adoption of an ordinance approving and enacting the proposed Amendment substantially as set forth in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 4. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted: July 25, 2013

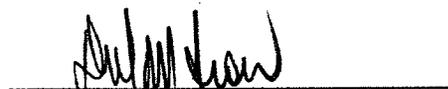


Brian Rosenstein
Chair of the Planning Commission of the
City of Beverly Hills, California

Attest:


Secretary

Approved as to form:


David M. Snow
Assistant City Attorney

Approved as to content:


Jonathan Lait, AICP
City Planner

EXHIBIT A

ORDINANCE NO. 13-O-____

ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING
BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-3311
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THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY ORDAINS AS
FOLLOWS:

Section 1. On July 25, 2013, the Planning Commission held a duly noticed public hearing, at which the Planning Commission adopted Resolution No. 1689, recommending that the City Council amend the Zoning Code regarding the establishment of a pilot program that would allow an alternate payment program for in-lieu parking spaces for certain projects.

Section 2. The City Council considered this Ordinance at a duly noticed public hearing on August 20, 2013, and, at the conclusion of the hearing, introduced this Ordinance. Evidence, both written and oral, was presented during the hearing.

Section 3. This Ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines (the "Guidelines"), and the environmental regulations of the City. The City Council hereby finds and determines that the adoption of this Ordinance is exempt from CEQA pursuant to Section 15305 of the Guidelines for minor alterations in land use limitations. The Class 5 exemption is applicable because this Ordinance makes minor changes to the City's in-lieu parking program, which is applicable only in the generally flat business triangle area of the City.

Section 4. The City Council hereby amends Section 10-3-3311 of Article 33 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code to read as follows:

"10-3-3311: WAIVERS, ALTERNATIVE FEES, AND OTHER EXEMPTIONS:

- A. Pursuant to the requirements, limitations and procedures set forth in this section, the city council or the planning commission may allow a property owner to purchase in-lieu parking to serve a site area in excess of sixteen thousand (16,000) square feet and may waive, in whole or in part, the fees required by section 10-3-3310 of this article.
1. Eligible Uses: The city council or planning commission may only take action pursuant to this subsection A with regard to site areas occupied by, or fees imposed upon, the following uses:
 - a. Museum uses owned and controlled by a nonprofit, tax exempt entity.
 - b. Adaptive reuses of a building listed on the National Register of Historic Places.
- B. Pursuant to the requirements, limitations and procedures set forth in this section, and as an alternative to payment of the fees required by section 10-3-3310 of this

Article, the city council or the planning commission may allow, within the in-lieu parking district, businesses to make annual payments to utilize in-lieu parking spaces instead of purchasing in-lieu parking spaces. The annual payment shall be in the amount of fifty percent (50%) of an annual payment calculated pursuant to subsection (b) of Section 10-3-3313, whether or not the site area exceeds sixteen thousand (16,000) square feet. The option to make payments pursuant to this subsection B shall be subject to the following restrictions.

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 2. New Construction: This subsection B shall not be applicable to new construction or the addition of floor area to an existing building, and shall only be available for the conversion of existing commercial space to space designated for eating and bar purposes.
 3. Maximum Number of Spaces to Be Allocated Pursuant to Alternate Fee Program: The maximum number of in-lieu parking spaces that may be approved citywide pursuant to this subsection B shall not exceed 150 spaces.
 4. Payment of Fees: Payment of the in-lieu parking fees shall be due annually on or before the anniversary of the in-lieu parking approval, and shall be paid in advance of the time period for which the in-lieu parking spaces are utilized. Fees shall be based initially on the in-lieu parking rates in effect at the time of in-lieu parking approval, shall continue in perpetuity for the life of the business, and shall be adjusted annually to account for increases in the consumer price index. Such adjustment shall not exceed ten percent (10%) annually.
 5. Transferability: Any in-lieu parking granted pursuant to this subsection B is not transferable, and the privilege to use in-lieu parking pursuant to this section shall immediately terminate in the event that the business to which the in-lieu parking spaces were granted vacates the premises or discontinues its operations.
 6. Sunset: The payment for in-lieu parking spaces authorized by this subsection B is a pilot program. The city council or planning commission may take action pursuant to this subsection B on applications filed on or before October 11, 2014, and timely applications may be processed to conclusion. Unless the city council extends this subsection B, this subsection shall be repealed as of 12:01 a.m. on October 12, 2014.
- C. Findings Required: The city council or planning commission shall not take action pursuant to this section unless the city council or planning commission finds that:
1. Due to the nature of the proposed use, the proposed use will attract and serve potential retail sales customers to the in-lieu parking district; and

2. The proposed use will not unreasonably deplete parking resources in the in-lieu parking district.
- D. **Reviewing Body:** The city council shall review an application filed pursuant to this section unless that application accompanies an application that otherwise requires review by the planning commission. If the application filed pursuant to this section accompanies an application that otherwise requires review by the planning commission, then the planning commission shall be the reviewing body for the application filed pursuant to this section.
- E. **Procedure:** An application filed pursuant to this section shall be submitted to the director of planning and community development. Upon receipt of such application, a hearing regarding the application shall be scheduled before the city council or the planning commission, as provided in subsection D of this section. Notice of the hearing shall be mailed to the applicant at least ten (10) days prior to such hearing.”

Section 5. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the final decision of any court of competent jurisdiction, the remainder of this Ordinance shall remain in full force and effect.

Section 6. Publication. The City Clerk shall cause this Ordinance to be published at least once in a newspaper of general circulation published and circulated in the City within fifteen (15) days after its passage in accordance with Section 36933 of the Government Code, shall certify to the adoption of this Ordinance, and shall cause this Ordinance and his certification, together with proof of publication, to be entered in the Book of Ordinances of the Council of this City.

Section 7. Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

Adopted:

Effective:

JOHN A. MIRISH
Mayor of the City of
Beverly Hills, California

ATTEST:

_____(SEAL)
BYRON POPE
City Clerk

APPROVED AS TO FORM:

LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:

JEFFREY C. KOLIN
City Manager

SUSAN HEALY KEENE
Director of Community Development

ATTACHMENT 3

PLANNING COMMISSION STAFF REPORT



Planning Commission Report

Meeting Date: July 25, 2013

Subject: 184 North Canon Drive
Spaghetini Restaurant

Request for a Zone Text Amendment to Beverly Hills Municipal Code Section 10-3-3311 regarding the establishment of a pilot lease program for in-lieu parking spaces.
PROJECT APPLICANT: Murray Fischer on behalf of Spaghetini Restaurant

Recommendation: That the Planning Commission:

1. Conduct a public hearing and receive testimony on the project;
2. Adopt a resolution recommending the City Council approve the Zone Text Amendment.

REPORT SUMMARY

The proposed amendment would establish an alternative in-lieu parking fee structure that would allow for the leasing, rather than purchasing, of in-lieu parking spaces in order to satisfy Municipal Code parking requirements. A similar amendment was previously reviewed by the Planning Commission in March and forwarded to the City Council for consideration. The City Council provided staff with additional direction to modify the amendment and return to the Planning Commission. This report outlines the recommendations made by the City Council, identifies certain aspects of the amendment that may require additional discussion and refinement by the Planning Commission, and recommends that the Planning Commission adopt a resolution recommending that the City Council approve the amendment.

Attachment(s):

- A. Draft Findings
- B. Draft Resolution Recommending Approval of a Zone Text Amendment
- C. May 7, 2013 City Council Report
- D. July 2, 2013 City Council Report

Report Author and Contact Information:

Ryan Gohlich
(310) 285-1194
rgohlich@beverlyhills.org

Application Information

File Date 2/13/2013
Application Complete 3/21/2013
Subdivision Deadline N/A
CEQA Deadline N/A
Permit Streamlining N/A

Applicant(s) Spghettini Restaurant (Notes on a Plate, LLC)
Owner(s) Koss Canon, LP
Representative(s) Murray Fischer

Prior PC Action March 28, 2013 – Adoption of resolutions approving 59 in-lieu parking spaces and recommending City Council approval of a Zone Text Amendment
Prior Council Action City Council review on May 7, 2013 and July 2, 2013. Direction provided regarding structure of in-lieu parking program.
CC Ad-Hoc Committee Ad-Hoc Committee of Mayor Mirisch and Councilmember Gold met on May 24, 2013.
CC/PC Liaison The City Council/Planning Commission Liaison conducted public meetings on 2/13/2013 and 3/11/2013 to discuss the project.

BACKGROUND

The proposed Zone Text Amendment was initiated by Spghettini Restaurant in order to allow establishment of a new restaurant at 184 North Canon Drive. The restaurant would occupy approximately 5,000 square feet, of which, approximately 2,600 square feet would be utilized for dining purposes. The proposed restaurant use requires approximately 59 additional parking spaces, which are proposed to be provided through the City’s in-lieu parking program. Due to the upfront costs associated with in-lieu parking, Spghettini proposed amending the Municipal Code to establish alternative provisions for the use of in-lieu parking. The request was reviewed by the Planning Commission and City Council as outlined below.

Planning Commission Review. The Zone Text Amendment, a request for 59 in-lieu parking spaces, and a request for an Extended Hours Permit to allow the restaurant to accept patrons until 1:00 AM daily were presented to the Planning Commission at its March 28, 2013 meeting. In reviewing the proposal, the Planning considered numerous General Plan policies, and considered all required findings needed for project approval. Based on the information presented at the public hearing, the Planning Commission found that the proposed project would be consistent with the General Plan, would provide a desired land use within the Business Triangle, and would not result in any adverse impacts, particularly with respect to parking, traffic, and noise. Based on these findings, the Planning Commission conditionally approved the request for in-lieu parking and an Extended Hours Permit, contingent on the City Council’s approval of the Zone Text Amendment and In-Lieu Agreement. With respect to the Zone Text Amendment, the Planning Commission adopted a draft ordinance that would establish an alternative process for obtaining in-lieu parking spaces. The alternative process would have required City Council review to provide reduced in-lieu parking fees when accompanied by broader public benefits. Complete information regarding the original

ordinance reviewed by the Planning Commission is provided in Attachment C (May 7, 2013 City Council Agenda Report).

City Council Review. After being reviewed by the Planning Commission, the draft ordinance to establish an alternative fee structure for in-lieu parking was reviewed by the City Council. Upon reviewing the draft ordinance, the City Council raised concerns about equity, cost, the value of public benefits, and anticipated future amendments to the in-lieu parking program. In order to address these concerns, the City Council established an ad-hoc committee consisting of Mayor Mirisch and Councilmember Gold. The ad-hoc committee determined that a lease-style fee structure would be an appropriate method for allowing reduced upfront costs while protecting the City's long-term interests. Furthermore, the ad-hoc committee indicated that an appropriate lease fee should be equal to 50% of the 10-year amortized rate for a full price in-lieu parking space. The ad-hoc committee identified other recommendations, which are set forth in Attachment D (July 2, 2013 City Council Agenda Report). The ad-hoc committee's recommendations were presented to the City Council at its July 2, 2013 meeting. At that meeting, the City Council supported the ad-hoc committee's recommendations, provided staff with direction for establishing a lease-style fee structure that is more inclusive of other businesses, and requested that the Planning Commission refine the contents of the draft ordinance. A revised ordinance that addresses the City Council's discussions is provided as Attachment B for consideration by the Planning Commission.

DISCUSSION ITEMS

Staff has prepared a draft ordinance in response to comments offered by the City Council. However, additional clarification is needed on several points. Therefore, the following section highlights key issues discussed by the City Council, and offers staff recommendations that the Planning Commission may wish to consider when reviewing the draft ordinance.

Eligible Uses and Geographic Location. One of the concerns raised by the City Council and ad-hoc committee was equitability of the lease program. The City Council also expressed a desire to consider expanding in-lieu parking to other areas of the City such as the southeast, but also acknowledged that City parking facilities do not yet exist in that area, and that further studies of the area are anticipated to be performed in the coming year. Based on this information and in order to be more equitable to businesses, staff proposes that the lease program be made available to any business that is currently eligible to participate in the in-lieu parking program, which covers the entire Business Triangle area. The previously proposed ordinance was narrower, and only focused on restaurants located on North Canon Drive. While staff is also supportive of expanding the boundaries of the in-lieu program, staff recommends that such broader changes be reserved for the future once a more comprehensive analysis of the in-lieu program has been completed. The broader approach outlined in the draft ordinance is more equitable, but the Commission may wish to discuss whether additional criteria should be considered for participation in the lease program.

Fees and Public Benefits. The previously contemplated ordinance would have required City Council approval of an in-lieu parking agreement for each business requesting reduced fees. The in-lieu parking agreement would have required a variety of public benefits (appropriateness to be determined by City Council), in exchange for substantially reduced fees. Due to the subjective nature of public benefits, the City Council and ad-hoc committee discussed a more straightforward approach that would eliminate public benefits, clearly define fees (fees to be higher than previously

contemplated), and provide applicants with greater certainty in the process. Based on this discussion, staff recommends eliminating the public benefit requirement and setting fees at 50% of the 10-year amortization rate for a standard in-lieu parking space. The current in-lieu parking fee that the applicant would otherwise be subject to is \$28,284.60 per space (\$1,668,791.40 for 59 spaces), paid over 10 years (\$166,879.14 annually for 59 spaces). In the case of Spaghetini, 50% of the 10-year amortization rate for a standard in-lieu parking space on North Canon Drive is \$1,414.23 per space per year, or \$83,439.57 per year for 59 parking spaces. This fee (adjusted annually for inflation) would be paid in perpetuity as long as the business remains operational.

Term of Pilot Program. The City is in the process of initiating a comprehensive study of the in-lieu parking program, which will be preceded by the current proposal to establish a lease-style fee structure. Because it is possible that significant changes may be made to the in-lieu parking program over the next year, the City Council and staff seek to limit the term of the lease program in order to avoid any potential conflicts with future changes, and to allow for a more comprehensive study to be completed. Staff recommends that the pilot program be eliminated at the end of the fiscal year (June 30, 2014) unless extended by the City Council; however, the Planning Commission may wish to discuss whether any alternative timeframes should be considered.

Term of Lease Agreement. The ad-hoc committee discussed the possibility of establishing a term limit for lease agreements so that agreements could be reconsidered and/or renegotiated in the future. The timeframe discussed by the ad-hoc committee was 10 years, but no decision was made as to whether such a limit should be a requirement. Although the ad-hoc committee discussed such a concept, staff has written the draft ordinance in a manner that does not set a term limit for in-lieu leases. With no term limit, it is possible that lease agreements could remain in place for many decades into the future; however, it should also be noted that in-lieu parking spaces that are purchased remain valid for the life of the building. In order to provide businesses with future certainty regarding their required parking, staff has not recommended a term limit for in-lieu leases. In the event that the Planning Commission desires a term limit, staff recommends that a minimum 20-year term be offered, which aligns with the lengths of many tenant leases, and also provides tenants with sufficient certainty to move forward with projects.

Reviewing Authority. Pursuant to BHMC §10-3-3311, reductions in in-lieu parking fees (for certain uses) can currently be reviewed by the City Council or Planning Commission. The City Council serves as the reviewing authority when the fee reduction is the only request being made, while the Planning Commission serves as the reviewing authority when such a request accompanies other entitlements reviewed by the Planning Commission. In order to provide continuity, staff recommends maintaining the same review structure for leased in-lieu parking spaces. However, the Commission may wish to discuss whether all reviews should be presented to the Planning Commission for consideration.

ZONE TEXT AMENDMENT

In consideration of the above discussion items, staff has prepared a draft ordinance that would establish a pilot program for leasing in-lieu parking fees. The complete ordinance is provided as Attachment B, and the specific standards that staff is recommending are set forth as follows:

Available Only to Tenants. The leasing of in-lieu parking spaces would only be available to tenants of commercial buildings, not landowners. The purpose of this restriction is to help reduce the upfront costs that tenants can face when establishing a business.

Eligible Uses. The leasing of in-lieu parking spaces would only be made available to uses that are currently eligible to participate in the in-lieu parking program.

Not Applicable to New Construction. The leasing of in-lieu parking spaces would not be available to new construction. Further, staff recommends that the leasing of spaces only be made available when a change in use requires additional parking spaces. This ensures that new construction will not be reliant on leased spaces, and that improvements will not be subject to demolition upon the termination of a lease.

Maximum Number of Spaces Available for Lease. Since the proposal would function as a pilot program, the City Council discussed a cap on the total number of spaces that could be leased at a reduced rate. Staff recommends a cap of 125 spaces, which would be sufficient to accommodate Spghettini while leaving a remainder of 66 spaces that could be requested by other businesses. Additionally, this limits the overall impact on parking availability within City parking facilities.

Payment of Fees and Annual Increases. Consistent with the existing in-lieu parking program, staff recommends that fees be paid annually on the anniversary of the project's approval. Additionally, the lease fees would be subject to annual increases tied to the consumer price index, with increases not to exceed 10% annually.

Non-Transferability. The leasing of in-lieu parking spaces would be specific to an individual tenant, and could not be transferred to future tenants or businesses. This ensures that each lease will be based on the then current fees, and allows the City Council or Planning Commission to review parking demand and availability each time a request is made for leased in-lieu parking spaces. Furthermore, should the lease program terminate or be modified, new participants would be subject to code provisions in place at the time any such request is made.

Sunset Provision. The proposed amendment is intended to serve as a pilot program that explores an alternative fee structure for in-lieu parking, and therefore includes a sunset provision that would cause the pilot program to be repealed on June 30, 2014 (the end of the fiscal year) if not extended by the City Council. If the program is successful, it could be extended or modified to serve future needs. Furthermore, it is anticipated that a more comprehensive in-lieu parking study will be complete by this time, which will help inform future decisions regarding the lease program.

ENVIRONMENTAL ASSESSMENT

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines¹, and the environmental regulations of the City. The project qualifies for a categorical exemption pursuant to Section 15305 (Class 5) of the Guidelines for minor alterations in land use limitations because the ordinance would not result in any changes in allowed land uses, density, or building height. Based on the limited changes proposed to the Municipal Code, the ordinance is exempt from further review under the provisions of CEQA.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	7/18/2013	7 Days
Newspaper Notice	10 Days	7/15/2013	7/12/2013	13 Days
Mailed Notice	N/A	N/A	N/A	N/A
Property Posting	N/A	N/A	N/A	N/A
Website	N/A	N/A	7/18/2013	7 Days

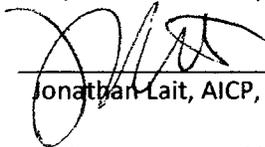
CONCLUSION

The revised Zone Text Amendment establishes a pilot program that will help to reduce some of the financial barriers that businesses may face when trying to locate in Beverly Hills, while maintaining revenue streams for the City's in-lieu parking fund. Additionally, the revised amendment is more consistent with existing in-lieu parking provisions, and does not exclude any businesses that are currently eligible to participate in the in-lieu parking program. Finally, establishing a pilot program will allow the City to assess the pros and cons of allowing leased in-lieu parking and determine whether the program should be continued in the future. For these reasons, staff supports the language set forth in the revised amendment.

NEXT STEPS

It is recommended that the Planning Commission conduct the public hearing and adopt the attached resolution recommending that the City Council approve the requested Zone Text Amendment.

Report Reviewed By:



Jonathan Lait, AICP, City Planner

I:\Planning\Ryan Gohlich\PC\Canon N 184 - Spghettini\Staff Report - PC - 7-25-2013.docx

¹ The CEQA Guidelines and Statute are available online at <http://ceres.ca.gov/ceqa/guidelines>

ATTACHMENT A
Staff Recommended Findings

DRAFT FINDINGS

Zone Text Amendment

1. *The Zone Text Amendment will result in a benefit to the public interest, health, safety, morals, peace, comfort, convenience, or general welfare.*

The Zone Text Amendment is intended to create a pilot program for businesses that wish to participate in the City's in-lieu parking program for a reduced fee. The pilot program will allow the City to explore alternatives to the standard in-lieu parking program, which will lead to a more flexible program that encourages uses that are beneficial to the City. Any application for reduced in-lieu parking fees pursuant to the pilot program established by the amendment would be reviewed by the Planning Commission or City Council on a case-by-case basis to ensure that no adverse impacts would result from participation in the program. For these reasons, the amendment serves to benefit the public interest, health, safety, morals, peace, comfort, convenience, and general welfare of both the business and residential communities.

ATTACHMENT B

**DRAFT RESOLUTION RECOMMENDING APPROVAL OF A
ZONE TEXT AMENDMENT**

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF BEVERLY HILLS
RECOMMENDING ADOPTION OF AN ORDINANCE
OF THE CITY OF BEVERLY HILLS AMENDING
BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-
3311 REGARDING IN-LIEU PARKING FEES.

WHEREAS, the Planning Commission has considered the proposed amendment to the City of Beverly Hills Municipal Code, as set forth and attached hereto as Exhibit A and more fully described below (the "Amendment"); and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on July 25, 2013, at which times it received oral and documentary evidence relative to the proposed Amendment; and

WHEREAS, the Planning Commission finds that the proposed Amendment is required for the public health, safety, and general welfare, and that such Amendment is consistent with the general objectives, principles, and standards of the General Plan;

NOW, THEREFORE, the Planning Commission of the City of Beverly Hills does resolve as follows:

Section 1. The Amendment has been environmentally reviewed pursuant to the provisions of the California Environmental Quality Act (Public Resources Code Sections 21000, et seq. ("CEQA")), the State CEQA Guidelines (California Code of Regulations, Title 14,

Sections 15000, et seq.), and the City's Local CEQA Guidelines (hereafter the "Guidelines"), and a Class 5 Categorical Exemption has been issued in accordance with the requirements of Section 15305 of the Guidelines to allow minor alterations in land use limitations. The Class 5 exemption is applicable because this Ordinance makes minor changes to the City's in-lieu parking program, which is applicable only in the generally flat business triangle area of the City.

Section 2. The Planning Commission does hereby find that the proposed Zone Text Amendment is intended to create a pilot program for businesses that wish to participate in the City's in-lieu parking program for a reduced fee. The pilot program will allow the City to explore alternatives to the standard in-lieu parking program, which will lead to a more flexible program that encourages uses that are beneficial to the City. Any application for reduced in-lieu parking fees pursuant to the pilot program established by the Amendment would be reviewed by the Planning Commission or City Council on a case-by-case basis to ensure that no adverse impacts would result from participation in the program. For these reasons, the Amendment serves to benefit the public interest, health, safety, morals, peace, comfort, convenience, and general welfare of both the business and residential communities.

Section 3. The Planning Commission does hereby recommend to the City Council the adoption of an ordinance approving and enacting the proposed Amendment substantially as set forth in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 4. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted: July 25, 2013

Brian Rosenstein
Chair of the Planning Commission of the
City of Beverly Hills, California

Attest:

Secretary

Approved as to form:

Approved as to content:

David M. Snow
Assistant City Attorney

Jonathan Lait, AICP
City Planner

EXHIBIT A

[Draft] ORDINANCE NO. 13-O-____

ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING
BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-3311
REGARDING IN-LIEU PARKING FEES

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY ORDAINS AS
FOLLOWS:

Section 1. On _____, 2013, the Planning Commission held a duly noticed public hearing, at which the Planning Commission adopted Resolution No. _____, recommending that the City Council amend the Zoning Code regarding the establishment of a pilot program that would allow the leasing of in-lieu parking spaces for certain projects.

Section 2. The City Council considered this Ordinance at a duly noticed public hearing on _____, 2013 and, at the conclusion of the hearing, introduced this Ordinance. Evidence, both written and oral, was presented during the hearing.

Section 3. This Ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines (the "Guidelines"), and the environmental regulations of the City. It has been determined that the adoption of this Ordinance is exempt from CEQA pursuant to Section 15305 of the Guidelines for minor alterations in land use limitations. The Class 5 exemption is applicable because this Ordinance makes minor changes to the City's in-lieu parking program, which is applicable only in the generally flat business triangle area of the City. The City Council has reviewed this determination of exemption, and based on its own independent judgment, concurs with this determination of exemption.

Section 4. The City Council hereby amends Section 10-3-3311 of Article 33 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code to read as follows:

"10-3-3311: WAIVERS, ALTERNATIVE FEES, AND OTHER EXEMPTIONS:

- A. Pursuant to the requirements, limitations and procedures set forth in this section, the city council or the planning commission may allow a property owner to purchase in-lieu parking to serve a site area in excess of sixteen thousand (16,000) square feet and may waive, in whole or in part, the fees required by section 10-3-3310 of this article.
1. Eligible Uses: The city council or planning commission may only take action pursuant to this subsection A with regard to site areas occupied by, or fees imposed upon, the following uses:
 - a. Museum uses owned and controlled by a nonprofit, tax exempt entity.

- b. Adaptive reuses of a building listed on the National Register of Historic Places.

B. Pursuant to the requirements, limitations and procedures set forth in this section, and as an alternative to payment of the fees required by section 10-3-3310 of this article, the city council or the planning commission may allow a tenant of a commercial property located within the in-lieu parking district to lease in-lieu parking spaces instead of purchasing in-lieu parking spaces. Leased in-lieu parking spaces shall be available at a reduced rate, which shall be calculated at fifty percent (50%) of the 10-year amortization rate otherwise required for the purchase of in-lieu parking spaces, whether or not the site area exceeds sixteen thousand (16,000) square feet. Such lease shall be subject to the following restrictions.

1. Eligible Uses: The planning commission may only take action pursuant to this subsection B with regard to site areas occupied by eligible uses as set forth in section 10-3-3303 of this article.
2. New Construction: This subsection B shall not be applicable to new construction or the addition of floor area to an existing building, and shall only be available for the conversion of existing commercial space from one use to another use that requires additional parking.
3. Maximum Development: The maximum number of in-lieu parking spaces which may be approved citywide pursuant to this subsection B shall not exceed 125 spaces.
4. Payment of Fees: Payment of the in-lieu parking fees shall be made annually on or before the anniversary of the in-lieu parking approval. Fees shall be based on the in-lieu parking rates in effect at the time of in-lieu parking approval, and shall be adjusted annually to account for increases in the consumer price index. Such adjustment shall not exceed ten percent (10%) annually.
5. Transferability: Any in-lieu parking lease granted pursuant to this subsection B is not transferable, and shall immediately terminate in the event that the tenant to whom the leased in-lieu parking spaces were granted vacates the premises or discontinues its operations.
6. Sunset: The leasing of in-lieu parking spaces authorized by this subsection B is a pilot program. The city council or planning commission may take action pursuant to this subsection B on applications filed on or before June 30, 2014. Unless the City Council extends this subsection B, this subsection shall be repealed as of July 1, 2014. Any application filed before June 30, 2014 may be processed to conclusion.

CB. Findings Required: The city council or planning commission shall not take action pursuant to this section unless the city council or planning commission finds that:

1. Due to the nature of the proposed use, the proposed use will attract and serve potential retail sales customers to the in-lieu parking district; and
2. The proposed use will not unreasonably deplete parking resources in the in-lieu parking district.

DC. Reviewing Body: The city council shall review an application filed pursuant to this section unless that application accompanies an application that otherwise requires review by the planning commission. If the application filed pursuant to this section accompanies an application that otherwise requires review by the planning commission, then the planning commission shall be the reviewing body for the application filed pursuant to this section.

ED. Procedure: An application filed pursuant to this section shall be submitted to the director of planning and community development. Upon receipt of such application, a hearing regarding the application shall be scheduled before the city council or the planning commission, as provided in subsection D of this section. Notice of the hearing shall be mailed to the applicant at least ten (10) days prior to such hearing.”

Section 5. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the final decision of any court of competent jurisdiction, this Ordinance shall be null and void.

Section 6. Publication. The City Clerk shall cause this Ordinance to be published at least once in a newspaper of general circulation published and circulated in the City within fifteen (15) days after its passage in accordance with Section 36933 of the Government Code, shall certify to the adoption of this Ordinance, and shall cause this Ordinance and his certification, together with proof of publication, to be entered in the Book of Ordinances of the Council of this City.

Section 7. Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

Adopted:

Effective:

JOHN A. MIRISH
Mayor of the City of
Beverly Hills, California

ATTEST:

_____(SEAL)
BYRON POPE
City Clerk

APPROVED AS TO FORM:

LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:

JEFFREY C. KOLIN
City Manager

SUSAN HEALY KEENE
Director of Community Development

ATTACHMENT C

MAY 7, 2013 CITY COUNCIL REPORT



AGENDA REPORT

Meeting Date: May 7, 2013

Item Number: D-1

To: Honorable Mayor & City Council

From: Jonathan Lait, AICP, Assistant Director of Community Development

Subject:

- A. ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-3311 REGARDING IN-LIEU PARKING FEES.
- B. AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND NOTES ON A PLATE, LLC DBA SPAGHETTINI FOR AN ALTERNATIVE MONTHLY IN-LIEU PARKING FEE.

Attachments:

- 1. Ordinance
- 2. Alternative Monthly In-Lieu Parking Fee Agreement
- 3. Planning Commission Resolutions
- 4. Planning Commission Staff Report
- 5. Applicable General Plan Policies
- 6. Parking Inventory and Demand Analysis
- 7. Annual Value Analysis
- 8. Public Notice
- 9. Proposed Floor Plan

RECOMMENDATION

Staff recommends that the City Council receive public comment and discuss the proposed Zone Text Amendment and Alternative Monthly In-Lieu Parking Fee Agreement (In-Lieu Agreement) with public benefits presented on behalf of Spaghetini Restaurant. Should the Council determine that the amendment and In-Lieu Agreement are appropriate, staff recommends the Council move to waive the full reading of the ordinance and that the ordinance entitled "An ordinance of the City of Beverly Hills amending Beverly Hills Municipal Code Section 10-3-3311 regarding in-lieu parking fees" be introduced and read by title only. Additionally, staff recommends that the City Council approve an Alternative Monthly In-Lieu Parking Fee Agreement for the property located at 184 North Canon Drive, effective only if the ordinance takes effect.

REPORT SUMMARY

This report analyzes a proposal to establish a new restaurant use at 184 North Canon Drive by amending the Municipal Code to establish alternative in-lieu parking provisions that allow for reduced fees when public benefits are offered to the City. This report reviews the establishment of restaurants in Beverly Hills focusing on parking requirements, the Spghettini restaurant project including proposed public benefits, the proposed Zone Text Amendment, and analyzes the amendment and the proposed In-Lieu Agreement with Spghettini.

ESTABLISHING A RESTAURANT

New restaurants may be established by-right in the City's commercial zones if applicable code provisions are met. Generally, restaurants are subject to the same code provisions as other uses allowed in the C-3 zone, such as retail and office uses, with the exception of parking requirements. Restaurants containing less than 1,000 square feet of dining and bar area can be established within most general commercial spaces without providing additional parking¹, since the parking rate for such a restaurant is no greater than that of a retail or office use (one parking space per 350 square feet of building floor area). However, difficulties often arise when a restaurant proposes a dining and bar area of 1,000 square feet or more, as this changes the parking requirement to one space per 45 square feet of floor area for the entire dining and bar area (approximately 8 times more parking than would otherwise be required for a retail or office use parked at one space per 350 square feet).

Many of the commercial buildings in the City have restaurant spaces that predate the more stringent parking requirement of one space per 45 square feet, or the building owners did not contemplate having such a restaurant as a tenant at the time the buildings were designed. Therefore, many commercial buildings do not provide sufficient parking to accommodate a restaurant with 1,000 square feet or more of dining and bar area. When a restaurant operator desires to establish a 1,000 square foot or larger restaurant or bar in a space not previously occupied by a restaurant or bar, there are limited options for providing parking pursuant to Code requirements:

On-Site Parking. The simplest solution for providing additional parking to accommodate a restaurant is if the site has excess on-site parking (above and beyond the number of spaces required for all other uses within a building). However, buildings are rarely built with excess parking, and restriping to gain additional spaces is generally not feasible due to area and dimensional constraints. Furthermore, constructing additional parking (above- or below-grade) can be cost prohibitive, especially for a restaurant.

Off-Site Parking. Off-site parking spaces are an option, but they must be located within 750 feet of the restaurant, and cannot be required parking for any other use. Additionally, off-site parking must be covenanted to the restaurant for the life of the restaurant. Locating available off-site parking can be challenging, since most buildings do not contain excess parking spaces that can be made available for restaurant uses.

¹ The 1,000 square foot threshold for dining and bar area applies to each property, and not to each individual tenant space. Additionally, properties located on the north side of South Santa Monica Boulevard are allowed up to 2,000 square feet of dining and bar area on each property, but not more than 1,000 square feet of dining and bar area within each tenant space.

Furthermore, most owners of property containing excess parking are typically not willing to encumber their property/parking by way of an off-site parking covenant that remains in place for the life of a restaurant. Small numbers of off-site parking spaces are occasionally approved by the City for limited expansions, but off-site parking can be difficult to obtain when it comes to the establishment of larger restaurants.

In-Lieu Parking. This is a program that is currently available only to businesses² located in the Business Triangle, and allows businesses to pay into the City's in-lieu parking fund on a per space basis, which relieves the business of the obligation of providing a physical parking space either on- or off-site. The cost of each in-lieu parking space varies by location within the Business Triangle. Additionally, existing restaurants that wish to expand are eligible for a reduced fee, while new restaurants must pay the standard (non-reduced) rate. There is no limit placed on the number of reduced-fee spaces that an expanding restaurant may request, provided it is the first such request by the restaurant. Subsequent requests for reduced-fee spaces may be made, but only if fewer than 15 reduced-fee spaces were originally granted. Once the cumulative sum of 15 has been reached under a subsequent request, the standard rate would apply to the number of spaces in excess of 15. In-lieu parking rates are set forth as follows, and may be paid as a lump sum, or in annual installments over either a 4-year or 10-year period (subject to CPI increases)³:

Location	New Restaurant	Restaurant Expansion
Beverly Drive	\$37,605.80 per space	\$11,675.00 per space
Rodeo Drive	\$47,007.40 per space	\$11,675.00 per space
Other Locations in Business Triangle	\$28,284.60 per space	\$11,675.00 per space

Although there have been instances of new restaurants paying the standard in-lieu parking rates (typically for fewer than 10 spaces), staff has generally been informed by restaurant operators seeking to establish a new restaurant that the cost of in-lieu parking can be prohibitive due to start-up costs and the lower profit margin associated with food sales. This aligns with the information communicated early in the application process by Spghettini Restaurant, and is the basis on which the proposed amendment and In-Lieu Agreement are being requested.

² Uses eligible to request in-lieu parking include retail, food, personal service (salons, tailors, etc.), equipment rental, museums, and historic places. General office and financial uses are excluded from participating in the in-lieu parking program.

³ Pursuant to BHMC §10-3-3313, when a restaurant use is located in an existing building and has a lease term of 15 years or less, the restaurant may pay for the in-lieu parking in 10 annual installments. Non-restaurant uses, or restaurants with longer than a 15-year lease, are subject to payment over 4 annual installments.

PROJECT PROPOSAL AND ANALYSIS

Spaghettini Restaurant

Spaghettini is a dining and entertainment establishment that has been located in Seal Beach since 1988. Spaghettini offers a variety of food choices, and provides live entertainment five nights per week. The proposed project consists of the establishment of an approximately 5,000 square foot Spaghettini restaurant in Beverly Hills, of which, approximately 2,600 square feet would be utilized for dining and bar purposes. The restaurant is proposed to be open for lunch and dinner until 1:00 AM nightly. In conjunction with the restaurant use, the applicant proposes live musical entertainment (generally of a jazz genre) that would accompany dining.

With development of the project, the subject site requires 62 parking spaces. The building currently provides four on-site parking spaces; however, one of the on-site spaces will be eliminated to accommodate a required disabled access space. Accordingly, 59 additional parking spaces are required for the project, and the applicant proposes that the additional spaces be provided through the City's in-lieu parking program at a reduced fee.

Pursuant to the proposed Zone Text Amendment, the reduced fees to the City would be offset in part by public benefits provided to the City by the applicant. Specific information regarding the individual project proposal to establish Spaghettini Restaurant is set forth as follows:

Parking Supply.

In order to assess the request for in-lieu parking spaces, the applicant's transportation consultant prepared a parking inventory and demand analysis. The inventory and demand analysis studied four City parking facilities located within walking distance of the project site⁴, and concluded that sufficient parking is available to accommodate the in-lieu parking request at all times of day⁵. Excluding certain spaces reserved for specific uses (hotel, residential, and new-car inventory), the four parking facilities have a combined total of 1,925 spaces that are available to transient users. The inventory and demand analysis documented that cumulative peak parking demand occurs at 1:00 PM on Thursday afternoons, at which time an average of 75% of the available parking spaces within the four garages are occupied⁶, therefore 25% of the spaces (479 spaces) remain available for future demand. These figures are consistent with demand trends observed by the City's Parking Operations Division, and the complete parking inventory and demand analysis is provided as Attachment 6 for reference. In addition to the parking study's conclusion that

⁴ 241 N. Canon Drive (Montage), 333 N. Crescent Drive, 221 N. Crescent Dr., and 9361 Dayton Way.

⁵ It should be noted that the parking inventory and demand analysis refers to various numbers of parking spaces required for the project, which at times may appear to be contradictory to other information presented in this report. Specifically, the study references a code requirement of 69 spaces, which is based on an earlier restaurant floor plan. The floor plan approved by the Planning Commission requires a total of 59 additional parking spaces, rather than the 69 spaces discussed in the study. Additionally, the study references a peak parking demand of 92 parking spaces on Saturdays. The peak demand of 92 spaces is based on estimates set forth in the Institute of Transportation Engineers (ITE) parking generation manual, and should not be construed as a code requirement. The estimated demand analysis was prepared solely to document adequate parking availability, even under a worst-case scenario.

⁶ 241 N. Canon Drive: 80% occupied, 333 N. Crescent Drive: 71% occupied, 221 N. Crescent Drive: 83% occupied, and 9361 Dayton Way: 51% occupied.

sufficient parking exists to accommodate the restaurant use at all times of day, staff anticipates lunchtime parking demand to be slightly less than in the evening, as patrons may be more likely to walk to the restaurant from surrounding offices within the Business Triangle during daytime hours. Furthermore, entertainment is not offered during lunch hours, which may result in fewer lunch patrons.

Lease of Spaces for Valet Operations. The in-lieu parking program relieves applicants of the requirement to construct physical parking spaces, but does not provide them with free access to parking spaces within City parking facilities. In order to succeed operationally, the applicant still requires access to physical parking spaces that can be utilized in conjunction with its valet operations, but this is not a City requirement. Valet spaces can be achieved through parking agreements with either private or public parking facilities.

In this case, the project includes a request to lease up to 70 monthly parking spaces from the City's 221 North Crescent Drive parking structure, for up to 10 years. The 221 North Crescent Drive parking structure contains a total of 713 parking spaces; however, only 581 of the spaces were counted during the parking inventory assessment in order to exclude spaces currently leased by the Audi dealership for new-car inventory. Of the 581 spaces available, peak occupancy was 83% (482 spaces) with 17% (99 spaces) remaining available to accommodate Spaghettini or other transient users. Based on this information, sufficient space is currently available to accommodate a Spaghettini lease agreement for 70 spaces. Furthermore, the City is able to modify or terminate its lease with Audi, which if necessary, could cause over 100 additional parking spaces to become available within the garage. The 221 North Crescent Drive parking structure currently leases spaces for \$90.00 per month. The proposed monthly lease rate would be 85% of the standard lease rate at the facility (a bulk rate), which equals a monthly rate of \$76.50 per space based on the current monthly rate. The City has historically granted reduced below market rates to tenants and bulk purchasers maximize service to the public and revenue. Provided the applicant leases 70 spaces per month at the discounted rate, the annual cost to lease the 70 spaces would be \$64,260.00. The rate would not adjust annually with inflation, but would adjust whenever the monthly parking rate at the subject facility changes so that the applicant's rate remains at 85% of the standard rate.

Proposed Public Benefits. As a justification for requesting the reduced in-lieu parking fees and lease fees, the applicant has proposed a variety of project components that are intended to be broader public benefits that offset the financial costs associated with the City providing a reduced in-lieu parking fee. The proposed benefits are listed below in italics, followed by staff analysis.

Centennial Celebration Event. The applicant will host a charitable event in conjunction with the Beverly Hills Centennial Celebration. The event will accommodate at least 200 guests. The Applicant will provide food, beverages and jazz genre musical entertainment for the event. The Applicant will donate all event ticket sale proceeds to a charitable organization based in Beverly Hills and approved by the City.

This benefit allows the City to promote the Centennial Celebration, while simultaneously donating to a local charitable organization that supports the broader goals of the City. This public benefit is valued at approximately \$20,000 based on average costs the City has experienced when hosting similar events.

Garden Concerts. *The applicant will annually provide jazz genre musical entertainment for three "Concerts in the Gardens" series at the Beverly Cannon Gardens, which is located on Canon Drive near the site. The entertainment proposed by the applicant would be subject to the City's approval. This provision shall terminate after 10 years.*

This benefit supplements the City's current programs and supports the broader goals of the City by providing outdoor entertainment opportunities for residents and visitors. This public benefit is valued at approximately \$15,000 annually, or \$150,000 over 10 years. The cost basis was provided by the City's Community Services Department, which hosts these types of events during the year.

Greystone Mansion Concerts. *The Applicant will annually provide jazz genre musical entertainment and food (hors d'oeuvres) for three charitable fundraiser concerts at Greystone Mansion. The concert ticket sale proceeds will be donated to the Friends of Greystone for the exclusive benefit of the Greystone Estate. The Applicant will be responsible for the food, and all physical presence and hard costs related to the entertainment, including, without limitation, the costs of lighting and sound vendors and the entertainment. The entertainment proposed by the Applicant is subject to the City's approval. This provision shall terminate after 10 years.*

This benefit would restore the City's program of holding concerts in the Greystone Mansion. The City previously held similar events at the mansion, but the events were eliminated due to budget constraints. Not only would this benefit restore a past program, it would also generate revenue for the Friends of Greystone to allow for the continued restoration of the property. This public benefit is valued at approximately \$45,000 annually, or \$450,000 over 10 years. The cost basis was provided by the City's Community Services Department, which hosts these types of events during the year.

Beverly Canon Gardens Holiday Concert. *The Applicant will annually provide jazz genre, holiday-themed, musical entertainment for a winter holiday concert in the Beverly Canon Gardens. The entertainment proposed by the Applicant is subject to the City's approval. This provision shall terminate after 10 years.*

The City currently provides concerts in the spring and summer, but does not offer a holiday concert. This public benefit would allow the City to expand its current concert program, and would help to kick off the holiday season and contribute to festivities and retail operations. This public benefit is valued at approximately \$5,000 annually, or \$50,000 over 10 years. The cost basis was provided by the City's Community Services Department, which hosts these types of events during the year.

Beverly Hills Holiday Ice Rink. *For a period of three years, the Applicant will provide jazz genre musical entertainment for the opening day of the Beverly Hills Holiday Ice Rink. The entertainment proposed by the Applicant is subject to the City's approval.*

The City recently hosted a successful holiday ice rink program. In order to enhance this program in the coming years, musical entertainment would accompany the opening day of the ice rink for the next 3 years. This will help to promote use of the ice rink and enhance holiday festivities in the City. This public benefit is valued at approximately \$7,000 annually, or \$21,000 over 3 years. The cost basis was

provided by the City's Community Services Department, which hosts these types of events during the year.

Additional Project Features. In addition to the above benefits, the applicant hosts a weekly radio broadcast show on 94.7 The Wave, and hosts an annual charity event associated with the Grammy Awards. As a result of contractual limitations, the radio broadcast and charity event are not guaranteed to continue throughout the years, but are intended to be carried out by the applicant for the foreseeable future. These activities are not included in the calculation of total benefits due to their uncertain nature and the applicant would not be penalized in the event that the applicant loses the ability to perform either of the activities. Details on these activities are as follows:

Radio Broadcasting and Promotion. *The applicant currently hosts a weekly radio broadcast on 94.7 The Wave. The applicant will provide five, 30-second promotional broadcasts (related to City events) per week, in conjunction with their usual broadcast.*

The radio broadcasts and promotions will help to highlight events in Beverly Hills and attract visitors to Spaghettini and other activities in Beverly Hills. These broadcasts are a part of the restaurant's normal operations, but can be used to showcase the different activities that Beverly Hills has to offer. To the extent feasible, since the applicant's contract with the radio station is not guaranteed, this benefit would occur for a period of 10 years. The promotional airtime is valued at approximately \$130,000 annually. The cost basis has been provided by the applicant, and has not been independently verified by staff.

Grammy Event. *The applicant will host an annual fundraiser for the Grammy Foundation.*

The Grammy fundraiser is currently conducted from the restaurant's Seal Beach location. The event is part of normal business operations, but would be moved to the Beverly Hills location. The event helps to highlight the Grammys and fundraising as well as Spaghettini, and would be expected to attract visitors to Beverly Hills. The Grammy Foundation is a national organization, so it is difficult to quantify the benefit to the City; however, the added attention associated with the Grammys could be a benefit to the City. To the extent feasible, since the applicant's coordination with the Grammy Foundation is not guaranteed, this benefit would occur for a period of 10 years. The applicant values the event at \$30,000 annually. The cost basis has been provided by the applicant, and has not been independently verified by staff.

Zone Text Amendment

Because it can be difficult for restaurants to pay the City's current in-lieu fees for the number of parking spaces required to meet code, the applicant proposes amending the Municipal Code to establish a pilot program on North Canon Drive that would allow for a reduction of in-lieu parking fees associated with restaurants that provide live entertainment and offer public benefits to offset the reduced in-lieu parking fees. The Planning Commission would continue to review and approve the inclusion of a business in the City's in-lieu parking program, but the City Council would be the reviewing authority for each agreement and any public benefits associated with reduced in-lieu parking fees. The Municipal Code currently allows the Planning Commission and City Council to reduce or waive in-lieu parking fees, but only for museum uses and adaptive reuse of buildings listed on the National Register of Historic Places (Spghettini does not qualify as either). The current in-lieu parking fee that the applicant would otherwise be subject to is \$28,284.60 per space (\$1,668,791.40 for 59 spaces), paid over 10 years (\$166,879.14 annually for 59 spaces).

Pilot Program for Alternative In-Lieu Parking Fee. The proposed in-lieu parking fee, as set forth in the attached ordinance (Attachment 1) would be a pilot program that functions as a lease concept that is paid in perpetuity, provided the restaurant remains operational⁷. Because the proposed fee structure would functionally serve as a lease, the fee's cost basis has been tied to the City's monthly parking rates offered at City-owned parking facilities. The City's least expensive monthly parking rate is \$75.00 per month (450 North Crescent Drive). In order to encourage public benefits that serve the broader City, and in recognition of the fact that the fee will be paid in perpetuity (as opposed to only being for a 10-year term), the proposed in-lieu parking fee would be \$63.75 per space per month, which is a 15% discount on the City's least expensive monthly parking rate of \$75.00 per space. This rate equates to \$765.00 per space per year, or \$45,135 annually for the 59 parking spaces required by the project. Additionally, the rate would be adjusted annually in accordance with the Consumer Price Index in order to account for inflation.

Applicability of Proposed Zone Text Amendment. The proposed Zone Text Amendment, which offers an alternative in-lieu parking fee, would be available to any restaurant (existing or new) on North Canon Drive that meets all of the following:

- The restaurant has a deficit of 100 or fewer parking spaces;
- The restaurant provides live evening entertainment at least four nights per week; and,
- The restaurant offers an appropriate level and type of public benefits, pursuant to an agreement approved by the City Council.

Although the proposal to amend the Municipal Code is being pursued by Spghettini Restaurant as an individual applicant, staff has received inquiries from other restaurants that may be interested in participating in the pilot program should the City Council approve the amendment. Subsequent projects meeting the above criteria would be eligible to seek the alternative in-lieu parking fee, but would require review by the Planning Commission and City Council on an

⁷ The In-Lieu Agreement would apply to the individual restaurant, and would not run with the land. Subsequent restaurants desiring to participate in the pilot program would be required to initiate a new application that would be reviewed by the Planning Commission and City Council.

individual basis to determine the desirability of the use and the appropriateness of public benefits.

Sunset Provision. The proposed amendment is intended to serve as a pilot program that explores an alternative fee structure for in-lieu parking, and therefore includes a sunset provision that would cause the pilot program to be repealed on November 1, 2013 if not extended by the City Council. If desired by the City Council, staff could report back on the pilot program prior to its termination to see whether there is interest in extending it; however, staff notes that the November 1, 2013 repeal date may not provide sufficient time for build out, operation, and analysis of the Spaghettini project that might provide meaningful feedback for the City Council.

CITY COUNCIL/PLANNING COMMISSION LIAISON MEETING

Prior to the Planning Commission's review of the project, two meetings were held with the City Council and Planning Commission Liaison Committee⁸ to discuss the project, in which the Committee confirmed the desirability of nightlife and entertainment associated with uses such as Spaghettini⁹. Some of the City Council's goals and policies associated with attracting nightlife and entertainment uses were discussed, and are further addressed in the "POLICY ANALYSIS" section of this report.

PLANNING COMMISSION REVIEW

Subsequent to the Liaison Committee meetings, the project and Zone Text Amendment were presented to the Planning Commission at its March 28, 2013 meeting. The Planning Commission considered a request for 59 in-lieu parking spaces, an Extended Hours Permit request to operate until 1:00 AM nightly¹⁰, and was asked to provide a recommendation regarding the Zone Text Amendment. In reviewing the proposal, the Planning considered numerous General Plan policies that relate to the project (Attachment 5), and considered all required findings needed for project approval. Based on the information presented at the public hearing, the Planning Commission found that the proposed project would be consistent with the General Plan, would provide a desired land use within the Business Triangle, and would not result in any adverse impacts, particularly with respect to parking, traffic, and noise. Based on these findings, the Planning Commission conditionally approved the request for in-lieu parking and an Extended Hours Permit, contingent on the City Council's approval of the Zone Text Amendment and In-Lieu Agreement¹¹. Additionally, the conditions of approval preserve the City's jurisdiction over noise, traffic, and parking issues, and the City has the ability to impose additional conditions on the project in the event that unanticipated impacts result.

⁸ The Liaison Committee consisted of City Council Members Brien and Bosse, and Planning Commissioners Corman and Rosenstein.

⁹ Due to a scheduling conflict, Planning Commissioners Corman and Rosenstein were not present at the first meeting.

¹⁰ The property is subject to the City's transitional use standards due to its adjacency to residential land uses located immediately east of the project site across the alley. Businesses operating in the transitional use areas cannot accept new patrons beyond 10:00 PM without approval of an Extended Hours Permit.

¹¹ The Planning Commission voted 3-0 (Chair Corman and Vice Chair Rosenstein were absent) in support of recommending the Zone Text Amendment and In-Lieu Agreement to the City Council.

In its review of the Zone Text Amendment, the Planning Commission weighed the pros and cons of establishing a pilot program for an alternative in-lieu parking fee, and ultimately found that a pilot program would be a desirable way to explore options that might help to reduce some of the barriers experienced by restaurants trying to open in the City. The Planning Commission indicated that the proposed public benefits offered to the City appeared to be desirable and may be appropriate given the nature of the request for alternative in-lieu parking fees, but ultimately left the final discussion and decision to the City Council since it is a legislative and fiscal matter. The Planning Commission staff report (Attachment 4), resolution conditionally approving in-lieu parking and an Extended Hours Permit (Attachment 3), and resolution recommending adoption of the Zone Text Amendment (Attachment 3) have been provided for additional reference and details.

POLICY ANALYSIS

The following section focuses on key policy issues relevant to the project and pilot program, and serves to assist the City Council in its assessment of the request.

In-Lieu Parking Policies. The City's in-lieu parking program was established to provide an alternative method for businesses in the Business Triangle (primarily retail and restaurant) to meet the City's parking requirements, particularly when site constraints preclude the feasibility of building new parking spaces. The fees charged for in-lieu parking spaces were initially designed to reimburse the City for the construction costs of building new parking spaces (exclusive of land value). While the fees have generally increased over the years with annual fee adjustments, the fees have not kept up with average construction costs (on a per space basis) associated with building a parking structure. The City Council has requested that staff study the in-lieu parking program during the 2013-2014 fiscal year, and provide options for administering and possibly expanding the program. The 2013-2014 Community Development Department budget includes \$100,000 to provide contract services for a consultant to assist with this effort. While it is anticipated that changes to the program will result from future discussions with the City Council, this particular application precedes the broader discussion. As a result, the amendment has been crafted as a pilot program.

Notwithstanding the limited nature of a pilot program, there are equity issues to be considered with respect to other restaurants (existing and potential future restaurants) on North Canon Drive and throughout the City that have purchased, or would like to purchase in-lieu parking spaces. Some restaurants previously obtained in-lieu parking spaces under the City's current provisions, or would be subject to the current provisions in the future depending on their individual circumstances. In addition to restaurant uses, retailers have purchased in-lieu parking spaces at the standard rate. For these reasons, the Council may wish to discuss whether a pilot program for reduced in-lieu parking fees is an appropriate approach.

City Parking Garage Policies. Notwithstanding the information in the parking inventory and demand analysis for the Spaghettini project that demonstrates sufficient parking availability to accommodate the restaurant, there are certain City policies that can be, and are currently utilized to maximize the use and availability of City parking facilities. As a general practice and in order to maintain revenue, the City actively tries to fill its parking structures whenever possible, which includes regular transient users, the leasing of spaces to monthly-parkers, and storage for auto dealership inventory. Transient

users of City facilities are considered to be the top priority as they patronize retail and restaurant establishments, while monthly leases for office uses and vehicle storage are generally considered to be a lower priority. The monthly leases help to ensure that City facilities do not sit empty, and leases can be modified on short notice whenever transient demand increases. The ability to modify monthly leases is an important component of ensuring parking availability, and modification can include relocation to a different facility that is less impacted, or in extreme cases termination of the lease. This is a policy that will continue to be utilized into the future to ensure that City facilities are utilized effectively, and can be modified at Council's direction if appropriate. In the event that monthly parking spaces associated with Spghettini result in a future parking shortfall, these parking policies could be utilized to address any such shortfall and ensure efficient operation of the City's facilities.

Promoting Nightlife / Incentives for Certain Land Uses. The proposed amendment creates an incentive for one specific land use: restaurants located on North Canon Drive that include an evening entertainment component. The proposed restaurant use includes an entertainment component conducted in conjunction with restaurant operations. As outlined below, the City Council has expressed an interest in attracting entertainment-type uses within the Business Triangle in order to promote more nightlife within the City. Although the proposed restaurant use is not an entertainment-specific use, the musical component of the restaurant's operations may be a beneficial addition to the Business Triangle, and may lead to the improved nightlife desired by the City Council. The City's residents and visitors currently have limited opportunities to enjoy music and nightlife within the City, and the addition of such a use may help to encourage other business owners to stay open later into the evening.

In particular, one of the City Council's goals, as discussed in various meetings and set forth in the 2012-2013 budget work plan is to promote nightlife, and another is to consider incentives to attract certain types of businesses. The budget work plan states the following:

Vision Statement #5: Beverly Hills is known internationally for its alluring and distinctive hotels, retail stores, restaurants, and entertainment and headquarter businesses.

In coordination with the business community, develop a strategy to promote and establish nightlife uses in the City's Business Triangle and other key commercial areas.

Begin implementation of Small Business Assistance Task Force recommendations. Incorporate business diversity initiatives such as consideration of incentives and attracting a balance of high-end, unique and community-serving businesses.

In addition to the 2012-2013 budget work plan, the City's Economic Sustainability Plan for 2011-2015 states the following as top priorities:

Priority Project 1: Clientele Attraction/Business Development Initiatives. *The City is also expanding efforts to attract businesses that appeal to younger consumers and grow nightlife in the City. (Page 11)*

Two specific programs under this priority include:

- *Produce broader platform of signature events and destination promotions.*
- *Complete review of and begin implementation of Business Attraction Strategy, including attracting both high-end and unique-local businesses along with community serving businesses. Consider financial incentives.*

Priority Project 2: City Service and Process Enhancement Initiatives. (Page 12)

Two specific programs under this priority include:

- *Review business tax and permit fee structure with a view to developing potential business attraction/retention incentives; attract both high-end and unique-local businesses along with community serving businesses. Consider financial incentives where appropriate.*
- *Identify, prioritize and develop 5-year schedule to eliminate obsolete zoning provisions and remove obstacles to development, including modification of nightlife/entertainment regulations and fees.*

Beverly Hills is associated with fine dining, but has not always had a broad variety of entertainment and nightlife options for residents and visitors. Based on the recommendations set forth in the budget work plan and Economic Sustainability Plan, Spaghettini may be viewed as helping to achieve some of these goals, particularly with respect to nightlife and entertainment. Although nightlife is considered desirable, staff also recommends that the Council consider whether the type of incentives that would be created by the amendment are an appropriate way to achieve the goal of nightlife.

Public Benefits. The City Council has previously identified nightlife as an important community goal, and this proposal, with the incorporation of reduced in-lieu parking fees, could move the City closer to achieving that goal. Whenever public benefits are offered to the City in exchange for certain development incentives, weighing the public benefits against the development incentives can be challenging. In this particular case, the public benefits would be obtained at the expense of in-lieu parking fees, and the public benefits should be of an appropriate nature to justify the reduced fees. In reviewing projects accompanied by public benefits, the City Council may wish to discuss whether it would be desirable to develop a menu of preferred public benefits. Since such a menu does not currently exist, staff has been involved in numerous discussions with the applicant regarding the type and level of benefits to be provided in conjunction with the project. Staff believes that the proposed public benefits associated with community events are appropriate, particularly on a limited basis as a pilot program, in that the benefits reflect the needs of the community and will help to attract a desired land use.

ENVIRONMENTAL DETERMINATION

The Amendment has been reviewed pursuant to the California Environmental Quality Act (CEQA), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq.), and the City's Local CEQA guidelines. Pursuant to the State CEQA Guidelines Section 15305, minor alterations in land use limitations, the Zoning Amendment qualifies for a Class 5 Categorical Exemption, and is not anticipated to have a significant environmental impact. The Class 5 exemption is applicable because the proposed project consists of minor alterations in land use limitations for the purpose of establishing an alternative fee structure for in-lieu parking.

FISCAL IMPACT

In order to provide an assessment of the financial impacts of the project, staff has prepared a monetary value comparison between the standard in-lieu parking rate versus the discounted in-lieu rate plus public benefits, over a 30-year period. In order to account for estimated inflation, an annual 2% increase (compounded) has been applied. Over a 10-year period the proposed reduction in in-lieu parking fees would result in a paper loss of \$579,909.70 for the City. The reason staff identifies this as a paper loss is that the proposed use will not contribute any money to the City's in-lieu parking fund if it is required to pay the full price, as Spaghettini is unable to afford the full in-lieu parking rate and would therefore not be established at the subject property. Additionally, no public benefits would be provided if the standard rate were paid. The City's existing parking structures are already operated within the existing budget, and have sufficient capacity to accommodate the proposed project. Any money paid by the applicant into the in-lieu parking fund could be used toward future parking facilities. While the amount of money contributed would be less than the standard rate, the reduced rate may be viewed as desirable when coupled with the proposed public benefits. Furthermore, under the proposed In-Lieu Agreement, an annual fee (with CPI increases) would be contributed to the City for the life of the restaurant, rather than only for the standard 10-year period. This would provide an ongoing revenue stream for the in-lieu parking fund into the future (provided the restaurant continues to operate). A basic comparison of the standard fees versus the reduced fees plus public benefit value, over a 30-year period, is provided below for analysis purposes. A detailed, annual breakdown of monetary value is provided as Attachment 7.

	Initial Monthly Value	Initial Annual Value	Value at 10 Years	Value at 20 Years	Value at 30 Years
Standard In-Lieu (Per Space)	\$235.70	\$2,828.46	\$30,970.85*	\$0	\$0
Proposed In-Lieu (Per Space)	\$63.75	\$765.00	\$8,376.54*	\$18,587.49*	\$31,034.58*
Standard In-Lieu (59 Spaces)	\$13,906.30	\$166,879.14	\$1,827,280.02*	\$0	\$0
Proposed In-Lieu (59 Spaces)	\$3,761.25	\$45,135.00	\$494,215.66*	\$1,096,661.79*	\$1,831,040.25*
Public Benefits	N/A	\$92,000.00	\$753,154.66*	N/A	N/A
*Amount has been calculated using an annual 2% increase to account for estimated inflation.					

May 7, 2013
Spaghettini Restaurant

PUBLIC NOTICE

A public hearing notice was mailed on April 26, 2013 to all property owners within a 300-foot radius of the subject property, as well as all residential occupants within a 500-foot radius of the subject property¹². Additionally, notice was published in the Beverly Hills Courier and the Beverly Hills Weekly, two newspapers of local circulation. As of the writing of this report, no comments have been received in regard to the project.

RECOMMENDED ACTION

Should the Council determine that the Zone Text Amendment and Alternative Monthly In-Lieu Parking Fee Agreement are appropriate, staff recommends the Council move to waive the full reading of the ordinance and that the ordinance entitled "An ordinance of the City of Beverly Hills amending Beverly Hills Municipal Code Section 10-3-3311 regarding in-lieu parking fees" be introduced and read by title only. Additionally, staff recommends that the City Council approve an Alternative Monthly In-Lieu parking Fee Agreement for the property located at 184 North Canon Drive, effective only if the ordinance takes effect.

Susan Healy Keene, AICP
Director of Community Development


Approved By _____

¹² A total of 64 property owners and 131 residential occupants received mailed notice. This includes such properties as Sunrise Assisted Living, the Montage Hotel/Condos, and AKA Beverly Hills.

ATTACHMENT D
JULY 2, 2013 CITY COUNCIL REPORT



AGENDA REPORT

Meeting Date: July 2, 2013

Item Number: F-1

To: Honorable Mayor & City Council

From: Jonathan Lait, AICP, Assistant Director of Community Development

Subject: REQUEST FOR CITY COUNCIL DIRECTION REGARDING AN ALTERNATIVE IN-LIEU PARKING FEE STRUCTURE IN CONJUNCTION WITH THE ESTABLISHMENT OF SPAGHETTINI RESTAURANT.

Attachments: 1. May 7, 2013 Agenda Report

RECOMMENDATION

Staff recommends that the City Council receive information regarding a City Council ad-hoc committee meeting held to discuss a potential code amendment to the City's in-lieu parking fee structure, provide staff with direction regarding the ad-hoc committee's recommendations, and return the matter to the Planning Commission for review and refinement of the code amendment if so desired.

BACKGROUND

On May 7, 2013 the City Council considered a Zone Text Amendment and Alternative In-Lieu Parking Fee Agreement associated with the proposed establishment of Spaghetini Restaurant at 184 North Canon Drive. The Amendment and In-Lieu Agreement were intended to establish a procedure for allowing reduced in-lieu parking fees for certain restaurants on North Canon Drive when accompanied by broader public benefits offered to the City. The proposal presented to the City Council consisted of a lease-style in-lieu parking fee that would be charged annually for the life of the restaurant, but at a reduced rate as compared to the City's current in-lieu fee structure, in which fees are paid in a lump sum or over a fixed period of time. The fee previously proposed was equal to approximately 27%¹ of the standard in-lieu fee, and was

¹ The proposed monthly fee was based on 75% of the lowest monthly parking rate offered by the City, which equates to 27% of the standard in-lieu rate, amortized over a 10-year period.

accompanied by a variety of public benefits, including charity events and public concerts. The City Council reviewed the proposal, and ultimately determined that there was not Council support to move the Amendment and In-Lieu Agreement forward as presented. Upon making this determination, the City Council directed that an ad-hoc committee be convened to further discuss the proposal and determine whether a more appropriate Amendment and fee structure could be crafted.

AD-HOC COMMITTEE

The ad-hoc committee consists of Mayor Mirisch and Councilmember Gold. The committee held a meeting on May 24, 2013 with staff and the Spaghetini team to discuss various options for establishing an alternative in-lieu parking fee. At the meeting, the ad-hoc committee offered the following recommendations:

- The alternative program should be available to other businesses, not just Spaghetini.
- The alternative program should function as a lease that is tenant-specific and lasts only for the life of the business, as opposed to the City's current in-lieu program in which in-lieu parking spaces run with the land once paid in full.
- The lease rate should be an annual charge, and should be equivalent to 50% of the 10-year amortization rate that would be charged for a full-price in-lieu parking space.
- The lease should be subject to annual CPI increases.
- The lease concept should not include a provision for public benefits.
- The lease should be for a 10-year term with consideration of extension or renegotiation at the time of expiration.
- Notwithstanding Spaghetini's participation in the program, there is a desire to move forward with an amendment to establish a lease concept for in-lieu parking.

At the conclusion of the meeting, the ad-hoc committee directed staff to return to the City Council to present the above recommendations and determine whether there is support from the broader City Council to move forward with a program for reduced in-lieu parking fees. If the Council directs staff to move forward with the project, staff would return to the Planning Commission to make refinements to the Zone Text Amendment. Once refinements are made by the Planning Commission at a public hearing, an ordinance would be presented to the City Council for consideration.

CITY COUNCIL DIRECTION

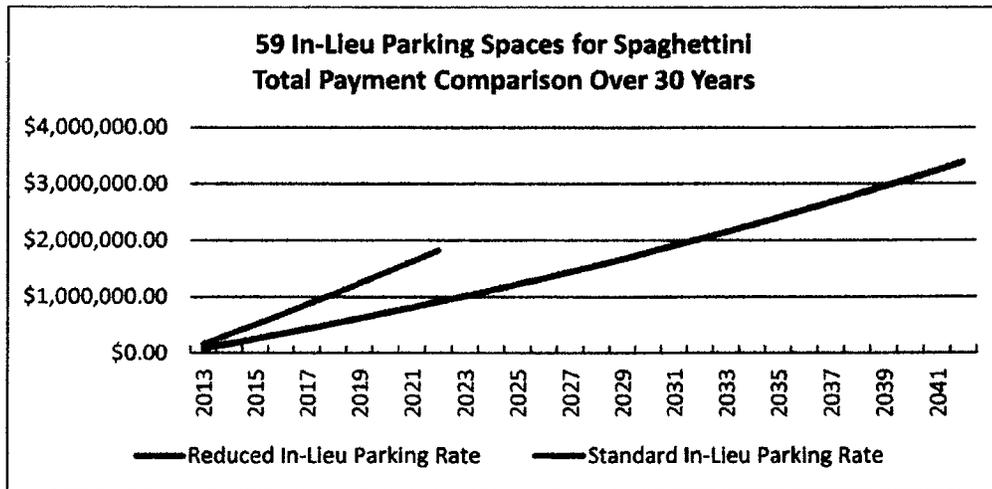
In light of the recommendations provided by the ad-hoc committee, staff seeks direction as to whether there is Council support to move forward with the establishment of an alternative in-lieu parking fee structure. Furthermore, staff recommends that significant changes to the City's in-lieu parking program be withheld until such time as staff is able to conduct a more comprehensive study (slated for Fiscal Year 2013-14) of possible changes to the program. In the event that there is Council support to move forward with an alternative fee structure and review process, staff would return to the Planning Commission to refine the program. In doing so staff would seek input from the Planning Commission regarding the following topics:

- Identification of eligible uses
- Geographic location of where the program would be available
- Whether the program should be a limited term pilot program
- Whether a lease of in-lieu parking spaces should be subject to a term limit
- Identification of the appropriate reviewing authority

The above reflects the items that staff contemplates presenting to the Planning Commission for consideration; however, staff also requests that the Council identify any additional topics that may require study in moving the amendment forward.

FISCAL IMPACT

This report seeks direction from the City Council, and action taken by the Council in response to this report will not have a fiscal impact. However, a basic comparison of standard in-lieu parking fees (for the 59 parking spaces needed for Spaghettini) versus the reduced in-lieu parking fee recommended by the ad-hoc committee (50% of current fees) is provided on the following page for reference. If the City Council moves forward with the ad-hoc committee's recommendation, additional analysis regarding the fiscal impact of reduced in-lieu parking fees will be provided at a later date, and will reflect any direction provided by the City Council and Planning Commission.



* An annual 2% CPI increase has been factored into the above calculations

RECOMMENDED ACTION

Staff recommends that the City Council receive information regarding a City Council ad-hoc committee meeting held to discuss a potential code amendment to the City's in-lieu parking fee structure, provide staff with direction regarding the ad-hoc committee's recommendations, and return the matter to the Planning Commission for review and refinement of the code amendment if so desired.

Susan Healy Keene, AICP
Director of Community Development

Susan Healy Keene
Approved By

ATTACHMENT 4

PUBLIC NOTICE

City Clerk's Office



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Council of the City of Beverly Hills, at its meeting to be held on **Tuesday, August 20, 2013, at 7:00 p.m.**, in the Council Chambers of the City Hall, 455 N. Rexford Drive, Beverly Hills, CA 90210, will hold a public hearing to consider:

AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING BEVERLY HILLS MUNICIPAL CODE SECTION 10-3-3311 REGARDING IN-LIEU PARKING FEES.

The proposed ordinance would establish a pilot program that allows restaurants in the City's Business Triangle to lease, rather than purchase, in-lieu parking spaces. If approved, in-lieu parking spaces would be leased at a rate equal to 50% of the 10-year amortization rate for a full-price in-lieu parking space.

The ordinance has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The City has determined that the ordinance will not have a significant environmental impact and is exempt from CEQA pursuant to Section 15305 of Title 14 of the California Code of Regulations.

At the public hearing, the City Council will hear and consider all comments. All interested persons are invited to attend and speak on this matter. Written comments may also be submitted and should be addressed to the City Council, c/o City Clerk, 455 N. Rexford Drive, Beverly Hills, CA 90210. The comments should be received prior to the hearing date.

Please note that if you challenge the Council's action in regards to this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City, either at or prior to the public hearing.

If there are any questions regarding this notice, please contact Ryan Gohlich, Senior Planner in the Beverly Hills Community Development Department at 310.285.1194, or by email at rgohlich@beverlyhills.org. Copies of the Project plans and associated documents are on file in the Community Development Department and can be reviewed by any interested person at 455 N. Rexford Drive, Beverly Hills, California 90210.

BYRON POPE, CMC
City Clerk

ATTACHMENT 5

PARKING DEMAND AND AVAILABILITY

FEHR & PEERS

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: Spaghetini, Beverly Hills, CA

Ref: LA13-2581

This memorandum summarizes the results of a parking study Fehr & Peers conducted for the proposed Spaghetini 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 Spaghetini restaurant with a floor area of 5,600 square feet (sf), of which 3,100 sf is dining and bar area. The Spaghetini 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 Spaghetini 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 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

TOTAL SPACES	PARKING STRUCTURE 7 ^[1,2]			PARKING STRUCTURE 10			PARKING STRUCTURE 11 ^[4]			PARKING STRUCTURE 12			TOTAL SPACES		AVAILABLE SPACES REMAINING
	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

TOTAL SPACES	PARKING STRUCTURE 7 ^[1,2]			PARKING STRUCTURE 10			PARKING STRUCTURE 11 ^[4]			PARKING STRUCTURE 12			TOTAL STRUCTURES		AVAILABLE SPACES REMAINING
	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

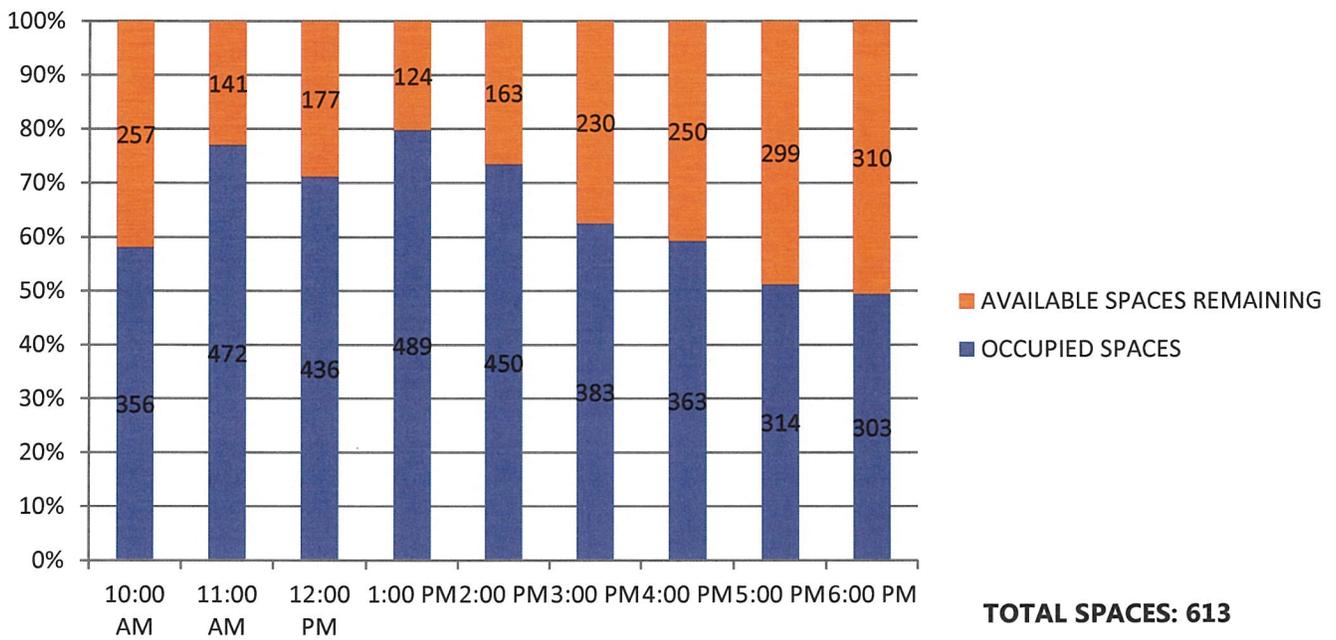


FIGURE 1B - PARKING STRUCTURE 7 SATURDAY OCCUPANCY

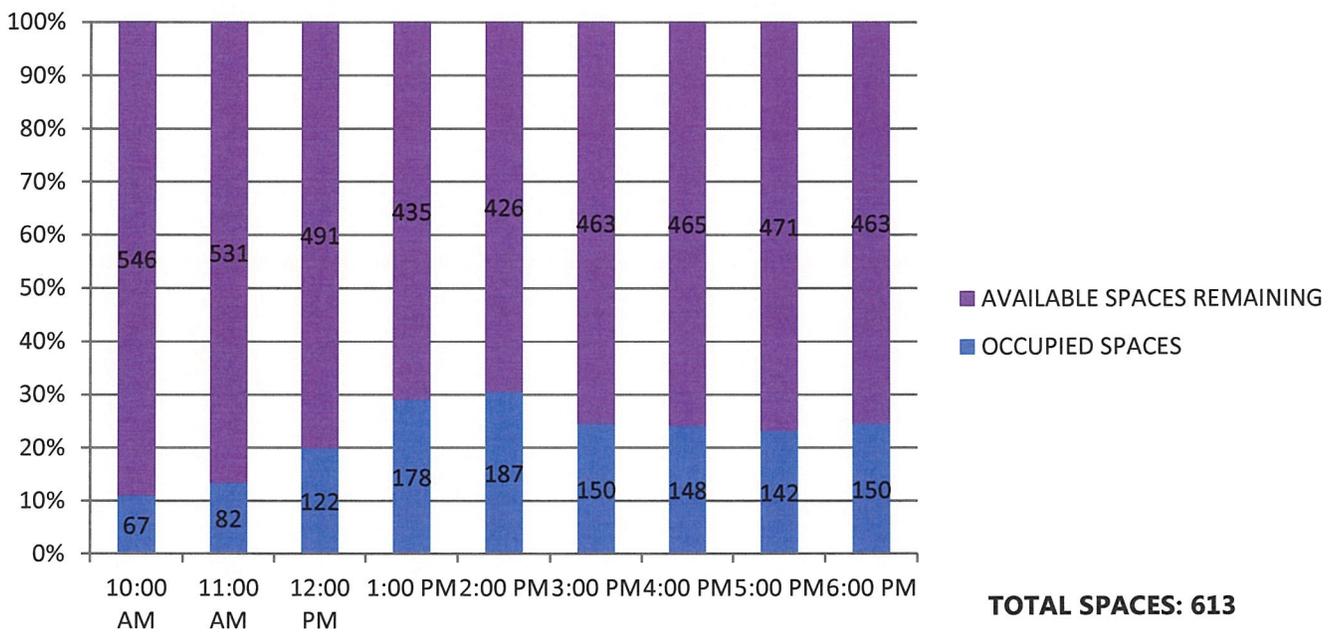


FIGURE 2A - PARKING STRUCTURE 10 WEEKDAY OCCUPANCY

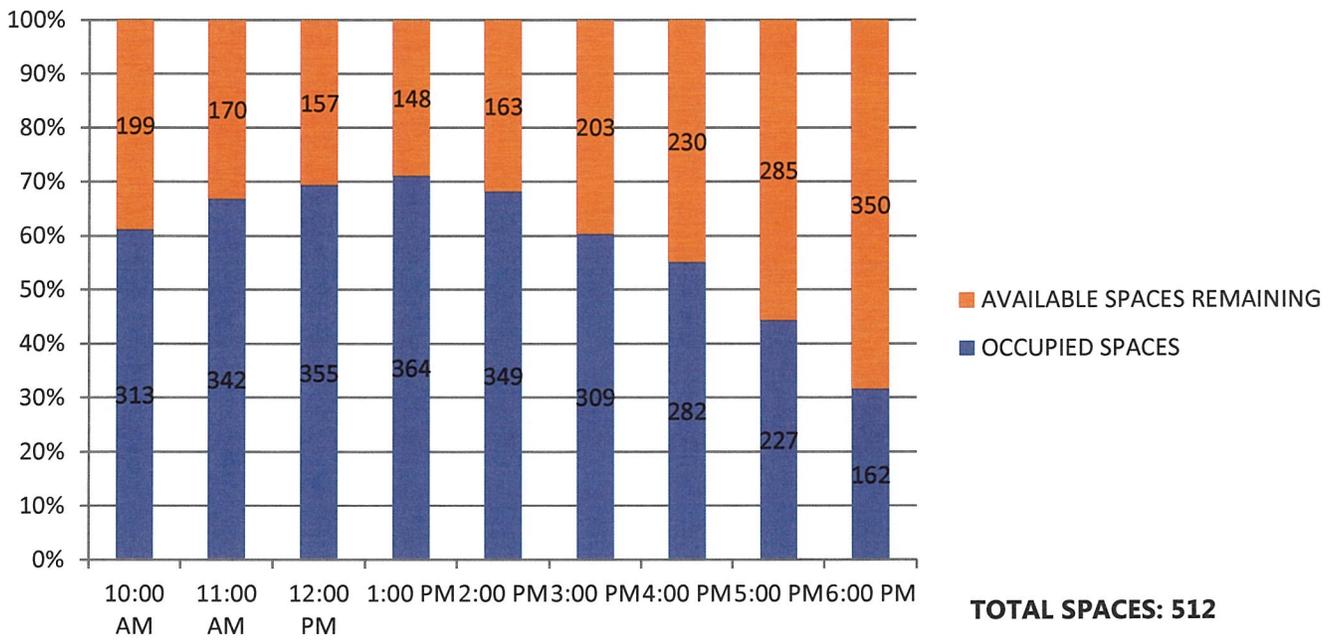


FIGURE 2B - PARKING STRUCTURE 10 SATURDAY OCCUPANCY

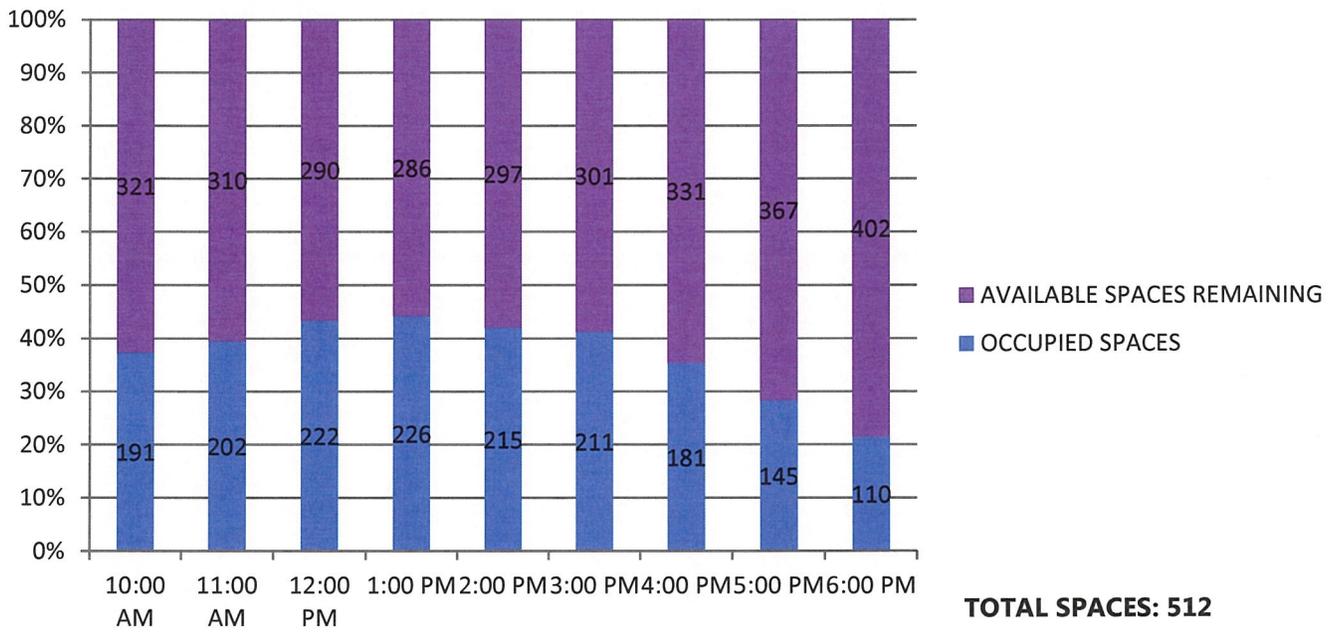


FIGURE 3A - PARKING STRUCTURE 11 WEEKDAY OCCUPANCY

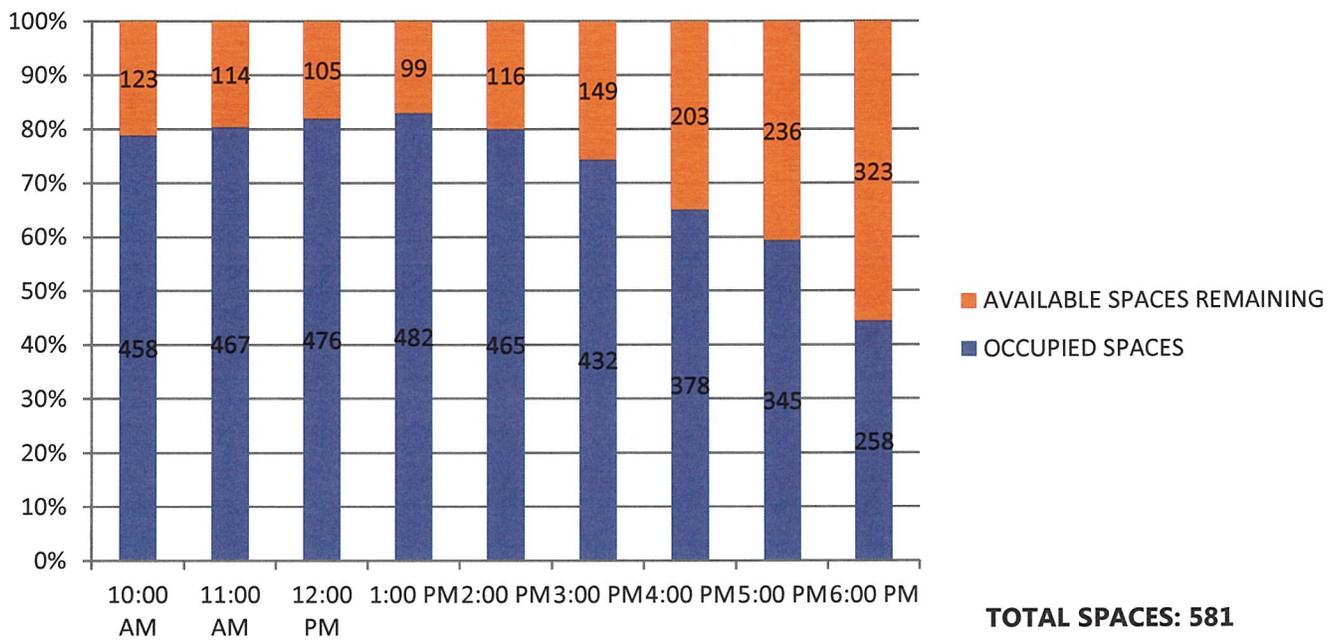


FIGURE 3B - PARKING STRUCTURE 11 SATURDAY OCCUPANCY

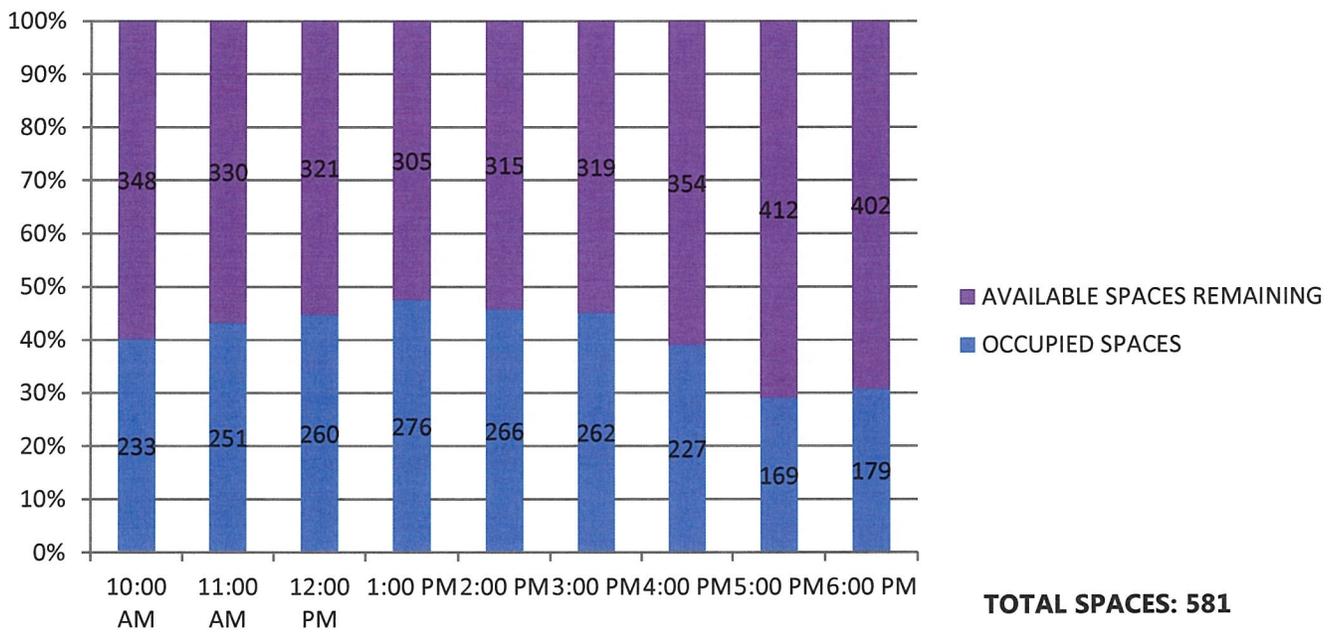


FIGURE 4A - PARKING STRUCTURE 12 WEEKDAY OCCUPANCY

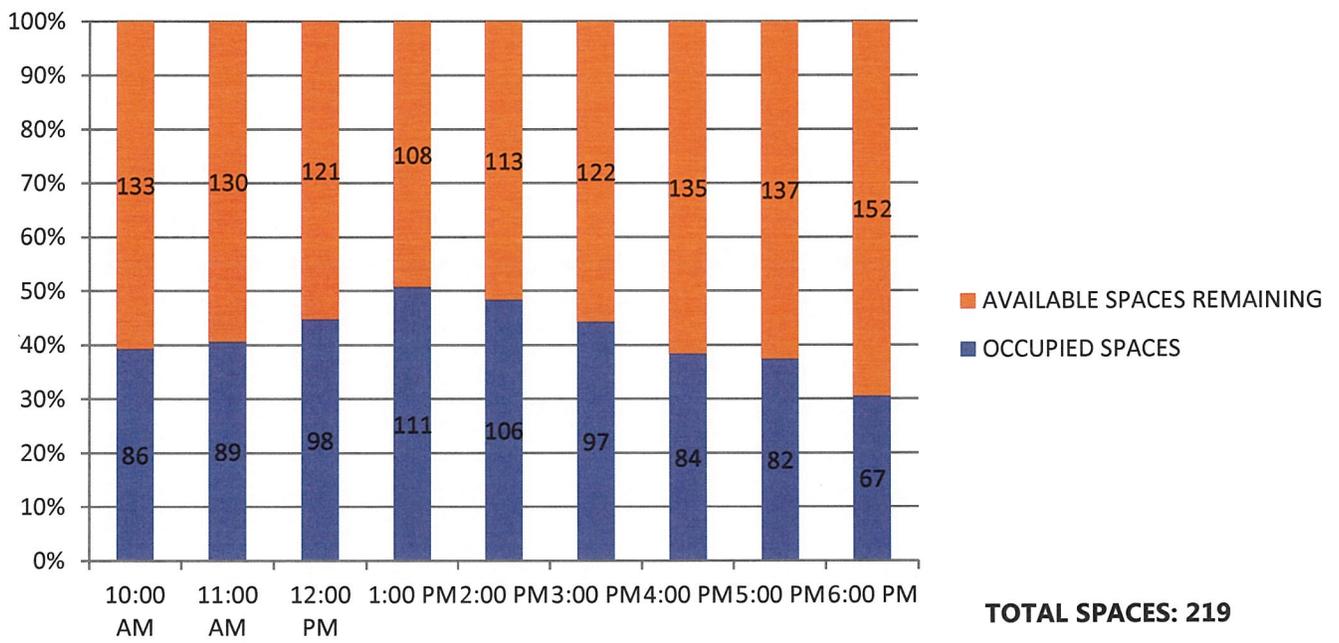


FIGURE 4B - PARKING STRUCTURE 12 SATURDAY OCCUPANCY

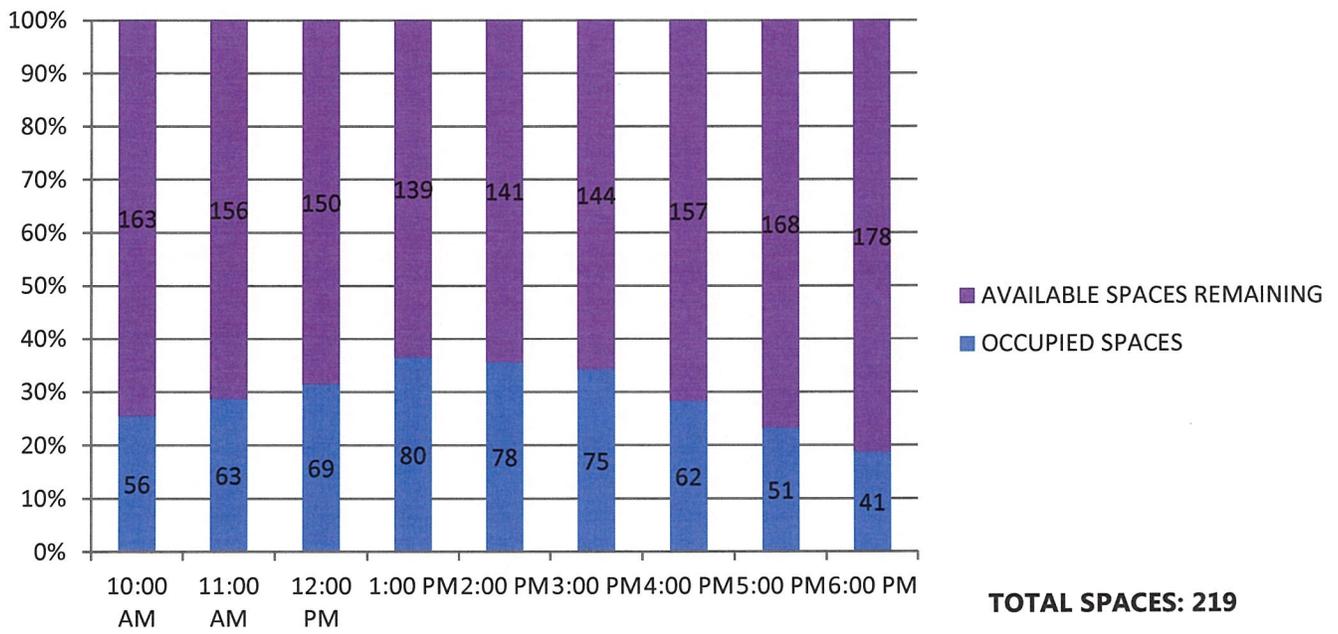


FIGURE 5A - TOTAL EXISTING WEEKDAY OCCUPANCY

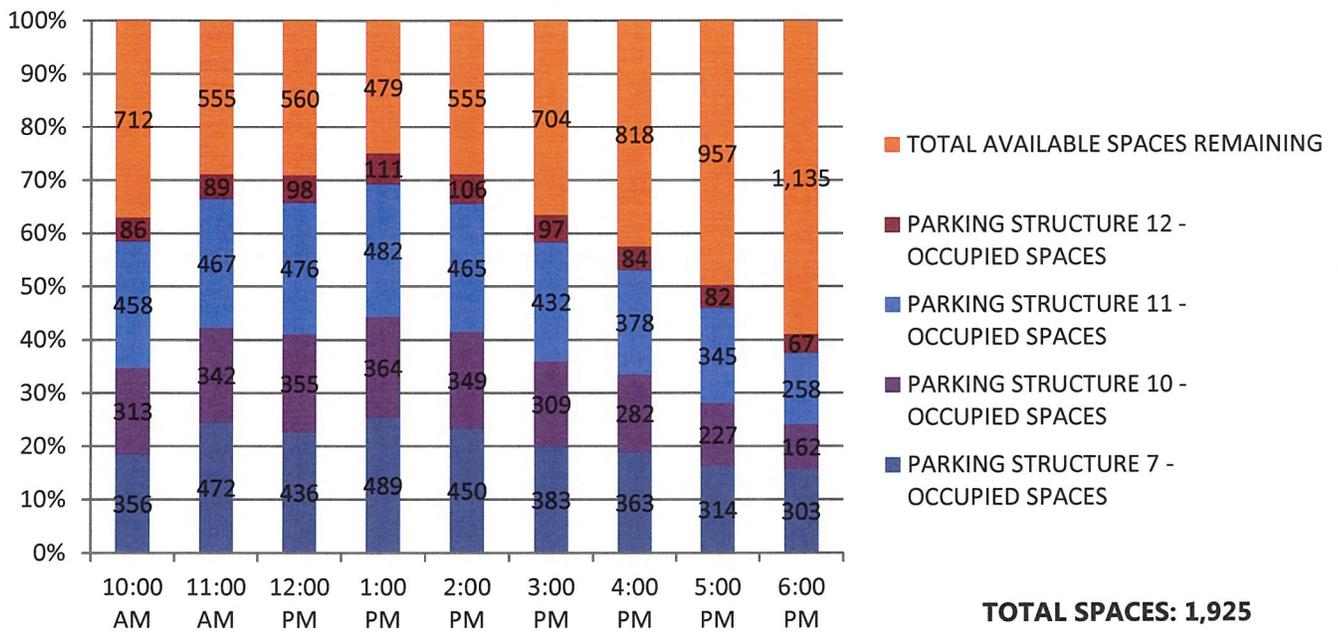
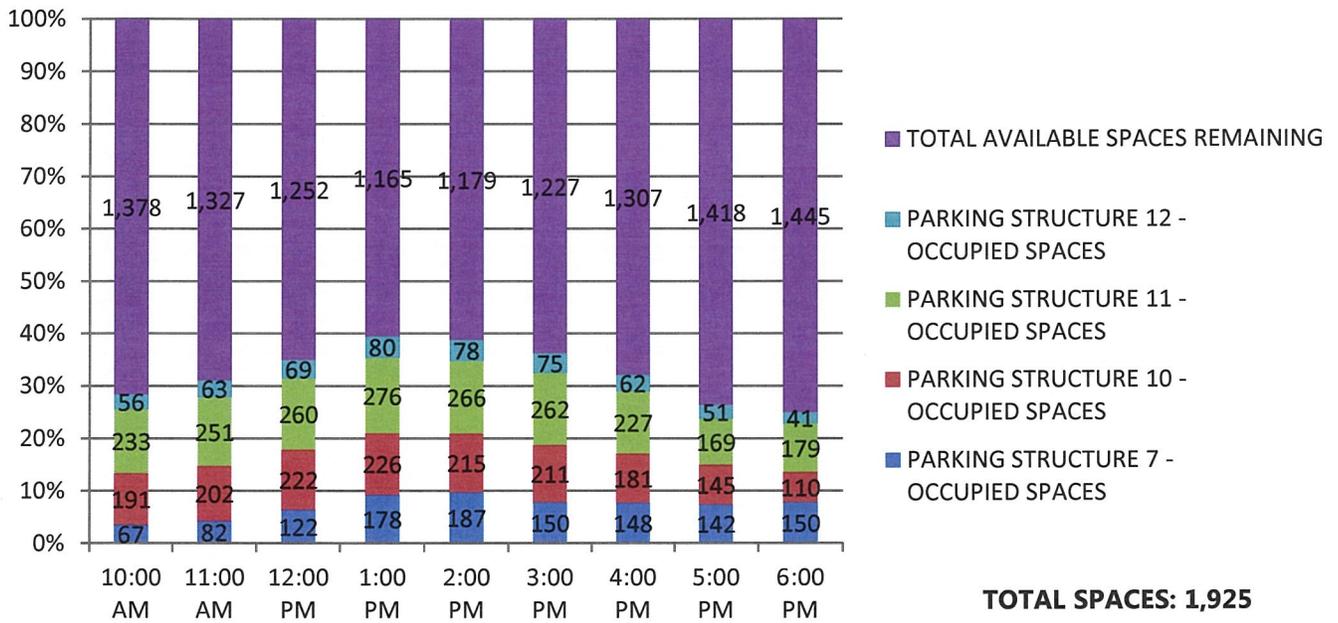


FIGURE 5B - TOTAL EXISTING SATURDAY OCCUPANCY

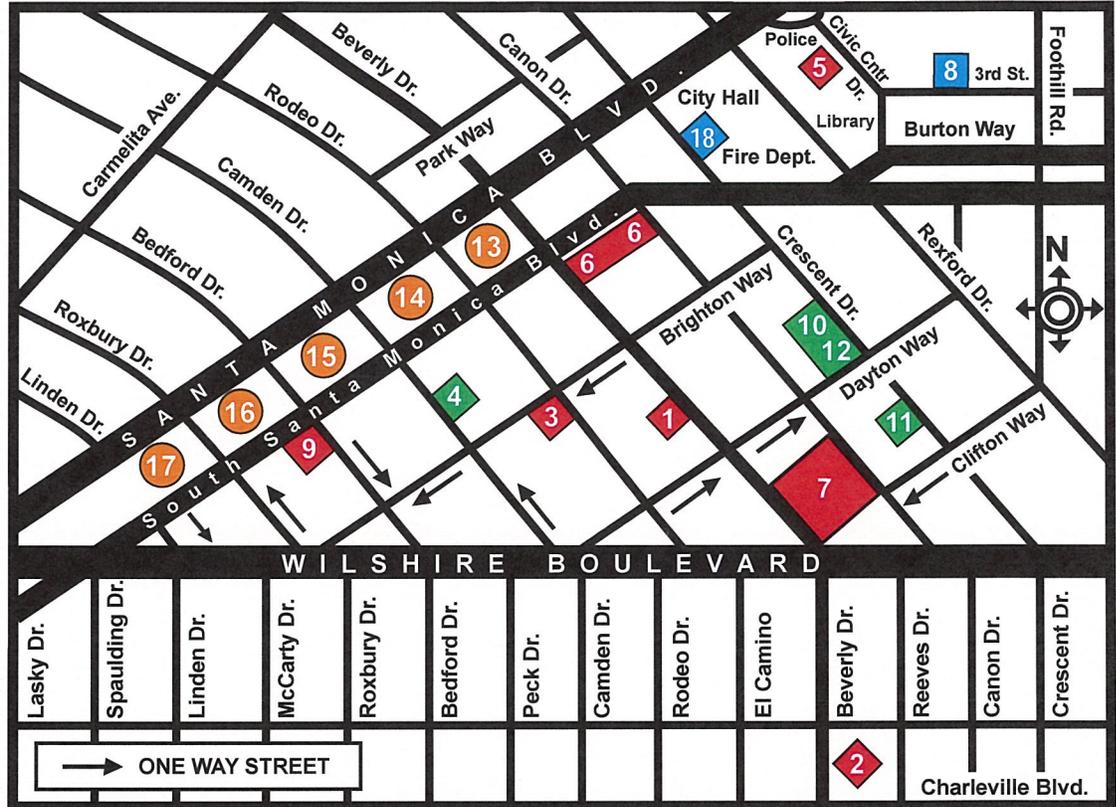


ATTACHMENT A

CITY OF BEVERLY HILLS PARKING STRUCTURES GUIDE

GUIDE TO CITY OF BEVERLY HILLS FREE 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