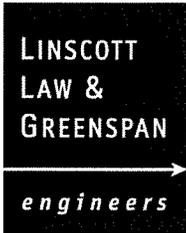


Attachment 12

Parking Demand Study

(Submitted by Applicant)



MEMORANDUM

To: Jay Newman Athens BH Development, LLC Date: September 9, 2016

From: David S. Shender, P.E. Linscott, Law & Greenspan, Engineers LLG Ref: 5-16-0232-1

Subject: Parking Demand Analysis - One Beverly Hills Project

Engineers & Planners Traffic Transportation Parking

Linscott, Law & Greenspan, Engineers 20931 Burbank Boulevard Suite C Woodland Hills, CA 91367 818.835.8648 818.835.8649 www.llgengineers.com

Pasadena Irvine San Diego Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a comprehensive parking assessment related to the proposed One Beverly Hills project located at 9900 Wilshire Boulevard (the Project) in the City of Beverly Hills.

The Project proposes to provide 1,140 parking spaces on-site, which satisfies the parking supply required for the development based on the Beverly Hills Municipal Code (the "BHMC") subject to Planning Commission approval of certain BHMC discretionary credits. While the Project will provide the Code-required parking supply on-site, this report has been prepared to demonstrate that actual number of parking spaces needed on-site to support the Project will be less than the proposed supply of 1,140 spaces. In addition, the Project's overly large motor court provides stacking for an additional 22 full-size vehicles/SUVs without any impact on motor court circulation.

Details of the parking assessment prepared for the Project are provided in the following sections.

Proposed Project

The Project consists of a mixed-use development including 193 condominium residences, as well as a 134-room hotel with the following ancillary facilities:

- 7,942 square feet of ballroom and meeting facilities;
• 16,057 square feet of indoor restaurant area (including back-of-house space);
• 1,600 square feet of outdoor restaurant area;
• 1,907 square feet of lobby lounge;
• 7,370 square feet of spa area;
• 7,065 square feet of fitness area; and
• 2,484 square feet of retail area.

The Project proposes to provide 1,162 parking spaces on-site including the motor court stacking spaces. The proposed supply of on-site parking satisfies the amount required for the development by the Beverly Hills Municipal Code subject to Planning Commission approval of certain BHMC discretionary credits. However, as demonstrated herein, LLG forecasts that the actual number of parking spaces needed to support the Project is less than the 1,162 spaces that will be provided. This forecast is based upon the fact that the Project is a mixed-use project that will have shared parking. In accordance with the professional findings, guidelines and recommendations of the Urban Land Institute (ULI), LLG has prepared an analysis of the mixed-use parking demand for the Project.

Parking for the residential component (558 spaces) will be reserved and separated from the parking supply for the hotel component and related ancillary facilities (582 spaces plus an additional 22 parking spaces in the motor court). Further, the parking for the hotel will be by valet attendants only for security purposes, as well as to ensure optimum utilization and operation of the parking supply.

In addition to the building areas, the Project proposes to provide landscaped gardens, of which a portion (35,270 square feet of area) would be opened to visitation by the public (i.e., persons not visiting or otherwise affiliated with the residential, hotel, or ancillary components of the Project). The Beverly Hills Municipal Code does not require parking for public gardens. However, as demonstrated herein, the significant excess parking provided by the Project will be more than sufficient to accommodate any incremental demand for parking which may be generated by motorists driving to the site and visiting the public gardens.

Code Parking Calculation

The City of Beverly Hills Municipal Code – specifically, portions of Articles 27 and 28 from Section 10-3 of the Municipal Code – provides the applicable off-street parking requirements for the Project. *Table 1* attached to this memorandum provides the calculation of Code-required parking for the Project. The Code parking calculation was previously reviewed and approved by City staff.

As shown in *Table 1*, a total of 1,140 parking spaces are required for the Project, including 558 spaces for the residential component (residents and their guests) and 582 spaces for the hotel component, including all of the ancillary dining, spa, and retail facilities. For the hotel component, the calculation includes appropriate adjustments to the required parking for the guestrooms and commercial facilities as stipulated in the Municipal Code section due to the expected use of the ancillary facilities by hotel guests. As discussed earlier, the Project will be providing 1,162 parking spaces with the inclusion of the 22 parking spaces in the Project's overly large motor court.

Forecast Parking Demand

It can be reliably forecast that the actual parking demand at the Project will be substantially less than what would otherwise be required by the BHMC (i.e., 1,140 spaces) and the 1,162 parking spaces that are being provided in the Project. This is because the City's municipal code calculation of required parking is determined without consideration of the ULI's shared parking analysis which results in a reduced parking demand as compared to the Beverly Hills Municipal Code.

The second edition of the *Shared Parking* manual published by the ULI was consulted for purposes of preparing this parking demand analysis. The *Shared Parking* manual was prepared by the ULI through the collection and evaluation of parking utilization data for a variety of land uses (hotels, retail, restaurants, office, etc.) both on a "stand-alone" basis, as well as in a multi-use development setting. Based on the review of this data, the *Shared Parking* manual provides recommendations for adjusting baseline parking rates to account for variations in parking demand that occur throughout the day.

For example, at a typical hotel, the highest demand for parking associated with the guestrooms typically occurs at night when nearly all hotel guests are at the site for the evening. During the day, however, parking demand related to the guestrooms is substantially less as many hotel guests are off-site. Thus, the ULI manual provides hour-by-hour parking profiles (or indices) for land uses such as hotels expressed as a percentage of peak demand. For hotels, it is assumed that the guestrooms will generate 100% of their peak parking demand at 12:00 a.m. (midnight). However, during the daytime, the amount of parking generated by the guestrooms is much less (e.g., 55% of peak demand at 12:00 p.m. noon). Thus, a parking space used by a hotel guest in the evening can be used (shared) with a parker associated with another component in the Project (e.g., meeting room) that has a peak daytime or early evening parking demand.

Table 2 has been prepared to summarize the shared parking analysis for a weekend (e.g., Saturday) condition at the Project, which is expected to be the day of the week with the highest parking demand at the site. The analysis has been prepared using the time of day parking factors provided in the ULI *Shared Parking* manual for weekend conditions.

The following notes are provided related to the preparation of the shared parking analysis:

- As previously noted, the residential-related parking (resident and guest) at the Project would be separate from the hotel parking and thus would not be available for sharing. Accordingly, *Table 2* indicates a consistent demand for the 558 spaces required throughout the day for the residential uses as required by the Beverly Hills Municipal Code.
- For the guestroom, food and beverage, and meeting room/banquet space components, the unadjusted parking requirements for each of these uses (134, 267, and 284 spaces, respectively) were reduced by 15% per Beverly Hills Municipal Code Section 10-3-2866 (See Note 6 on *Table 1*), consistent with the calculation of the Code-required parking for the Project.
- For the food and beverage areas, the calculation of the parking for the all-day restaurant (2,633 s.f.), lobby lounge (1,907 s.f.) and outdoor area adjacent to the lobby lounge (1,000 s.f.) was determined through utilization of the ULI hotel restaurant parking profiles (5,540 s.f. total). The calculation of the parking for the remaining food and beverage areas, such as the Chinese restaurant (3,323 s.f.), rooftop bar (2,046 s.f.), VIP function room (2,847 s.f.), and associated outdoor dining (600 s.f.) was determined through utilization of the ULI fine dining parking profiles (8,816 s.f. total).
- The ULI *Shared Parking* manual provides separate parking profiles for hotel meeting room and banquet facilities (i.e., meeting rooms have a peak daytime parking demand whereas banquet facilities have a peak evening parking demand). Accordingly, the calculation of the parking for the meeting room (3,467 s.f.) and ballroom (4,475 s.f.) have been separated in the parking analysis.

Table 2 indicates that the peak parking demand for the Project is forecast to occur at 8:00 p.m. when 1,030 parking spaces would be utilized. This results in a surplus of 132 parking spaces when compared to the proposed supply of 1,162 spaces (which includes the motor court spaces).

It is noted that during the daytime hours, the forecast surplus of parking would be even higher than the evening condition. For example, at 1:00 p.m., *Table 2* indicates that 989 parking spaces would be utilized, resulting in a surplus of 173 parking spaces. Thus, there is expected to be a significant number of unused parking spaces available for persons who may drive to the site for the sole purpose of visiting the public gardens. The actual parking demand related to the public use of the gardens will likely be significantly less.

As previously noted, the Project proposes to operate the hotel's parking supply through valet attendants only (i.e., no self-parking). A valet-only system allows for the most optimum use of the parking supply as the parking attendants can arrange parked vehicles (e.g., short-term and long-term parking) so as to provide the most efficient use of the subterranean garage. The parking attendants are also immediately aware of available parking, and thus, will not need to circulate through the parking system to find unused spaces as may otherwise occur in a self-park operation. In addition, unless the parking garage provides complete separation of the valet parking from the self-parking, there will be inevitable conflicts between the trained professional valet parking attendants and the self-parkers who are likely unfamiliar with the parking facility that can lead to conflicts and actual delays in the delivery of cars to and from the motor court. Finally, based upon our experience with a multitude of hotels throughout California, the vast majority of luxury hotels are valet parked with no self-parking option. This is also the case in Beverly Hills.

With respect to mechanical parking and automated parking, we are not aware of any functioning systems that are suitable for a luxury hotel in Beverly Hills.

cc: File

**Table 1. One Beverly Hills
MOD 2**

City Code Parking Requirement

Revised on 10-7-15

10-7-15

Move BOH to Commercial. No 25% restaurant credit. Limit 50% commercial credit.
With appurtenant space reduction.

Use	Units	Quantity	Code Requirement	No. Spaces
Residential				
1-Bedroom	DU's	41	2.0 /DU ¹	82
2-Bedroom	DU's	72	2.5 /DU ¹	180
3-Bedroom	DU's	58	3.0 /DU ¹	174
4-Bedroom	DU's	15	3.0 /DU ¹	45
5-Bedroom	DU's	7	4.0 /DU ¹	28
Subtotal		193		509
Guest Parking		193	0.25 /DU ²	49
Total Residential				558
Hotel				
Rooms	Rooms	134	1.0 /room	134 ^{3,4,5}
Restaurant				
All-Day	SF	2,633 ⁷	{ 1 sp/45 sf dining &	
Lobby Lounge	SF	1,907 ⁸	{ bar <=9,000 sf;	
Chinese Restaurant	SF	3,323 ⁹	{	
Rooftop Bar	SF	2,046 ¹⁰	{	
VIP Function Room	SF	2,847 ²⁰	{ 1 sp/65 sf dining &	
Outdoor Dining	SF	1,600	{ bar area >9,000 sf	
Subtotal		14,356	Note 11	283
Subtotal w/ Apurtenant Exemption		13,351	Note 21	267
Commercial				
Restaurant BOH	SF	5,208	1.0 350 sf	15
Spa	SF	7,370	1.0 /350 sf ¹³	22
Hotel Boutique Shop	SF	2,484	1.0 /350 sf ¹³	8
Fitness Center	SF	7,065	1.0 /100 sf ¹⁹	0 ¹⁴
Subtotal		22,127		45
Meeting Room				
Meeting Area	SF	7,942 ¹⁶	1.0 /28 sf ¹⁷	284 ¹⁸
Total Hotel				730
25% Credit for Restaurant Uses			Note 12	0
50% Credit for Commercial Uses			Note 15	-45
Subtotal Hotel				685
15% Reduction			Note 6	-103
Net Hotel				582
Total Project				1,140

1. City of Beverly Hill Code 10-3-2816.
2. City of Beverly Hill Code 10-3-2817.
3. City of Beverly Hill Code 10-3-2730 B1.
4. City of Beverly Hill Code 10-3-2866 E1: 1/3 of the parking shall be used exclusively for hotel employee.
For 134 rooms = 45 sp parking which may be off-site parking if such parking is situated within 500 ft of the hotel.
5. City of Beverly Hill Code 10-3-2866 H: the parking requirement can be satisfied by providing tandem or compact parking spaces. Compacts may not exceed 25% of the required parking spaces. Such compact or tandem parking spaces shall be approved by conditional use permit in conjunction with a parking operations management program.
6. City of Beverly Hill Code 10-3-2866 I: the parking requirement may be reduced by not more than 15% where a finding is made in approval of the conditional use permit that; because of the location of the hotel, availability of public transportation; or proximity and concentration of shopping to the hotel site, the hotel use will not generate a need for the required number of parking spaces.
7. Total 4,567 sf where 2,633 sf is dining/bar area.
8. Total 1,907 sf where 1,907 sf is dining/bar area.
9. Total 5,585 sf where 3,323 sf is dining/bar area.
10. Total 2,682 sf where 2,046 is bar area.
11. City of Beverly Hill Code 10-3-2730 B9: 1 space per 45 sf of dinning and bar floor area
for the first 9,000 sf and 1 space per 65 sf of dinning and bar floor area in excess of 9,000 sf.
12. City of Beverly Hill Code 10-3-2730 B9: 25% of the spaces required to be provided for a building
or structure by City Code subsection 10-3-2730 B1 and 10-3-2730 B10 may also be applied toward the requirements
of City Code subsection 10-3-2730 B9. **This not applied per City's comments.**
13. City of Beverly Hill Code 10-3-2730 B10. Conservative assumption: no hotel ancillary uses except fitness center.
14. Fitness center is private ancillary use of hotel.
15. City of Beverly Hill Code 10-3-2866 D1: 50% of the hotel room parking may be credited to commercial parking requirements.
Limited to commercial requirement.
16. Includes ballroom and all meeting rooms. Excludes pre-function room, screening room and bridal room.
17. City of Beverly Hill Code 10-3-2730 B4.
18. City of Beverly Hill Code 10-3-2866 C: if the hotel is approved by conditional use permit, the minimum parking
requirement is 1 sp for two occupants, so would be 265 spaces (15 sf/occupant, max occupant is 529).
19. City of Beverly Hill Code 10-3-2730 B14.
20. Total 3,223 sf where 3,223 sf is dining/bar area.
21. Section 10-3-2688 F. Appurtenant parking is exempt. 67 rooms (half of 134 total rooms) * 15 sf/room = 1,005 sq. ft. can be
deducted from FOH sq. ft. 14,356 - 1,005 = 13,351 sf.

Table 2
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
ONE BEVERLY HILLS PROJECT

Land Use	Hotel	Hotel Restaurant & Lounge	Destination Restaurant & Lounge	Meeting Room	Banquet Space	Residential [4]	Shared Parking Demand
Size	134 Rms	5,540 KSF	8,816 KSF	3,467 KSF	4,475 KSF	193 DU	
Parking Rate[2]							
Gross Spaces	114 Spc.	88 Spc.	139 Spc.	105 Spc.	136 Spc.	558 Spc.	
Time of Day [3]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	
6:00 AM	108	0	0	0	0	558	666
7:00 AM	108	9	0	0	0	558	675
8:00 AM	103	26	0	53	41	558	781
9:00 AM	91	9	0	105	82	558	845
10:00 AM	80	9	0	105	82	558	834
11:00 AM	80	4	21	105	82	558	850
12:00 PM	74	88	70	105	88	558	983
1:00 PM	74	88	76	105	88	558	989
2:00 PM	80	29	63	105	88	558	923
3:00 PM	80	9	63	105	88	558	903
4:00 PM	86	9	63	105	88	558	909
5:00 PM	91	26	83	105	136	558	999
6:00 PM	97	48	125	53	136	558	1,017
7:00 PM	97	53	132	32	136	558	1,008
8:00 PM	103	62	139	32	136	558	1,030
9:00 PM	108	59	125	11	136	558	997
10:00 PM	108	53	125	0	68	558	912
11:00 PM	114	35	125	0	0	558	832
12:00 AM	114	26	70	0	0	558	768

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates per Beverly Hills Municipal Code. See Table 1 for details.
- [3] Time of day parking rates based on the weekend parking demand ratios (for customers), as summarized in Table 2-6 of the "Shared Parking" manual.
- [4] Parking allocated for residential use is assumed to be separate and secured; thus, it is not available for sharing with other project components.