



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

March 6, 2014

TO: Traffic & Parking Commission
FROM: Timothea Tway, Assistant Planner
SUBJECT: In-Lieu Parking Study

Introduction

At the direction of the City Council, staff has procured a consultant team, headed by Nelson Nygaard Consulting Associates, to evaluate the current In-Lieu Parking program in the Business Triangle and study the potential expansion of the program to additional areas of the City.

This report provides the Traffic & Parking commission with an introduction to the study and an opportunity to provide initial comments that will be included in the City Council report on the study. Once the study is completed, it is anticipated that there could be legislative changes related to in-lieu parking based on City Council feedback and direction. Staff will engage the Traffic & Parking Commission in a more robust discussion on the program should the Council wish to pursue such legislative changes.

Overview of Scope

This study is a City Council priority item and staff is anticipating presenting the findings to City Council in May 2014 in order to provide the Council with information prior to the budget process and to help inform Council priorities.

The main goal of the study is to determine the feasibility expanding the In-Lieu Parking program to defined study areas. The study areas include:

- South Beverly Dr. from Wilshire Blvd. to Olympic Blvd.
- Robertson from Wilshire Blvd. to Olympic Blvd.
- South Santa Monica Blvd. from Wilshire Blvd. to Moreno Dr.
- Wilshire Blvd., east of the Business Triangle to the edge of City Limits, and
- Olympic Blvd. from Rexford Dr. to Robertson.

Other tasks that will be undertaken by the consultant include:

- Evaluating the existing in-lieu program
- Determining the cost and feasibility of constructing public parking in the study areas,
- Making recommendations on parking needs and resources in the study areas
- Providing supplemental information on industry best practices, and
- Assessing the zoning standards on Robertson Boulevard.

For more information, please see the full project scope attached to this report.

Next Steps

Staff will return to the Traffic & Parking Commission on April 3, 2014 with more information about preliminary findings of the study. Presentations will be made to the Planning Commission in March and April regarding the study. Staff will also work closely with the Traffic & Parking Commission if the City Council wishes to pursue any legislative changes related to the In-Lieu Program after the study is completed.

Attachment 1

In-Lieu Parking Study Project

Description and Scope

IN-LIEU PARKING STUDY PROJECT DESCRIPTION & SCOPE

The City of Beverly Hills currently offers an In-lieu Parking Program for the 'Business Triangle' (central business district; home to Rodeo Drive). The City's In-lieu Parking Program allows certain businesses, located within the Business Triangle, to pay into a fund for future parking rather than provide all physical parking spaces as required by the City's zoning code. The current program establishes a set of criteria that the property, the building, and the business must meet to be eligible to participate in the program.

City Council directed City Staff to review the City's current In-lieu Program and make recommendations on the potential expansion of the program to new commercial areas in the City. The primary interests related to the expansion of the program are to establish a market appropriate cost structure for participating businesses within the current program area and potential expansion areas (study areas), accumulate funds for the purpose of developing new public parking structures, and facilitate economic development in the proposed expansion areas. As part of this review, the City has hired a consultant to:

1. evaluate the existing In-lieu program including fees and payment structure;
2. determine the cost and feasibility of constructing public parking in study areas; and,
3. make recommendations on parking needs and maximizing parking resources in study areas.

The study areas for this project include (see attached map):

- The existing In-lieu area, defined as:
 - The "Business Triangle" bounded by Crescent Dr., Wilshire Blvd., and Santa Monica Blvd. (incl. south side of Wilshire from Crescent to Spalding Dr.)
- The potential In-lieu Area A; defined as:
 - South Beverly Dr. from Wilshire Blvd. to Olympic Blvd.;
 - Robertson from Wilshire Blvd. to Olympic Blvd. (North of Gregory Way is Beverly Hills on both sides of the street; South is Beverly Hills on the West side of the street); and
 - South Santa Monica Blvd from Wilshire Blvd., West, to Moreno Dr.
- The potential In-lieu Area B; defined as:
 - Wilshire Blvd., east of the Business Triangle to the edge of City Limits; and
 - Olympic Blvd. from Rexford Dr., east, to Robertson.

The consultant will complete the following four tasks:

Task 1 – Evaluate the Existing In-Lieu Program

- Provide an independent evaluation of the current In-lieu fee structure (currently only active in the Business Triangle) and identify what is working or not working; requiring improvement or complete overhaul;
- Assess various payment structures of the In-lieu Program including, but not limited to:
 - Up-front payment of all fees
 - Payment of In-lieu fees in annual installments

- Lease of spaces
- Determine if the current fees compared to construction costs are appropriate based on:
 - Trends in other municipalities; and
 - Existing market/economic research (e.g. is there an identified threshold that developers won't cross when deciding between building parking or utilizing the In-lieu option?).

Task 2 – Determine Cost and Feasibility of Constructing Public Parking in Study Areas

This phase of the project should result in a comprehensive analysis of the current/market cost of constructing parking spaces in the expansion areas, as previously identified. At a minimum the consultant should:

- Prepare a summary of construction costs for new parking facilities in Expansion Area A and Expansion Area B (cost each out separately). This analysis should be completed with and without the cost of land acquisition and include CPI and Engineering Cost Index. Parking facilities to be studied include:
 - Surface parking lot;
 - Above-grade parking garage;
 - Below-grade parking garage; and
 - Cost-per-space for an automated enclosed parking garage including:
 - An above-grade parking garage;
 - A below-grade parking garage; and
 - A parking garage that is both above and below-grade.
- Conduct a suitability analysis for the construction of a municipal parking structure on each street within the Potential Expansion Areas based on the following:
 - The cost of land in the area;
 - The number and size of land parcel(s) needed to construct a viable parking garage; and,
 - Adequacy of vehicle accessibility at these identified areas.
 - Note: to the extent feasible, the city is willing to encroach underneath the sidewalks and streets to expand a subterranean garage (staff will provide additional information).

Task 3 – Make Recommendations on Parking Needs and Maximizing Parking Resources in Study Areas

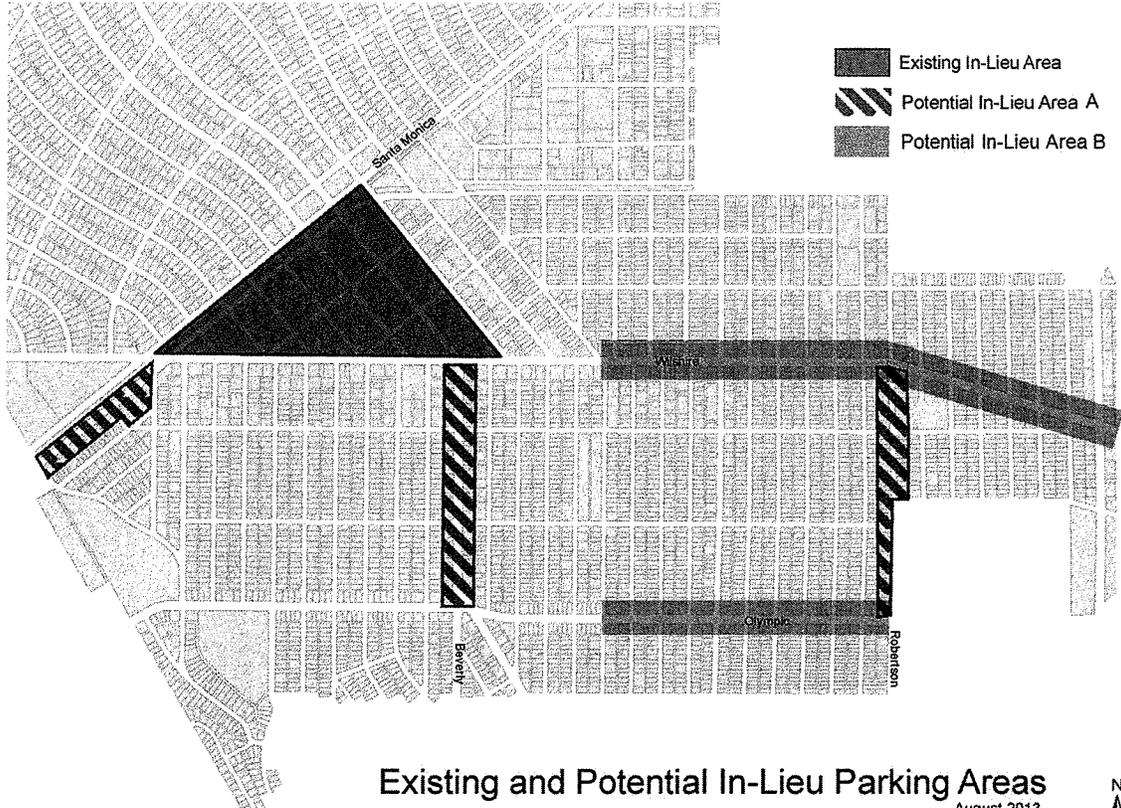
- Determine a recommended number of new parking spaces that would be necessary to supplement the on-street parking in each of the expansion areas, taking into account the inventory of private parking areas based on:
 - Current need: parking need given square footage of existing commercial spaces on these streets using the minimum parking requirements;
 - Moderate future need: future parking needs assuming 30% of buildings/properties in each expansion area change to more parking intensive uses allowed in the given area; and,

- High future need: future parking needs assuming 85% of buildings/properties in each expansion area change to more parking intensive uses allowed in the given area.
- Identify ways to use in-lieu fees to subsidize spaces in private lots;
- Evaluate the amount of development needed in order to fund a new parking structure within the proposed expansion areas (does not include the Business Triangle);
- Make recommendations on whether or not the same type of businesses and uses that can participate in the existing In-Lieu Program should be allowed to participate in the expansion areas (e.g. same participation parameters) or if the parameters for participation should be different for the expansion areas; and,
- Provide “pros and cons” of expanding the In-lieu program before a parking structure is built in the expansion area. If possible, provide information on how other cities have implemented an In-lieu program in areas prior to the construction of a parking facility.

Task 4 – Supplemental Information: Industry Best Practices

It is of interest to the City to explore options to provide more parking or fund parking facilities that don't include an In-Lieu parking fee structure. The deliverable of this task is meant to serve as a qualitative (NOT quantitative) reference for decision-making. Staff is looking for qualitative recommendations of viable alternatives that other California cities have successfully used such as:

- Parking Assessment Zoning
- Parking Impact Fees based on property usage in the indicated areas
- Business Improvement Districts
- Partnerships with private land owners/businesses with substantial on-site parking to utilize their excess parking capacity (even if use/partnership is limited to the evenings and weekends).



Existing and Potential In-Lieu Parking Areas
August 2013

