

MEMORANDUM

To: Mike Nilsson
From: Linda Rhine and Bonnie Nelson
Date: August 12, 2008
Subject: In-Lieu Parking Fee

Introduction

An in-lieu parking fee gives developers the option to pay a fee in lieu of providing some portion of the number of parking spaces ordinarily required by the city's zoning ordinance. The fee could be structured as either a fixed one-time fee per space or an annual fee per space. The fees collected can then be used to build public parking spaces, purchase private spaces for public use, or to support transportation demand management strategies and/or improve overall mobility in the downtown area. Several adaptive reuse redevelopment projects proposed for downtown Glendale will not be financially or architecturally feasible if the projects are forced to provide all of the City's minimum parking standards on-site. An in-lieu fee could encourage new development of the highest architectural and urban design quality as well as the redevelopment of vacant, underutilized, historic, and/or dilapidated buildings downtown.

In-lieu fees have many benefits for both cities and developers. The fees provide flexibility for developers. If providing all of the required parking would be difficult or prohibitively expensive for developers, then they have the option to pay the fee instead.¹ This is particularly useful for historic buildings, which often have limited parking included at the facility. By eliminating the requirement for on-site parking, in-lieu fees make it easier to restore historic buildings. In this way, in-lieu fees can encourage businesses to locate downtown and help to avoid vacancies. In addition, since the fees can be used to pay for spaces in public lots, more uses can share parking. Shared parking works best when uses with different peak demand periods share spaces (such as movie theaters which have a peak demand at night and offices which have a peak demand during the day), thereby reducing the number of spaces needed to meet the combined peak parking demands. Shared parking also has the benefit of encouraging drivers to park once and visit multiple sites on foot rather than driving to and parking at each site. This reduces vehicle traffic and increases foot traffic, creating a safer pedestrian environment.

¹ Donald Shoup, The High Cost of Free Parking, 2005

An in-lieu fee ordinance can be combined with other techniques for meeting parking requirements including the use of shared parking, tandem or valet parking or stacked parking to encourage better management of parking spaces provided on and off-site.

Current Glendale Parking Regulations

Glendale’s Municipal Code contains rules for minimum parking requirements, change of use regulations, reduction of parking requirements and parking fund expenditures. Further details about these rules and regulations are described below.

Minimum Parking Requirements

Glendale has regulations requiring that both residential and commercial uses provide a minimum number of parking spaces. Each use has a specific minimum requirement (see Figure 1). For most commercial uses, the amount of parking required actually takes up more square footage than the use itself (see Figure 2).

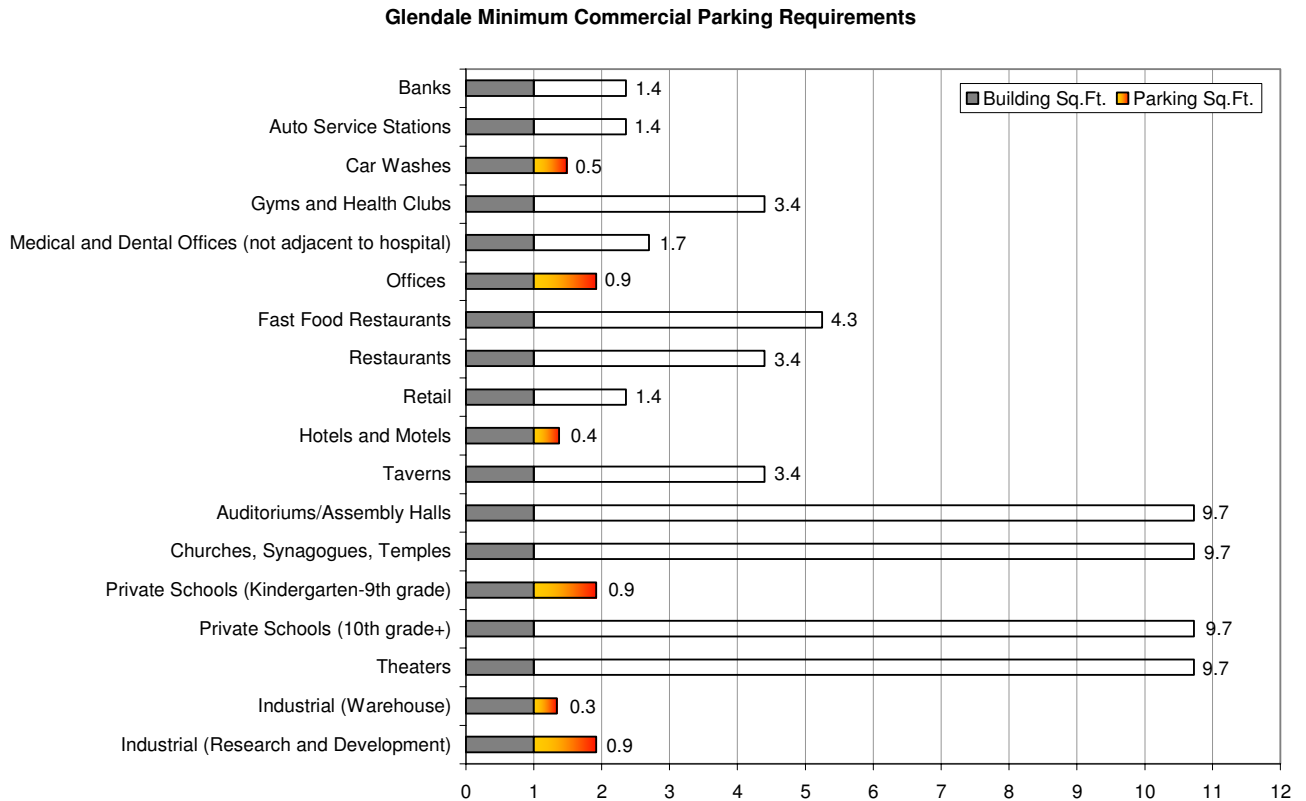
Figure 1 Commercial Minimum Parking Requirements for Glendale

Land Use	Spaces per 1,000 Sqft	Notes
Banks	4.0	<i>4 per 1000 sqft of customer service area, 2.7 per 1000 sqft office floor area</i>
Auto Service Stations	4.0	<i>never less than 3 spaces</i>
Car Washes	1.4	<i>never less than 10 spaces</i>
Gyms and Health Clubs	10.0	
Medical and Dental Offices (not adjacent to hospital)	5.0	
Offices	2.7	<i>offices where primary use is treatment of no more than 2 clients at a time</i>
Fast food restaurants	12.5	
Restaurants	10.0	
Retail	4.0	
Hotels and Motels*	1.1	<i>one space per habitable room</i>
Taverns	10.0	
Auditoriums/Assembly Halls	28.6	<i>or one space per five fixed seats</i>
Churches, Synagogues, Temples	28.6	<i>where no fixed seats</i>
Private Schools (Kindergarten-9th grade)	2.7	
Private Schools (10th grade+)	28.6	<i>or one space per five fixed seats</i>
Theaters	28.6	<i>or one space per five fixed seats</i>
Industrial- Warehouse	1.0	
Industrial- Research and Development	2.7	

*Special Assumptions for Hotels/Motels

Source: Glendale Municipal Code – Title 30, Zoning Code; Section 30.32.030

Figure 2 Comparison of Building Square Feet to Parking Square Feet Required



Source: Glendale Municipal Code- Title 30, Zoning Code, April 2005, Table 30-32 – A

Change of Use Regulations

If a building is expanded, remodeled, or the use of the building changes, the building may be required to provide more parking than its previous use. According to the Glendale zoning code, if a building expansion creates an increase in floor area or additional seats; then additional parking must be provided to meet the minimum parking requirements.² Addition of floor area up to 25% for a historic resource is exempt from these requirements.

When a change in use requires more off-street parking than the previous use, additional parking spaces are required to address the new use. For example, if a full service restaurant was to be converted into a fast food restaurant, since full service restaurants are required to provide 10 spaces per 1,000 square feet of floor area and fast food restaurants are required to provide 12.5 spaces per 1,000 square feet of floor area, the new use would be required to provide 2.5 additional spaces per 1,000 square feet of floor area. For a building with 4,000 square feet of floor area, this would mean 10 additional parking spaces would be required for the change in use. However, there are some exceptions to this rule. Any change of use permitted in a historic building is not required to provide additional parking. Changes in use of commercial spaces under 2,000 square feet are not required to add more parking.

² Glendale Municipal Code – Title 30, Zoning Code; Section 30.32.030

Change of use regulations are particularly pertinent to Brand Boulevard and other streets in downtown Glendale, where small commercial spaces turn over and a number of vacancies present opportunity sites for new development. Given the presence of the Alex Theater, movies and other entertainment venues on Brand, restaurants and other retail/commercial outlets may be interested in developing in underutilized parcels along Brand; however, with limited options for on-site parking, it is difficult to encourage developers to locate to Glendale's "Main Street" because it is difficult or impossible to provide required parking. Developers at these sites almost always require exemptions from parking requirements, described below, which are fully discretionary. Developers are less likely to go through the process of obtaining a property or leasing a site if they are unsure whether they will be allowed to go forward.

Administrative Exceptions

If the owner would like to make a minor change to the parking requirement for a change of use project, they can apply for an administrative exception.³ The applicant may ask for a maximum of three spaces or a five percent reduction, whichever is greater, in the number of total parking spaces required for the building after a change of use. The zoning administrator will consider and render decisions on any administrative exception and may impose conditions to safeguard and protect the public health, safety and promote the general welfare, to insure that the development so authorized is in accordance with approved plans and is consistent with the objectives of the ordinance. The administrative exception will only be granted if the zoning administrator finds in writing that:

- The granting of the exception will result in design improvements, or there are space restrictions on the site which preclude full compliance with Code requirements without hardship
- The granting of the exception, with any conditions imposed, will not be materially detrimental to the public welfare or injurious to the property or improvements in such zone or neighborhood in which the property is located
- The granting of the exception will not be contrary to the objectives of the applicable regulations

It is the responsibility of the applicant to provide proof supporting the above statements.

Reduction of Parking Requirements

Beyond administrative exceptions, a discretionary process for reduction of parking requirements does exist in Glendale.⁴ The following types of projects might qualify for a reduction:

- Mixed use
- New construction and use intensification near public parking
- Uses adjacent to transit
- Projects in redevelopment areas
- Disabilities upgrade

³ Glendale Municipal Code – Title 30, Zoning Code; Section 30.44 – Administrative Exceptions

⁴ Glendale Municipal Code – Title 30, Zoning Code; Section 30.50 – Request for Parking Reduction Permit

Applicants can request parking reductions for other reasons as well. For projects within the DSP, requests must be approved by the City Council and follow the parking reduction procedure. For any request, the Director of Planning may require a parking demand study conducted by a licensed traffic engineer or other transportation professional.

In addition, the Director of Planning or the Director of Development Services shall set the matter for public hearing and notify the City Clerk of the hearing date.⁵ The City Clerk shall give notice of the public hearing. The notice shall contain the date, time and place of the hearing, the general nature of the parking reduction and the street address or legal description of the property involved.

Between 2000 and 2005, 72 parking requirement reduction requests were made in Glendale. In total, these properties ordinarily would have been required to provide 3,069 parking spaces. Reduction requests varied from 6% to 100% of required spaces. Overall, the properties proposed to provide 1,273 spaces, a reduction of 59% from the required number of spaces.

Currently, when the city grants parking reduction permits, it gets nothing in return. Providing the option of paying an in-lieu parking fee to satisfy some portion of a property's parking requirements would reduce the number of parking requirement reduction requests made, thus reducing administrative work involved in this process, and would raise money for the city.

It should be noted that a parking reduction permit allows developers to reduce the minimum parking requirements for a specific development. However, applying for a reduction gives no guarantee that it will be granted. By contrast, an in-lieu fee would allow developers to satisfy the minimum parking requirements by paying a fee per space not provided. Should the developer decide to pay the fee, they will have a guarantee that those spaces paid for by the fee will be counted towards meeting the minimum parking requirement. Paying the fee will not require the applicant to conduct a parking demand study or go to City Council.

Currently there is no in-lieu fee ordinance in place. However, should the in-lieu parking fee ordinance be adopted, developers will still have the option to apply for an administrative exception or a parking reduction permit should they so choose. Therefore, in order to avoid unnecessary permit requests, it might be beneficial to set the in-lieu fee level low enough to discourage developers from trying to continually "go around" the in-lieu fee ordinance by applying for a parking reduction permit. Developers may feel like they could get a better deal if they went directly to Council rather than following the ordinance.

Parking Use Permit

If a development does not have enough parking on-site to its meet minimum parking requirements, it may be able to satisfy some portion of its parking requirements off-site by applying for a parking use permit.⁶ Off-site parking facilities secured by a lease may be used to satisfy the parking requirements for change of use projects. Off-site parking spaces secured by a covenant may be used to satisfy parking requirements for either change of use or new construction projects. For projects within the DSP, the Director of Planning will determine whether a public hearing is necessary. The permit will ultimately be granted by either the Director or the City Council.

⁵ Glendale Municipal Code – Title 30, Zoning Code; Section 30.61 – Hearings and Public Notices

⁶ Glendale Municipal Code – Title 30, Zoning Code; Section 30.51 – Parking Use Permit

Currently, there is no prescribed procedure for developers to lease parking spaces in public garages. However, the City has recently negotiated a parking space lease agreement with the developer of the DPSS Building, a project involving reuse of a historic building where on-site parking was not possible.⁷ This agreement was negotiated outside of a fee ordinance, and the developer did not need to obtain a parking use permit. However, this agreement can be seen as an example of the type of lease agreement that would be required to obtain a parking use permit.

The DPSS building, located at 225 E. Broadway, Glendale, California, was constructed at a time when on-site parking was not required and consequently has no parking available on-site. In addition, since the use of the building will not change, as it will remain an office building, no additional on-site parking is required in order to satisfy the current minimum parking requirements. However, in order to provide parking for tenants, the developer elected to lease 178 parking spaces in nearby public parking garages. The City and the developer entered into a parking space lease agreement in which the developer agreed to lease 178 spaces in the Glendale Marketplace and Exchange parking garages. The developer agreed to pay market rate for each space (in the form of a monthly parking permit) in addition to a premium of \$13.75 per space per month. The developer shall have the right to use the spaces on a non-exclusive basis in common with all other public users of the parking garages. Users must show the permit in order to enter the garage.

Developers of other buildings with no on-site parking may wish to enter into similar agreements in order to guarantee monthly parking passes for their tenants. In addition, developers may wish to enter into a similar agreement in order to satisfy some portion of their minimum parking requirements through leasing spaces in public garages, in which case the developer must apply for a parking use permit. It should be noted that parking space lease agreements are separate from the in-lieu fee. Payment of an in-lieu fee does not entitle a developer to specific parking spaces elsewhere in the city. Even if the developer pays an in-lieu fee, if the developer would like to reserve spaces in a public parking garage they will have to make a separate arrangement.

Parking Fund Expenditures

Currently, money collected from parking meters and parking garages is put into the City's Parking Fund. Money in the parking fund can be used only for related activities such as parking meters, parking lot enforcement, architectural and engineering studies and analyses, purchase and maintenance of off-street parking facilities, and can be transferred to the general fund if approved by the City Council. The Parking Fund is currently managed by the Transportation and Traffic Section of the Department of Public Works. The Department submits an annual accounting of the amount in the fund and a budget for fund expenditures. Although the fund was intended to be used as a source of funding for new parking, the Downtown Mobility Plan determined that new parking facilities are not needed in Downtown Glendale; rather that improved parking management and an emphasis on other modes would provide enhanced mobility in the downtown area.

In the future, when in-lieu revenues are also available, they could be deposited in the same fund, which should be broadened to address not only future parking supply, but also the other recommendations of the Mobility Plan, including improvements to all modes and demand

⁷ DPSS Parking Space Lease Agreement for Parking in the Glendale Marketplace and Exchange Parking Garages, January 17, 2008

management strategies. This is discussed in more detail at the end of this memorandum and will be the subject of additional analysis.

Peer Review

Many cities have already implemented in-lieu fees. Figure 3 summarizes the per-space in-lieu fees for twelve Californian cities in 2008.

Figure 3 Summary of In-Lieu Fees in Californian Cities

City	Fee Amount	Year Initiated	Fee Adjustments	Fee Revenue Expenditures
Beverly Hills	Rodeo: \$35,704.30 Beverly: \$28,563.40 Other CBD: \$21,422.40	1940's	Adjusted annually based on cost of living index	Used to construct parking garages on city owned lands and in partnership with private development
Davis	\$4,000	1970's	Adjusted on an as-needed basis	Held in a consolidated off-site parking fund program, spent on construction of public parking resources and parking structures downtown
Hermosa Beach	\$28,900	1980's	Adjusted on an as-needed basis	Used for construction of parking garages
Huntington Beach	\$16,884.39	1995	Adjusted annually based on CPI	Generally will be spent to provide parking in downtown
Laguna Beach	\$20,000	1960	Adjusted on an as-needed basis	
Millbrae	\$12,313	1987	Adjusted annually based on CPI	Used to improve parking in the city's commercial district. Have been used to enhance and modify the city's three municipal lots and for re-striping of the downtown area
Monterey	\$8,710	1960's	Adjusted annually based on CPI	Transportation demand management; operating funds for a free downtown shuttle "the Wave".
Mountain View	\$26,000	1988	Adjusted as needed based on cost of construction	Used to construct parking garages in downtown, provide shared parking facilities
Palo Alto	\$58,423	1995	Adjusted annually based on construction cost index	Used for construction of public parking spaces within the assessment district
Pasadena	\$146.53 per year	1987	Adjusted annually based on CPI	Used to build parking garages
Pismo Beach	\$36,000	2005	Adjusted on an as-needed basis	Spent on parking improvements including property acquisition, parking structure construction, parking lot lease fees, parking lot maintenance, implementing downtown paid parking program

City	Fee Amount	Year Initiated	Fee Adjustments	Fee Revenue Expenditures
San Luis Obispo	New construction: \$16,400 Change of use: \$4,100	1987	Adjusted annually based on CPI	Placed in the Parking Enterprise Fund, used for operations, maintenance, and new construction of parking facilities

Several other Southern Californian cities were also contacted, which do not have per-space in-lieu fees. These cities are summarized in Figure 4 below. However, the city of Alhambra states that development located near public parking can use these off-site spaces towards meeting their parking requirements. It should also be noted that although Santa Monica does not have a per-space fee, they do have an option for developments within the Bayside District to pay a fee of \$1.50 for every new square footage of building space added after 1986 for which parking is not provided.

Figure 4 Californian Cities without Per-Space In-Lieu Fees

City	Fee Status	Comments
Alhambra	No Fee	Development within 400 lineal feet of public parking lots can take credit for the public spaces toward meeting their parking requirement
Anaheim	No Fee	Code-required parking must be provided unless a parking study is completed and determines the actual demand of a project is less than the code-required demand
Irvine	No Fee	When a project is unable to provide the code-required parking, a request for Administrative Relief may be submitted to the City per Zoning Code Section 4-6-3
San Bernardino	No Fee	
Santa Clarita	No Fee	
Santa Monica	Building Fee	Fee is \$1.50 per SF of building space for which parking is not provided; no per-space fee
Oxnard	Pending	Pending approval of the City Council, fee will likely be \$3,500 per space
Long Beach	Suspended	Fee did not cover cost of providing parking, reanalysis required before the fee would be reinstated
Newport Beach	Suspended	A reduction or waiver is possible through at Use Permit, otherwise all required parking must be provided on site

Descriptions of how per-space in-lieu fees are administered in four of Glendale's peer cities are presented below. It should be noted, however, that Pasadena applies an annual fee whereas most cities apply a one-time fee.

Pasadena, California

In contrast to the automobile image of the City of Los Angeles, Pasadena has gained a reputation for its pedestrian-friendly, vibrant downtown, that combines a mix of uses with easy access by the automobile. However, this was not always the case. By the 1970's Old Pasadena had become run-down and somewhat of a skid row. Revitalization of the area occurred throughout the 1980's. When the Parking Credit Program was initiated in 1987, the parking in-lieu fee was

set extremely low in order to encourage development in the area. Old Pasadena has since been transformed into a restaurant and entertainment center, and a major attraction in Southern California.

The city's "Parking Credit Program" allows property owners in Old Pasadena to pay a fee in lieu of satisfying minimum parking requirements on-site. This is particularly important in allowing adaptive reuse of historic buildings that were built without parking, where minimum parking requirements would be triggered by a change in use. Since few of the buildings in this historic part of the city have off-street parking, this removed one of the major barriers to adaptive reuse. The fee is collected annually, rather than as a lump sum which is common in many other cities, allowing developers to avoid financing problems. However, this approach has created some revenue collection issues, particularly where property has changed owners. The fee is set at an extremely low rate (\$146.53 per year per space in 2008). In 2002, the criteria were tightened, with eligibility limited to designated historic buildings, and buildings that would require additional parking following rehabilitation or a change in use. In-lieu fee revenue helped to fund two public parking structures, which total 1,567 spaces, and provided a public contribution to a private structure that is open to the public. One space has been built for every 1.5 parking credits awarded; fewer spaces are required since spaces are shared between uses. The in-lieu fee typically provides only a small portion (5%) of the funding needed to build and operate its public garages. However, because the city collects the great majority of the revenue needed to build and operate parking from hourly and monthly parking charges (see Figure 5), it does not need to collect much revenue from its in-lieu fees.

Figure 5 Old Pasadena Parking Meter Revenues and Expenditures, FY2001

Meter Charges	\$1,288,012	\$1,867 per meter
Valet Charges	\$68,915	Valet use of meter spaces
Investment Earnings	\$89,067	Interest on fund balance
Total Revenue	\$1,445,994	\$2,096 per meter
Operating	\$162,127	Including personnel, cash handling and materials
Capital	\$102,338	Lease payments and replacements
Total Expenses	\$264,465	\$383 per meter
Net Revenue	\$1,181,529	\$1,712 per meter
Security	\$247,681	Additional police patrols
Lighting Services	\$20,600	
Additional Sidewalk / Street Maintenance	\$410,796	
Marketing	\$15,000	
Debt Service	\$448,393	For streetscapes and alleyways
Total Expenditures in Old Pasadena	\$1,142,470	

Source: City of Pasadena

Beverly Hills, California

The in-lieu fee program in Beverly Hills dates back as far as the 1940's. The program has changed and evolved over the years to maintain effectiveness for the city. Originally the fee was calculated based on the cost of land and improvements, however, as these costs increased, interest in the program dropped. Now the fee is set at a level to cover the cost of constructing a parking stall. The fee only applies to the central business district (CBD). Currently the city has three different fee amounts according to distance from the central business core:

- Inner CBD core (Rodeo Dr.): \$35,704.30 per space
- Mid-CBD (Beverly Dr.): \$28,563.40 per space
- Outer CBD: \$21,422.40 per space

The fee is readjusted every year, along with all other city fees, based on the cost of living index. However, the city is planning to re-assess the fee in the near future since construction costs have increased dramatically. Current building costs for subterranean parking spaces in Beverly Hills have been estimated at between \$65,000 and \$80,000.

The in-lieu fee is defined in the city's code and the program is administered by the Community Development Department. The applicant applies through the Planning Division and must receive approval from the Planning Commission. Once approved, the applicant will pay the fee in order to receive a building permit. The Building and Safety Division collects the fees, which are placed in the In-Lieu Parking Fund. These funds are then used to construct parking garages on city owned lands and recently have been used in partnership with private development.⁸

Mountain View, California

Mountain View's current in-lieu fee is a one-time fee of \$26,000 per space. The fee is not adjusted annually, however, the fee has been reset twice since its inception in 1988. The original fee was \$9,000. In 1991 the fee was increased to \$13,000 based on the actual cost of construction for the first downtown garage built in Mountain View. In 2000 the fee was increased again to its current value of \$26,000. The updated fee was agreed upon in consultation with the City's Downtown Committee and was in line with projected costs for the construction of a new City garage.

The fee was codified in the Downtown Precise Plan and applies to a specific parking district within this Precise Plan Area. The intent of the fee is to provide shared parking facilities to accommodate those sites within the Parking District that cannot or opt not to provide parking on-site. The fee is paid to the Parking District, which is administered by the Community Development Department, and is used to construct new parking. So far, money generated from the in-lieu fee has been contributed to the construction of two parking garages in Downtown Mountain View.⁹

Monterey, California

The City of Monterey's Parking Adjustment fee has been in existence since the 1960's. Developers have the option to either pay a one-time fee or a monthly fee per space. The one-time fee is \$8,710 per space and the monthly fee is \$72.58 per space per month. These fees are adjusted each year on July 1st according to the CPI. Fee agreements are handled by the city's Planning Division. Rather than investing the money solely in parking, fee revenue is contributed to transportation demand management, in order to reduce the demand for parking. In particular, the fees are used to help offset some of the costs of a free, city-run shuttle which operates in the summer and during some holidays.¹⁰

Establishing In-Lieu Fee Rates

Setting an in-lieu fee is complicated, requiring a fee that is high enough to generate revenue for needed parking and mobility projects without being so high that a developer would rather simply build parking. If the fee is set too high, it could be cost-prohibitive for potential developers, which might lead to empty storefronts or cancelled projects. However, if the fee is set too low, then it will not be able to fund measures to replace parking or reduce the demand for parking. To give a basis for comparison, examples of one-time, per-space in-lieu fees in

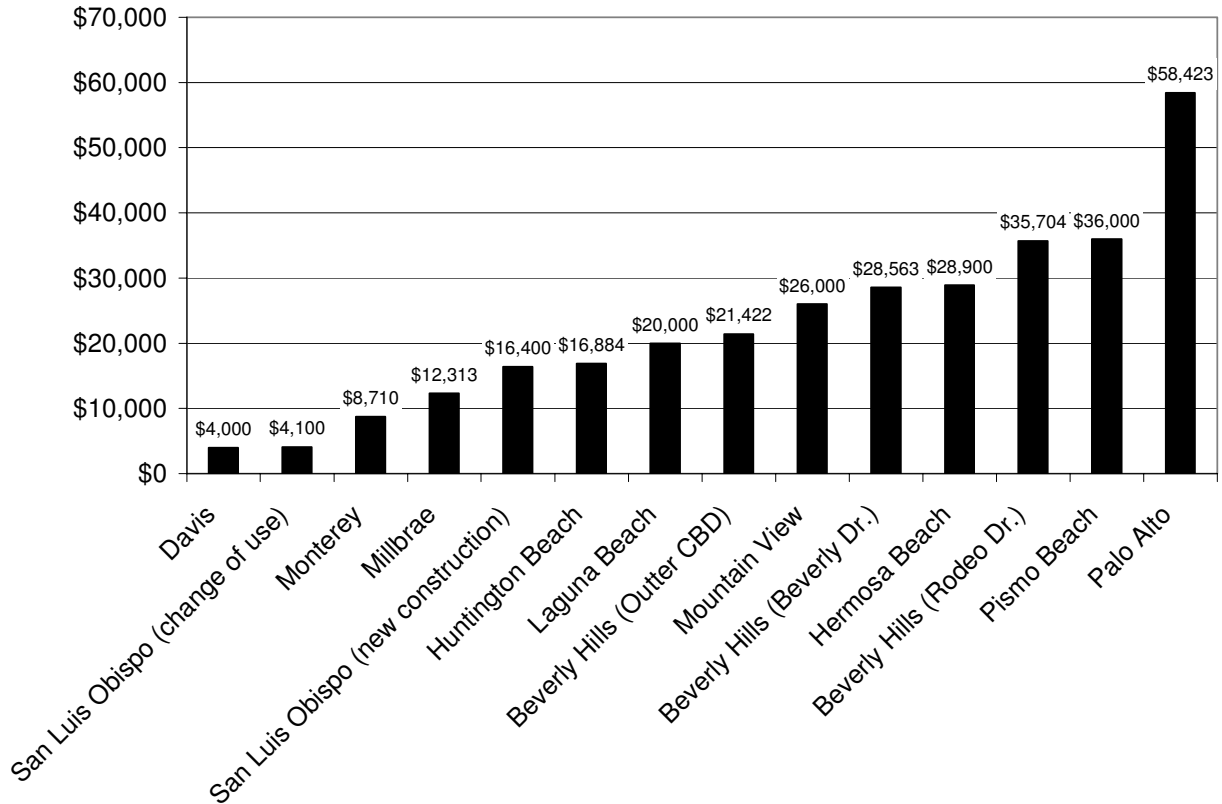
⁸ Email communication with Peter Noonan, City of Beverly Hills Community Development Department, June 12, 2008

⁹ Email communication with Rebecca Shapiro, City of Mountain View Planning Division, June 13, 2008

¹⁰ Email communication with Wayne Dalton, City of Monterey Parking Superintendent, June 17, 2008

Californian cities, as discussed in the previous section, are shown below in Figure 6. In addition, the in-lieu fee for Pasadena is \$146.53 per space per year.

Figure 6 In-Lieu Fees from Californian Cities



Cost to Build Parking

An analysis of the annualized costs of building parking in Glendale was conducted in order to provide a reference point for determining the in-lieu parking fee. This scenario simulates a hypothetical situation in which a five story parking garage is built on top of an existing 100-space surface lot.

The assumptions used for this analysis are listed below:

- A five-story parking garage with six parking levels (parking on roof level)
- A structured garage displaces a 100-space surface parking lot on a 34,000 square foot (0.78 acre) site
- 80 spaces on each parking level for a total of 480 spaces
- Parking space size 340 square foot per space (or 128.1 spaces per acre)
- Land value in Downtown Glendale is approximately \$250 per square foot
- Direct cost refers to direct construction costs

- Soft cost refers to architectural and engineering fees
- Debt service equals payments needed to repay project costs over the lifetime of the structure
- 5% interest (tax-free municipal bonds)
- 35-year useful life
- Operation/maintenance and enforcement costs are based on the city's 2005 operation and maintenance costs for the Marketplace Garage

Under this scenario, the total project costs are \$18 million for the entire project or \$47,483 per space gained, as illustrated in Figure 7. This is in line with the cost per space added for several recent downtown public parking garages in California:

- UCLA (2001): \$21,000
- Mountain View (2000): \$26,000
- Walnut Creek (1994): \$32,400
- Palo Alto (2002): \$50,994

Figure 7 Estimated Capital Cost per Parking Space

New Downtown Garage	
Structured Spaces Built	480
Surface Spaces Displaced	100
Net Spaces Gained	380
Land Cost	\$8,500,000
Direct Cost	\$7,514,482
Project Cost (Land + Direct + Soft)	\$18,043,392
Gross Cost Per Space	
Direct	\$15,655
Project	\$37,590
Cost Per Space Gained	
Direct	\$19,775
Project	\$47,483

Source: Nelson\Nygaard Consulting Associates, Inc.

On an annualized basis, this results in a cost of \$283 per space per month or \$3,399 per space per year, as illustrated in Figure 8. It should be noted that this is a conservative estimate. Several costs are excluded, such as externalized public costs, which have been estimated at \$117/space for traffic congestion and air pollution costs. This example demonstrates that building parking is expensive and there are ongoing operating costs. It should be noted that many developers in Glendale choose subterranean parking, which can be far more expensive than aerial structured parking.

Figure 8 Resulting Costs per Space per Year

New Downtown Garage	
Project Cost per Space Gained	\$47,483
Annual Costs per Space Gained	
Debt Service	\$2,900
Operation & Maintenance	\$350
Insurance	\$95
Enforcement	\$54
Total Cost per Space Gained	
Per Year	\$3,399
Per Month	\$283
Per Workday	\$13

Source: Nelson\Nygaard Consulting Associates, Inc.

Parking Revenue

Although parking meters and lots generate some revenue, at Glendale’s current parking rates, the revenue is lower than the annual costs to build and maintain public parking spaces. The annual revenue per parking meter in off-street lots in Glendale for FY07/08 was \$736 (see Figure 9) while the annual revenue per space in public garages in Glendale in FY07/08 was \$801 (see Figure 10).

Figure 9 Annual Revenue from Off-Street Parking Meters

Lot Number	Number of Meters	% Occupancy	Annual Revenue	Revenue per Meter
1	58	25%	\$19,478	\$336
2	57	57%	\$44,793	\$786
3	65	69%	\$61,159	\$941
4	81	36%	\$40,439	\$499
6	117	90%	\$143,991	\$1,231
10	62	53%	\$45,113	\$728
11	66	23%	\$21,014	\$318
12	33	16%	\$7,338	\$222
15	25	66%	\$22,404	\$896
17	45	69%	\$42,254	\$939
TOTAL	609		\$447,984	\$736

Source: City of Glendale

Figure 10 Annual Revenue from Public Parking Garages

	Number of Parking Spaces	Annual Revenue	Revenue per Space
Exchange	675	\$615,370	\$912
Marketplace	1,100	\$1,014,169	\$922
Orange Street	620	\$288,110	\$465
Total	2,395	\$1,917,649	\$801

Source: City of Glendale

Users can either pay an hourly fee or purchase a monthly pass to park in the public garages. It should be noted that spaces in the Exchange and Marketplace garages are well used. This is reflected in the higher revenue per space. Spaces in the Orange Street garage, however, are under-utilized. Most of the spaces sit empty, even during the peak hour, and revenue generated from this lot is low. Excess capacity exists in this lot for parking from new developments.

In-Lieu Fee Assessment

An in-lieu fee would allow developers to avoid building at least some portion of required parking. As discussed, the cost to build a new parking space in Glendale is approximately \$47,483 for capital costs, resulting in an annualized cost to build and operate each space of \$3,399 annually. However, providing the space on-site could have various benefits for developers, such as potential revenue from parking fees in addition to adding capital value and marketing value to the development. Therefore, the value of the option not to build parking is lower than the cost to build parking and should be set lower than the cost to build parking accordingly. It is difficult to determine the exact value of the option not to build parking, since it will vary per project. However, it is useful to set the in-lieu fee at a fixed amount so that

developers can take this amount into consideration when deciding whether or not to build parking.

In addition, Glendale should consider that when a business opts not to build a parking space, the city does not necessarily need to build that space elsewhere. As described earlier, the demand for parking in main street areas is often lower than that what is currently required by the city's parking requirements. In addition, many on-street spaces are available to satisfy some parking needs. Therefore, even if some developments do not provide all of the required parking, there can still be sufficient parking available in the area.

Finally, when public spaces are efficiently used, as in the example of Pasadena, revenues generated by hourly and monthly parking fees will cover a significant portion of the cost to build and maintain parking. While Glendale's Exchange garage is being used efficiently and generating a fair amount of revenue, the Orange Street garage is not being used efficiently. Use in this garage should be increased before building a new garage can be justified. This also demonstrates the need to strategically plan new parking garages, because although an efficient garage can generate revenue for the city, an inefficient garage will continue to cost the city money.

Options and Recommendations

This section contains the various options as well as specific recommendations for the type of in-lieu fee, the fee amount and how the fee should be applied. In order to create an in-lieu fee, the City of Glendale will have to create an in-lieu fee ordinance in its municipal code. The ordinance should specify that the in-lieu fee will only apply to projects within the DSP area. These recommendations will aid in creating this ordinance.

Type of In-Lieu Fee

Options

The city has two options for type of fee:

- Option A: a fixed one-time fee per space
- Option B: an annual fee per space

A one-time fee is simpler to apply and easier for developers to incorporate into construction calculations. This option also provides more money to the city upfront. In addition, the one-time fee does not create any complications when ownership of a development changes hands.

An annual fee does not place as high of an upfront financial burden on the developer. Instead, the payments are smaller and spread out over time. This provides a continued income to the city for transportation improvements.

Recommendation

A combination of fee types is recommended. It is recommended that new developments are charged a one-time fee. The one-time fee is recommended to avoid revenue collection issues which can occur when property changes owners. In addition, a one-time fee would allow

developers to more easily incorporate the fee into financial analyses and can decide early in the development or redevelopment process whether to provide the parking or pay the fee.

Change of land use should pay an annual fee. This option provides more flexibility, particularly since changing land uses poses more of a financial risk such as when a retail establishment becomes a restaurant with no guarantee of financial success. In this situation, the annual fee may be more financially feasible than a one-time fee. The in-lieu fee ordinance should clearly state that once the annual in-lieu fee has been established, the fee remains with the land use rather than the property owner.

Fee Amount

Options

In-lieu fees in other cities have a wide range. Different fee levels would have different impacts for the city. Three potential fee amounts Glendale could choose between are:

- High Fee Amount: one-time fee: \$40,000 per space; annual fee: \$2,400 per space
- Medium Fee Amount: one-time fee: \$24,000 per space; annual fee: \$1,500 per space
- Low Fee Amount: one-time fee: \$10,000 per space; annual fee: \$600 per space

The high fee amount of \$40,000 per space is close to the cost to construct a parking space in Downtown Glendale. The annual fee of \$2,400 per space was calculated based on the cost to cover the \$40,000 fee over the course of 35 years with an interest rate of 5%.¹¹ However, these values are quite high. The one-time fee is more than twice the in-lieu fee for several cities cited. Additionally, this fee level would likely discourage developers from developing in downtown.

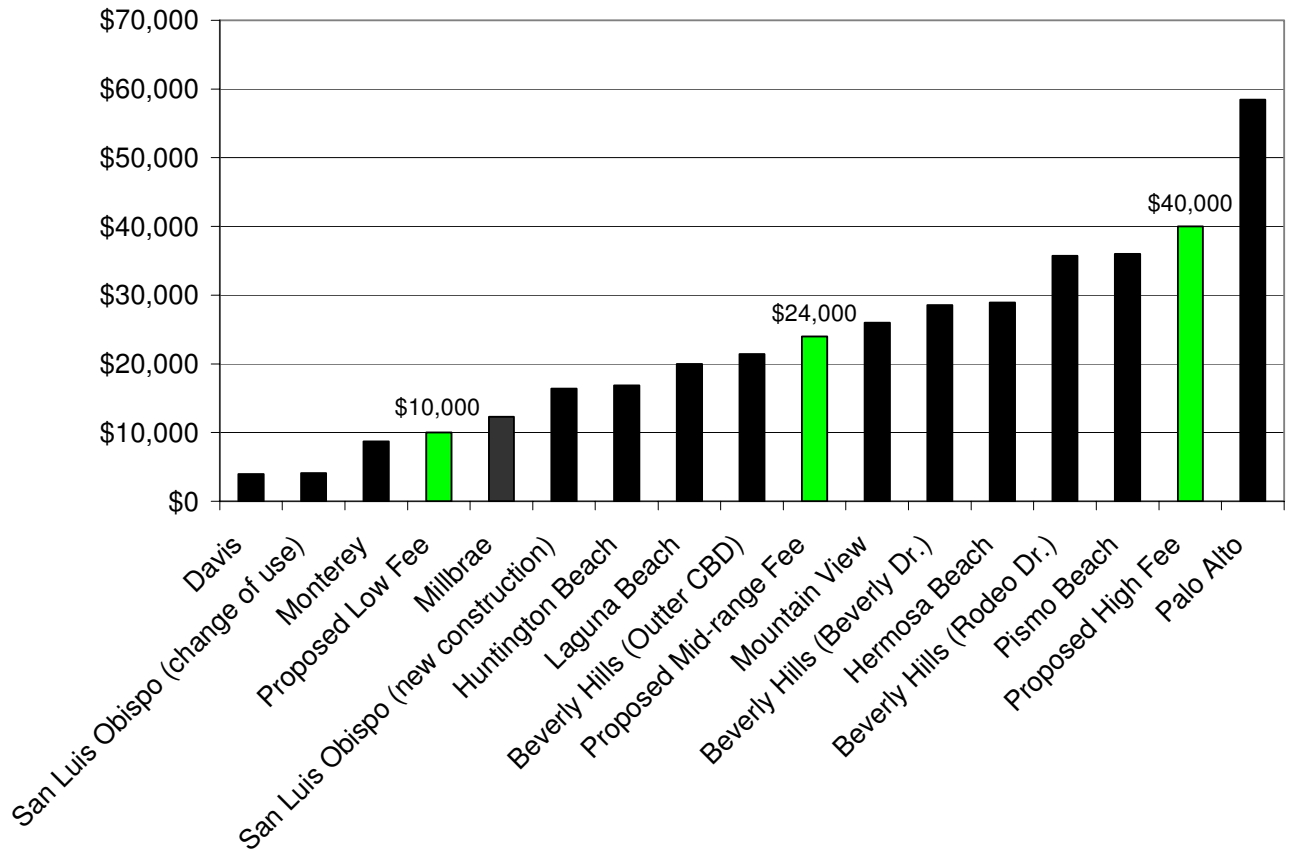
The medium fee amount of \$24,000 per space was suggested because it is lower than the cost to build a parking space in downtown Glendale (about half the cost), and is close to the average in-lieu fee amount from the other cities cited for California. This amount is reasonable because it will generate sufficient funds for the city to invest in transportation improvements. In addition, it is low enough to encourage developers to build or redevelop sites in downtown Glendale. The annual fee of \$1,500 per space per year was calculated based on the approximate cost to cover the \$24,000 fee over the course of 35 years with an interest rate of 5%.

The low fee amount of \$10,000 per space represents the mid-range of in-lieu fees charged by cities in California. Since this fee is lower than the other options, it will likely encourage more developers to develop or redevelop in downtown. While this low value will not provide as much revenue for transportation investments, it can still generate sufficient funds for many transportation demand projects. The annual fee of \$600 per space per year was calculated based on the approximate cost to cover the \$10,000 fee over the course of 35 years with an interest rate of 5%.

A comparison between the proposed fees and current in-lieu fees in other California cities can be seen in Figure 11. In addition, Appendix A and Appendix B show comparisons between various in-lieu fee amounts.

¹¹ annual payment = one-time payment * [interest rate/(1-(1+interest rate)^(-number of years))]

Figure 11 Proposed and Current In-Lieu Fees



Recommendation

The in-lieu fee should be set low enough to encourage redevelopment in the downtown area yet high enough to allow the city to fund transportation improvements. The fee should be set lower than the approximate cost to build a parking space in Glendale, which has been estimated as much as \$47,483. The city does not need to build a new space for each space foregone. Therefore, the recommended one-time fee is the mid range option of \$24,000 per space. The recommended annual fee is the low option of \$600 per space per year. In addition, the fees should be adjusted every year according to the Consumer Price Index (CPI).¹² Many cities in Southern California currently adjust their in-lieu fees annually according to the CPI. While some cities, such as Beverly Hills, have found that the CPI does not keep up with the costs of construction, and have therefore decided to reevaluate their fee, this is only an issue for cities who intend to use fee revenues to build parking. If the city of Glendale plans to invest fee revenue into other applications, as recommended in the Parking Fund section below, adjusting the fee by the CPI should be sufficient, since it will not be necessary for the fee revenue to cover the full cost of parking construction. However, the City Council may wish to review fee revenue and expenditures periodically to see if an adjustment beyond the CPI is needed.

¹² Each year the fee should be adjusted according to the percent change in CPI. For example, if the fee was \$24,000 in 2008 and the CPI increased 4% between 2008 and 2009, the fee should be increased by 4%: $\$24,000 \times 1.04 = \$24,960$. So the 2009 fee would be \$24,960.

Percent of Spaces Forgone

Options

While typically cities with an in-lieu fee allow the developer to forgo up to 100% of required spaces, Glendale might want to limit the percent of spaces forgone, at least during the early years of fee implementation. This will ease the mind of some who might think that developers will rush to avoid putting in a full complement of parking and available parking will be oversubscribed too quickly. Two options are:

- Option A: allow developers to forgo anywhere from 0% to 100% of required spaces by paying the in-lieu fee
- Option B: require developers to apply for an exemption if they wish to forgo more than 50% of required spaces

As previously mentioned, between 2000 and 2005, 72 parking requirement reduction requests were made in Glendale, with reduction requests ranging between 6% and 100% of required spaces. Overall this resulted in requests to reduce the required number of spaces for these specific sites by 59%. Therefore, developers requesting to forgo 100% of required spaces are balanced out by developers requesting to forgo fewer spaces. Even with this option, many developers would not request to forgo 100% of spaces, especially because many sites that are being redeveloped in Glendale already contain some on-site parking. Consequently, it might not be necessary to limit the number of parking spaces developers can request to forgo. Other cities typically do not place such a limit on spaces forgone and most projects do not choose to forgo 100% of spaces.

However, if the city wants to maintain some control over the spaces forgone, the in-lieu parking fee ordinance could include a requirement that any developer requesting to forgo more than 50% of spaces must apply for an exemption. If the requests are reasonable, it is likely that the city will honor many of these exemptions. However, this requirement will ensure the city a higher level of control over ensuring that sufficient parking spaces are provided on-site.

Recommendation

The recommended action is a combination of Option A and Option B. Change of use projects should be allowed to forgo any portion up to 100% of required parking, however new developments must apply for an exemption if they wish to forgo more than 50% of required parking. Requiring a change of use project to apply for an exemption could discourage developers from redeveloping sites downtown. There are many situations in which no parking spaces are included on a potential redevelopment site and it would be nearly impossible for the developer to build parking spaces. In these cases, developers should be allowed to forgo 100% of required spaces by paying the in-lieu fee without having to go through the extra step of applying for an exemption.

New developments, however, will only be able to forgo up to 50% of required parking by rights. If the developer wishes to forgo more than 50% of required spaces, they must apply for an exemption and provide reasons for the request. The exemption must be approved by city council. This will give the city a chance to review the project to determine how much parking is actually needed.

Parking Fund

Options

Currently, money collected from parking revenue is placed in the city's parking fund. Money in this fund can only be used for parking related activities. However, the Downtown Mobility Study recommended creating a new fund for parking revenue that will allow funds to be spent more broadly. The two options are outlined below:

- Option A: place money collected from the in-lieu fee in the city's current parking fund with use limited to maintaining or building parking
- Option B: replace the current parking fund with a new Downtown Transportation Fund; place revenue from the in-lieu fee and other parking revenue in the fund

There are three ways funds from in-lieu fees are typically spent: to build public parking spaces, to open private spaces for public use/shared parking and to fund other mobility projects and TDM. Current parking fund expenditures allow for the first two purposes. If the current municipal code for parking fund expenditures is not changed, money from the in-lieu fee can be used to either build new public parking structures, or to purchase private spaces to be used for public use.

The Glendale Mobility Study mentioned creation of a Downtown Transportation Fund. This fund would replace the current parking fund. All parking revenue and money collected from the in-lieu fee would be placed in this fund and the money would be dedicated for implementation of Downtown Mobility Study recommendations. Expenditures would include parking maintenance and operations, transportation demand management strategies, and transit improvements. These investments would help reduce the demand for parking in downtown Glendale. Money collected from parking fees, including in-lieu fees, in the downtown area would be spent downtown, which further encourages downtown businesses and developers to support parking management.

Recommendation

It is recommended that the City of Glendale create a Downtown Transportation Fund (Option B). However, the details involved in creating this fund will be provided at a later time. Initially, money collected from the in-lieu fees should be placed in the current parking fund. Once the Downtown Transportation Fund has been created, all parking revenue and money collected from the in-lieu fee will be placed in this fund and the money will be dedicated to implementing Downtown Mobility Study recommendations. Expenditures would include parking maintenance and operations, transportation demand management strategies, and transit improvements. These investments will help reduce the demand for parking in downtown Glendale. The City should develop an annual budget for fund expenditures, which must be approved by the City Council.

Change of Use Exceptions

Options

The current zoning code states that changes in use of commercial spaces under 2,000 square feet are not required to add more parking.¹³ However, in order to encourage redevelopment of smaller establishments, this value could be increased to 5,000 square feet:

- Option A: do not change current change of use exceptions
- Option B: amend change of use exceptions to state that changes in use of commercial spaces under 5,000 square feet in the DSP area are not required to add more parking

Increasing the size of establishments that are waived from the change of use regulation to provide more parking from establishments under 2,000 square feet to establishments under 5,000 square feet will encourage more developers to redevelop small establishments. In addition, these redevelopment projects would also be exempt from paying an in-lieu fee.

Recommendation

It is recommended to amend the change of use exceptions in the Glendale Municipal Code, Section 30.32.030 to state that changes in use of commercial spaces under 5,000 square feet in the DSP area are not required to add more parking (Option B). Having to provide additional parking or pay an in-lieu fee could be a financial burden to small businesses. Therefore, changing this regulation to increase exemptions from businesses under 2,000 square feet to businesses under 5,000 square feet would encourage redevelopment of small establishments downtown.

¹³ Glendale Municipal Code – Title 30, Zoning Code; Chapter 30.32 – Parking and Loading, Section 30.32.030

APPENDIX A

The following table shows a list of example projects, including both change of use and new construction, that could apply for an in-lieu fee. The table includes the existing square feet of the building, the parking code requirement, the total parking spaces required, the spaces existing on-site, the total additional spaces needed, the total in-lieu fee that would be required to cover those spaces, the current monthly rent of the use, the additional cost per square foot per month that would be added due to the in-lieu fee, the total monthly rent including the in-lieu fee and the percent increase in rent. This set of examples is repeated for the high fee, medium fee, low fee, very low fee and Pasadena’s fee level. These examples show the range of income that can be generated by the various fee amounts.

In-Lieu Parking Fee Project Scenarios

High In-Lieu Fee - \$2,400 Yearly, \$40,000 One-Time Fee							Total Potential Annual Revenue Generated - Existing Uses Only:			\$193,008	
Business	Existing sqft	New / Existing Space	Parking Code Requirement	Total Parking Required	*Existing Spaces	Additional Spaces Needed	In-Lieu Total Yearly Fee	Monthly Rent without In-Lieu Fee	Additional Cost/sqft/ month with In-Lieu Fee	Monthly Rent with In-Lieu Fee	% Increase in Rent
Career College	6,900	Existing	28.6 per 1,000 SF	197 spaces	62 spaces	135 spaces	\$324,816	\$13,800	\$3.92	\$40,868	196.1%
Restaurant	6,000	Existing	10 per 1,000 SF	60 spaces	24 spaces	36 spaces	\$86,400	\$12,000	\$1.20	\$19,200	60.0%
Bowling Alley	24,200	Existing	4 per 1,000 SF	97 spaces	50 spaces	47 spaces	\$112,320	\$48,400	\$0.39	\$57,760	19.3%
Restaurant	5,000	Existing	10 per 1,000 SF	50 spaces	25 spaces	25 spaces	\$60,000	\$10,000	\$1.00	\$15,000	50.0%
Restaurant with 5,000 Exemption	5,000	Existing	Exempt	0 spaces	0 spaces	0 spaces	\$0	\$10,000	\$0.00	\$10,000	0.0%
Nightclub	6,500	Existing	28.6 per 1,000 SF	186 spaces	65 spaces	121 spaces	\$290,160	\$13,000	\$3.72	\$37,180	186.0%
Fast Food Restaurant	6,000	Existing	12.5 per 1,000 SF	75 spaces	70 spaces	5 spaces	\$12,000	\$12,000	\$0.17	\$13,000	8.3%
							OneTime Fee				
Hotel	n/a	New	1 space per room	172 spaces	112 spaces	60 spaces	\$2,400,000				
** 100 du Residential Development	n/a	New	2 per du + 1/4 guest	225 spaces	200 spaces	25 spaces	\$1,000,000				

Medium In-Lieu Fee - \$1,500 Yearly, \$24,000 One-Time Fee							Total Potential Annual Revenue Generated - Existing Uses Only:			\$165,330	
Business	Existing sqft	New / Existing Space	Parking Code Requirement	Total Parking Required	*Existing Spaces	Additional Spaces Needed	In-Lieu Total Yearly Fee	Monthly Rent without In-Lieu Fee	Additional Cost/sqft/month with In-Lieu Fee	Monthly Rent with In-Lieu Fee	% Increase in Rent
Career College	6,900	Existing	28.6 per 1,000 SF	197 spaces	62 spaces	135 spaces	\$203,010	\$13,800	\$2.45	\$30,718	122.6%
Restaurant	6,000	Existing	10 per 1,000 SF	60 spaces	24 spaces	36 spaces	\$54,000	\$12,000	\$0.75	\$16,500	37.5%
Bowling Alley	24,200	Existing	4 per 1,000 SF	97 spaces	50 spaces	47 spaces	\$70,200	\$48,400	\$0.24	\$54,250	12.1%
Restaurant	5,000	Existing	10 per 1,000 SF	50 spaces	25 spaces	25 spaces	\$37,500	\$10,000	\$0.63	\$13,125	31.3%
Restaurant with 5,000 Exemption	5,000	Existing	Exempt	0 spaces	0 spaces	0 spaces	\$0	\$10,000	\$0.00	\$10,000	0.0%
Nightclub	6,500	Existing	28.6 per 1,000 SF	186 spaces	65 spaces	121 spaces	\$181,350	\$13,000	\$2.33	\$28,113	116.3%
Fast Food Restaurant	6,000	Existing	12.5 per 1,000 SF	75 spaces	70 spaces	5 spaces	\$7,500	\$12,000	\$0.10	\$12,625	5.2%
							One-Time Fee				
Hotel	n/a	New	1 space per room	172 spaces	112 spaces	60 spaces	\$1,440,000				
** 100 du Residential Development	n/a	New	2 per du + 1/4 guest	225 spaces	200 spaces	25 spaces	\$600,000				

Low In-Lieu Fee - \$600 Yearly, \$10,000 One-Time Fee							Total Potential Annual Revenue Generated - Existing Uses Only:			\$137,652	
Business	Existing sqft	New / Existing Space	Parking Code Requirement	Total Parking Required	*Existing Spaces	Additional Spaces Needed	In-Lieu Total Yearly Fee	Monthly Rent without In-Lieu Fee	Additional Cost/sqft/month with In-Lieu Fee	Monthly Rent with In-Lieu Fee	% Increase in Rent
Career College	6,900	Existing	28.6 per 1,000 SF	197 spaces	62 spaces	135 spaces	\$81,204	\$13,800	\$0.98	\$20,567	49.0%
Restaurant	6,000	Existing	10 per 1,000 SF	60 spaces	24 spaces	36 spaces	\$21,600	\$12,000	\$0.30	\$13,800	15.0%
Bowling Alley	24,200	Existing	4 per 1,000 SF	97 spaces	50 spaces	47 spaces	\$28,080	\$48,400	\$0.10	\$50,740	4.8%
Restaurant	5,000	Existing	10 per 1,000 SF	50 spaces	25 spaces	25 spaces	\$15,000	\$10,000	\$0.25	\$11,250	12.5%
Restaurant with 5,000 Exemption	5,000	Existing	Exempt	0 spaces	0 spaces	0 spaces	\$0	\$10,000	\$0.00	\$10,000	0.0%
Nightclub	6,500	Existing	28.6 per 1,000 SF	186 spaces	65 spaces	121 spaces	\$72,540	\$13,000	\$0.93	\$19,045	46.5%
Fast Food Restaurant	6,000	Existing	12.5 per 1,000 SF	75 spaces	70 spaces	5 spaces	\$3,000	\$12,000	\$0.04	\$12,250	2.1%
							One-Time Fee				
Hotel	n/a	New	1 space per room	172 spaces	112 spaces	60 spaces	\$600,000				
** 100 du Residential Development	n/a	New	2 per du + 1/4 guest	225 spaces	200 spaces	25 spaces	\$250,000				

Very Low In-Lieu Fee - \$300 Yearly (for existing uses only)								Total Potential Annual Revenue Generated - Existing Uses Only:			\$128,426
Business	Existing sqft	New / Existing Space	Parking Code Requirement	Total Parking Required	*Existing Spaces	Additional Spaces Needed	In-Lieu Total Yearly Fee	Monthly Rent without In-Lieu Fee	Additional Cost/sqft/month with In-Lieu Fee	Monthly Rent with In-Lieu Fee	% Increase in Rent
Career College	6,900	Existing	28.6 per 1,000 SF	197 spaces	62 spaces	135 spaces	\$40,602	\$13,800	\$0.49	\$17,184	24.5%
Restaurant	6,000	Existing	10 per 1,000 SF	60 spaces	24 spaces	36 spaces	\$10,800	\$12,000	\$0.15	\$12,900	7.5%
Bowling Alley	24,200	Existing	4 per 1,000 SF	97 spaces	50 spaces	47 spaces	\$14,040	\$48,400	\$0.05	\$49,570	2.4%
Restaurant	5,000	Existing	10 per 1,000 SF	50 spaces	25 spaces	25 spaces	\$7,500	\$10,000	\$0.13	\$10,625	6.3%
Restaurant with 5,000 Exemption	5,000	Existing	Exempt	0 spaces	0 spaces	0 spaces	\$0	\$10,000	\$0.00	\$10,000	0.0%
Nightclub	6,500	Existing	28.6 per 1,000 SF	186 spaces	65 spaces	121 spaces	\$36,270	\$13,000	\$0.47	\$16,023	23.3%
Fast Food Restaurant	6,000	Existing	12.5 per 1,000 SF	75 spaces	70 spaces	5 spaces	\$1,500	\$12,000	\$0.02	\$12,125	1.0%

Pasadena's Annual Fee - \$135 Yearly (for existing uses only)								Total Potential Annual Revenue Generated - Existing Uses Only:			\$123,352
Business	Existing sqft	New / Existing Space	Parking Code Requirement	Total Parking Required	*Existing Spaces	Additional Spaces Needed	In-Lieu Total Yearly Fee	Current Monthly Rent without In-Lieu Fee	Additional Cost/sqft/month with In-Lieu Fee	Current Monthly Rent with In-Lieu Fee	% Increase in Rent
Career College	6,900	Existing	28.6 per 1,000 SF	197 spaces	62 spaces	135 spaces	\$18,271	\$13,800	\$0.22	\$15,323	11.0%
Restaurant	6,000	Existing	10 per 1,000 SF	60 spaces	24 spaces	36 spaces	\$4,860	\$12,000	\$0.07	\$12,405	3.4%
Bowling Alley	24,200	Existing	4 per 1,000 SF	97 spaces	50 spaces	47 spaces	\$6,318	\$48,400	\$0.02	\$48,927	1.1%
Restaurant	5,000	Existing	10 per 1,000 SF	50 spaces	25 spaces	25 spaces	\$3,375	\$10,000	\$0.06	\$10,281	2.8%
Restaurant with 5,000 Exemption	5,000	Existing	Exempt	0 spaces	0 spaces	0 spaces	\$0	\$10,000	\$0.00	\$10,000	0.0%
Nightclub	6,500	Existing	28.6 per 1,000 SF	186 spaces	65 spaces	121 spaces	\$16,322	\$13,000	\$0.21	\$14,360	10.5%
Fast Food Restaurant	6,000	Existing	12.5 per 1,000 SF	75 spaces	70 spaces	5 spaces	\$675	\$12,000	\$0.01	\$12,056	0.5%

*Spaces may be existing or grandfathered from the previous use.

** Assumes 2 Bedrooms per unit.

Note: All costs and numbers are approximate and are subject to change.

APPENDIX B

The following table shows a list of parking reduction/exception requests in the city of Glendale between the years of 2001 and 2006. The table also includes, for each request, the amount of in-lieu fee the use would have paid under each fee level (high, medium, low, very low and Pasadena).

Sample Glendale Parking Reduction/Exception Requests

File Year	Zone	Dev. Type	Parking Reduction Requested	Parking Provided	Parking Required	Percent Reduction	High In-Lieu Fee - Yearly	High In-Lieu Fee Cost per Month	Medium In-Lieu Fee - Yearly	Medium In-Lieu Fee Cost per Month	Low In-Lieu Fee - Yearly	Low In-Lieu Fee Cost per Month	Very Low In-Lieu Fee - Yearly	Very Low In-Lieu Fee Cost per Month	Pasadena In-Lieu Fee Yearly	Pasadena In-Lieu Fee Cost per Month
2000	R-1650	MF	1	16	17	6%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2000	R-2250	MF	1	1	2	50%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2002	R-2250	MF	1	73	74	1%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2006	C2	commercial	1	6	7	14%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2003	R-2250	MF	1	3	4	25%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2004	R-2250	MF	1	3	4	25%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2004	R-3050	MF	1	0	1	100%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2005	C3	commercial	1	11	12	8%	\$2,400	\$200	\$1,500	\$125	\$600	\$50	\$300	\$25	\$135	\$11
2001	C3	commercial	2	3	5	40%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2002	R-2250	MF	2	12	14	14%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2004	C2	commercial	2	18	20	10%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2002	R-3050	MF	2	6	8	25%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2002	R-1250	MF	2	4	6	33%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2000	R-1650	commercial	2	8	10	20%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2004	R-2250	MF	2	0	2	100%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2004	R-2250	MF	2	2	4	50%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2004	R-2250	MF	2	0	2	100%	\$4,800	\$400	\$3,000	\$250	\$1,200	\$100	\$600	\$50	\$270	\$23
2003	R-2250	MF	3	0	3	100%	\$7,200	\$600	\$4,500	\$375	\$1,800	\$150	\$900	\$75	\$405	\$34
2004	R-2250	MF	3	6	9	33%	\$7,200	\$600	\$4,500	\$375	\$1,800	\$150	\$900	\$75	\$405	\$34
2005	CBD	commercial	4	6	10	40%	\$9,600	\$800	\$6,000	\$500	\$2,400	\$200	\$1,200	\$100	\$540	\$45
2005	C3	commercial	4	18	22	18%	\$9,600	\$800	\$6,000	\$500	\$2,400	\$200	\$1,200	\$100	\$540	\$45
2001	C3	commercial	4	16	20	20%	\$9,600	\$800	\$6,000	\$500	\$2,400	\$200	\$1,200	\$100	\$540	\$45
2005		commercial	4	0	4	100%	\$9,600	\$800	\$6,000	\$500	\$2,400	\$200	\$1,200	\$100	\$540	\$45
2000	C2	commercial	5	12	17	29%	\$12,000	\$1,000	\$7,500	\$625	\$3,000	\$250	\$1,500	\$125	\$675	\$56
2000	C3	commercial	5	4	9	56%	\$12,000	\$1,000	\$7,500	\$625	\$3,000	\$250	\$1,500	\$125	\$675	\$56

File Year	Zone	Dev. Type	Parking Reduction Requested	Parking Provided	Parking Required	Percent Reduction	High In-Lieu Fee - Yearly	High In-Lieu Fee Cost per Month	Medium In-Lieu Fee - Yearly	Medium In-Lieu Fee Cost per Month	Low In-Lieu Fee - Yearly	Low In-Lieu Fee Cost per Month	Very Low In-Lieu Fee - Yearly	Very Low In-Lieu Fee Cost per Month	Pasadena In-Lieu Fee Yearly	Pasadena In-Lieu Fee Cost per Month
2001	C1	commercial	5	9	14	36%	\$12,000	\$1,000	\$7,500	\$625	\$3,000	\$250	\$1,500	\$125	\$675	\$56
2005		commercial	5	0	5	100%	\$12,000	\$1,000	\$7,500	\$625	\$3,000	\$250	\$1,500	\$125	\$675	\$56
2004	C3	commercial	6	205	211	3%	\$14,400	\$1,200	\$9,000	\$750	\$3,600	\$300	\$1,800	\$150	\$810	\$68
2006	CR	commercial	6	0	6	100%	\$14,400	\$1,200	\$9,000	\$750	\$3,600	\$300	\$1,800	\$150	\$810	\$68
2004		commercial	6	0	6	100%	\$14,400	\$1,200	\$9,000	\$750	\$3,600	\$300	\$1,800	\$150	\$810	\$68
2005	C3	commercial	6	0	6	100%	\$14,400	\$1,200	\$9,000	\$750	\$3,600	\$300	\$1,800	\$150	\$810	\$68
2005		commercial	7	0	7	100%	\$16,800	\$1,400	\$10,500	\$875	\$4,200	\$350	\$2,100	\$175	\$945	\$79
2002		commercial	8	0	8	100%	\$19,200	\$1,600	\$12,000	\$1,000	\$4,800	\$400	\$2,400	\$200	\$1,080	\$90
2004	CR	commercial	8	3	11	73%	\$19,200	\$1,600	\$12,000	\$1,000	\$4,800	\$400	\$2,400	\$200	\$1,080	\$90
2001	CR	commercial	8	10	18	44%	\$19,200	\$1,600	\$12,000	\$1,000	\$4,800	\$400	\$2,400	\$200	\$1,080	\$90
2005	C3	commercial	8	0	8	100%	\$19,200	\$1,600	\$12,000	\$1,000	\$4,800	\$400	\$2,400	\$200	\$1,080	\$90
2005	C1	commercial	9	0	9	100%	\$21,600	\$1,800	\$13,500	\$1,125	\$5,400	\$450	\$2,700	\$225	\$1,215	\$101
2000	M2	commercial	9	17	26	35%	\$21,600	\$1,800	\$13,500	\$1,125	\$5,400	\$450	\$2,700	\$225	\$1,215	\$101
2005		commercial	9	0	9	100%	\$21,600	\$1,800	\$13,500	\$1,125	\$5,400	\$450	\$2,700	\$225	\$1,215	\$101
2005		commercial	10	0	10	100%	\$24,000	\$2,000	\$15,000	\$1,250	\$6,000	\$500	\$3,000	\$250	\$1,350	\$113
2004	C1	commercial	11	19	30	37%	\$26,400	\$2,200	\$16,500	\$1,375	\$6,600	\$550	\$3,300	\$275	\$1,485	\$124
2000		commercial	12	0	12	100%	\$28,800	\$2,400	\$18,000	\$1,500	\$7,200	\$600	\$3,600	\$300	\$1,620	\$135
2002		commercial	13	0	13	100%	\$31,200	\$2,600	\$19,500	\$1,625	\$7,800	\$650	\$3,900	\$325	\$1,755	\$146
2003	C2	commercial	14	0	14	100%	\$33,600	\$2,800	\$21,000	\$1,750	\$8,400	\$700	\$4,200	\$350	\$1,890	\$158
2003		commercial	15	0	15	100%	\$36,000	\$3,000	\$22,500	\$1,875	\$9,000	\$750	\$4,500	\$375	\$2,025	\$169
2003	C3	commercial	16	8	24	67%	\$38,400	\$3,200	\$24,000	\$2,000	\$9,600	\$800	\$4,800	\$400	\$2,160	\$180
2004		commercial	17	0	17	100%	\$40,800	\$3,400	\$25,500	\$2,125	\$10,200	\$850	\$5,100	\$425	\$2,295	\$191
2004	C3	commercial	18	51	69	26%	\$43,200	\$3,600	\$27,000	\$2,250	\$10,800	\$900	\$5,400	\$450	\$2,430	\$203
2004		commercial	20	0	20	100%	\$48,000	\$4,000	\$30,000	\$2,500	\$12,000	\$1,000	\$6,000	\$500	\$2,700	\$225
2005	C3	commercial	21	0	21	100%	\$50,400	\$4,200	\$31,500	\$2,625	\$12,600	\$1,050	\$6,300	\$525	\$2,835	\$236
2002	R-2250	commercial	22	25	47	47%	\$52,800	\$4,400	\$33,000	\$2,750	\$13,200	\$1,100	\$6,600	\$550	\$2,970	\$248
2005		commercial	22	0	22	100%	\$52,800	\$4,400	\$33,000	\$2,750	\$13,200	\$1,100	\$6,600	\$550	\$2,970	\$248
2004		commercial	23	0	23	100%	\$55,200	\$4,600	\$34,500	\$2,875	\$13,800	\$1,150	\$6,900	\$575	\$3,105	\$259
2000		commercial	24	0	24	100%	\$57,600	\$4,800	\$36,000	\$3,000	\$14,400	\$1,200	\$7,200	\$600	\$3,240	\$270
2000	CR	commercial	25	0	25	100%	\$60,000	\$5,000	\$37,500	\$3,125	\$15,000	\$1,250	\$7,500	\$625	\$3,375	\$281
2003	RMU	commercial	29	8	37	78%	\$69,600	\$5,800	\$43,500	\$3,625	\$17,400	\$1,450	\$8,700	\$725	\$3,915	\$326
2003	M2	commercial	30	12	42	71%	\$72,000	\$6,000	\$45,000	\$3,750	\$18,000	\$1,500	\$9,000	\$750	\$4,050	\$338
2001		commercial	33	0	33	100%	\$79,200	\$6,600	\$49,500	\$4,125	\$19,800	\$1,650	\$9,900	\$825	\$4,455	\$371
2004		commercial	34	0	34	100%	\$81,600	\$6,800	\$51,000	\$4,250	\$20,400	\$1,700	\$10,200	\$850	\$4,590	\$383

File Year	Zone	Dev. Type	Parking Reduction Requested	Parking Provided	Parking Required	Percent Reduction	High In-Lieu Fee - Yearly	High In-Lieu Fee Cost per Month	Medium In-Lieu Fee - Yearly	Medium In-Lieu Fee Cost per Month	Low In-Lieu Fee - Yearly	Low In-Lieu Fee Cost per Month	Very Low In-Lieu Fee - Yearly	Very Low In-Lieu Fee Cost per Month	Pasadena In-Lieu Fee Yearly	Pasadena In-Lieu Fee Cost per Month
2003	CG	commercial	39	21	60	65%	\$93,600	\$7,800	\$58,500	\$4,875	\$23,400	\$1,950	\$11,700	\$975	\$5,265	\$439
2006	IMU	commercial	39	166	205	19%	\$93,600	\$7,800	\$58,500	\$4,875	\$23,400	\$1,950	\$11,700	\$975	\$5,265	\$439
2001		commercial	43	0	43	100%	\$103,200	\$8,600	\$64,500	\$5,375	\$25,800	\$2,150	\$12,900	\$1,075	\$5,805	\$484
2002	C3	MF	43	74	117	37%	\$103,200	\$8,600	\$64,500	\$5,375	\$25,800	\$2,150	\$12,900	\$1,075	\$5,805	\$484
2006	R-1650	commercial	44	35	79	56%	\$105,600	\$8,800	\$66,000	\$5,500	\$26,400	\$2,200	\$13,200	\$1,100	\$5,940	\$495
2002	R-1250	MF	49	66	115	43%	\$117,600	\$9,800	\$73,500	\$6,125	\$29,400	\$2,450	\$14,700	\$1,225	\$6,615	\$551
2002	CR	commercial	52	0	52	100%	\$124,800	\$10,400	\$78,000	\$6,500	\$31,200	\$2,600	\$15,600	\$1,300	\$7,020	\$585
2004		commercial	53	0	53	100%	\$127,200	\$10,600	\$79,500	\$6,625	\$31,800	\$2,650	\$15,900	\$1,325	\$7,155	\$596
2003		commercial	54	0	54	100%	\$129,600	\$10,800	\$81,000	\$6,750	\$32,400	\$2,700	\$16,200	\$1,350	\$7,290	\$608
2003	CR	commercial	58	0	58	100%	\$139,200	\$11,600	\$87,000	\$7,250	\$34,800	\$2,900	\$17,400	\$1,450	\$7,830	\$653
2004		commercial	58	0	58	100%	\$139,200	\$11,600	\$87,000	\$7,250	\$34,800	\$2,900	\$17,400	\$1,450	\$7,830	\$653
2003		commercial	61	0	61	100%	\$146,400	\$12,200	\$91,500	\$7,625	\$36,600	\$3,050	\$18,300	\$1,525	\$8,235	\$686
2002	R-1650	commercial	66	54	120	55%	\$158,400	\$13,200	\$99,000	\$8,250	\$39,600	\$3,300	\$19,800	\$1,650	\$8,910	\$743
2000	R-1650	commercial	66	25	91	73%	\$158,400	\$13,200	\$99,000	\$8,250	\$39,600	\$3,300	\$19,800	\$1,650	\$8,910	\$743
2002	M1	commercial	71	11	82	87%	\$170,400	\$14,200	\$106,500	\$8,875	\$42,600	\$3,550	\$21,300	\$1,775	\$9,585	\$799
2000	C3	commercial	71	4	75	95%	\$170,400	\$14,200	\$106,500	\$8,875	\$42,600	\$3,550	\$21,300	\$1,775	\$9,585	\$799
2005		commercial	218	0	218	100%	\$523,200	\$43,600	\$327,000	\$27,250	\$130,800	\$10,900	\$65,400	\$5,450	\$29,430	\$2,453
2002	M/C	commercial	300	483	783	38%	\$720,000	\$60,000	\$450,000	\$37,500	\$180,000	\$15,000	\$90,000	\$7,500	\$40,500	\$3,375
TOTAL			1952	1534	3486		\$4,684,800	\$390,400	\$2,928,000	\$244,000	\$1,171,200	\$97,600	\$585,600	\$48,800	\$263,520	\$21,960
AVERAGE			25	20	45	56%	\$60,842	\$5,070	\$38,026	\$3,169	\$15,210	\$1,268	\$7,605	\$634	\$3,422	\$285