Date: June 17, 2015

To: City-Wide Parking Committee

From: Parking In-Lieu Subcommittee (Ronit Bodner, Kim Cranston, David Rock, Mark Rogge and Bill Maston)

Re: Subcommittee Update

The Parking In-Lieu Subcommittee is developing a proposal for a Parking In-Lieu Program ("PILP") to help solve the following four issues identified by the City-Wide Parking Committee:

1. Development is restricted by the difficulty of providing onsite parking. There is currently no alternative other than granting waivers to the parking requirements for most properties throughout the Downtown Triangle, but particularly within the Original Parking District ("OPD").
2. There is currently no mechanism to fund additional parking solutions other than use of the General Fund.
3. Properties bordering the OPD unfairly benefit when the City grants them waivers to the parking ordinances.
4. After a building is built, the use may change as allowed by code, but there is no way to adjust the number of parking spaces required.

The PILP is being designed to:

1. Recognize and honor the contribution of the existing property owners who designed and built the OPD in the 1950's (the "OPD Members").
2. Choose the areas where the in-lieu program can be used to allow eligible properties ("PD Eligible") to join the Expanded Parking District ("EPD").
3. Balance credits for existing parking attributable to OPD Members with credits for existing parking attributable to any new program participants ("New Members"), and recommend additional credits, adjustments and/or in-lieu fees that might be applicable to both OPD Members and New Members (together "PD Members").

The Parking In-Lieu Subcommittee's preliminary recommendations are:

1. The City should adopt a PILP.
2. The area within which properties should be eligible to participate in the PILP should initially be the Downtown Triangle.
3. The PILP should take into account existing parking attributable to participating properties and the impacts of proposed developments of participating properties on parking supply.
4. Administration of the PILP should include codifying the PILP, having the funds put into a formal parking fund reserve, and having the program run initially by a new committee.

5. A range of factors need to be considered in setting the Parking In-Lieu fee.
6. The Parking In-Lieu fee may be collected in one of several ways, including a lump sum or a lump sum financed over 20 years paid through tax rolls.
7. Parking In-Lieu fees should always be used only for increasing parking supply or reducing parking demand.