
UCLA Policy 812: Parking Facilities Displacement/Buy-Out

Issuing Officer: Administrative Vice Chancellor
Responsible Dept: Events & Transportation
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I. PURPOSE & SCOPE

The University of California, Los Angeles has limited land for capital project development. In consideration of limited land for renewal and development, the campus may select the sites of existing parking lots, structures, and other Parking-Related Facilities for redevelopment. The campus currently relies on a limited inventory of Parking Spaces to serve the needs of a growing daily population estimated at 80,000, including approximately 45,000 students, 31,000 faculty and staff, and thousands of daily visitors and patients combined.

The UCLA 1990 and 2002 Long Range Development Plans (LRDPs) cap both the number of Parking Spaces and the volume of Vehicle trips to and from campus. Limiting Vehicle trips and resulting traffic has allowed the campus to expand its education, research, and public service facilities and programs without creating significant local jurisdiction and community opposition. To reduce the demand for parking and Vehicle traffic to, from, and on the UCLA campus; reduce emissions from commute vehicles; and facilitate compliance with regulatory requirements, the Parking System must spend millions of dollars annually to support Sustainable Transportation options for commuters who would otherwise drive alone to campus.

Parking revenues fund UCLA's wide array of Sustainable Transportation programs. Failure to provide adequate parking and funding for sustainable commute modes to meet the needs of the campus could have significant impacts on the University's ability to meet its education, research, and public service mission, as well as having significant consequences on the surrounding community and our environment.

This Policy applies to capital projects that affect parking and transportation facilities and outlines the requirements associated with displacing Parking Spaces and Parking-Related Facilities.

II. DEFINITIONS

For the purposes of this Policy:

Engineering News-Record (ENR) Construction Cost Index (CCI) is a cost index comprised of a labor component, which uses 200 hours of common labor multiplied by a 20-city average rate for wages and fringe benefits, and a materials component to estimate the costs of construction.

Parking-Related Facility refers to any space controlled by Parking Services, such as parking ramps, storage facilities, access areas, etc.

Parking Space refers to all surface and structured spaces on the UCLA campus designated for vehicle parking, including street spaces.

Sustainable Transportation refers to a means of travel other than driving alone, such as walking, cycling, vanpooling, carpooling, or mass transit.

UCLA Long Range Development Plan (LRDP) is the comprehensive land use plan that guides the physical development of the campus to support its education, research, and public service mission. In 2008, UCLA amended the 2002 LRDP.

Vehicle refers to, but is not limited to, cars, trucks, carts, motorcycles, and buses.

III. POLICY STATEMENT

To maintain an adequate campus-parking inventory and support the Sustainable Transportation needs of the campus, UCLA is committed to replacing Parking Spaces and Parking-Related Facilities removed by capital development, and/or offsetting lost parking revenue these spaces would have generated.

When contemplating or displacing Parking Spaces or Parking-Related Facilities due to capital development, UCLA will:

- Recognize that providing access to the campus while limiting Vehicle trips is essential to support the University's mission of education, research, and public service.
- Acknowledge that parking and transportation assets are elements of the campus infrastructure and, like utilities, must be protected and maintained to ensure access to the campus through both provision of Parking Spaces and sustainable modes supported by parking revenues.
- Incorporate parking and transportation elements associated with capital projects as part of project costs for such development.
- Reimburse the Parking System for parking space and/or revenue losses resulting from a new building or facility being constructed on existing parking facilities. Similarly, any losses incurred by other programs by siting new parking facilities on existing campus facilities should be paid for from parking revenues.

A. Siting and Replacement of Facilities

Parking Spaces and Parking-Related Facilities that are removed due to capital development will be replaced in accordance with this Policy and campus and Regental approved physical planning guidelines, including the UCLA LRDP and the University's commitment to cap daily Vehicle trips. Parking replacement projects, as all capital projects, shall include in the scope of work all improvements needed for a fully functional facility, including access roads, utilities, pedestrian circulation, landscaping, and other amenities needed for successfully integrating the facility into the campus.

B. Source of Parking Displacement Funding

1. Gift and Other Funded Projects

Capital projects that are gift funded or funded through sources other than the State of California construction funds are responsible for funding replacement of Parking Spaces and Parking-Related Facilities onsite as an element of construction or on another appropriate site, and/or compensating the Parking System for lost parking revenue.

2. State Funded Projects

The State of California does not fund parking, and the campus Parking System cannot be compensated from State funds for the loss of Parking Spaces or Parking-Related Facilities resulting from a State funded capital project. Capital Programs staff will endeavor to avoid impacts to parking inventory by State funded projects.

The Administrative Vice Chancellor and Vice Chancellor & Chief Financial Officer will review with the Chancellor on a case-by-case basis, the need to construct State funded capital projects on the site of existing parking facilities when there are no acceptable alternative sites. The Chancellor will be the arbiter regarding the siting and the use of other funds to compensate the Parking System for any losses resulting from State funded capital construction on existing parking facilities.

C. Compensation to Parking System

If it is deemed necessary to replace lost parking either onsite or on another appropriate site due to capital development, the project displacing the parking will pay the full cost of such replacement. Otherwise, the project will pay the Engineering News-Record (ENR) Construction Cost Index (CCI) adjusted per space buy-out cost. The level of compensation for the permanent removal of Parking Spaces that are not replaced at the project site or elsewhere on campus is set using a January 2017 baseline for above grade parking construction of \$34,362 per space, indexed each year for capital project annual inflation based on the ENR CCI (ENR CCI index for January 2017 was 10,532).

Compensation for those spaces not replaced by the project will be made to Parking Services prior to the removal of said spaces from the campus parking space inventory. Funds identified for compensation to the Parking System will be placed in a reserve account to be used for the construction of Parking Spaces and/or to fund support programs that reduce the demand for parking.

Should funding or financing for lost inventory not be achievable prior to removal of the campus parking inventory, the campus program undertaking the project will additionally compensate the Parking System for the lesser of lost earnings on the buy-out amount for the period from the time of the space loss until compensation occurs, payable at the short-term investment pool rate, or lost income for this period, payable at the prevailing average daily rate per campus parking space, present value adjusted.

D. Temporary Loss of Parking Spaces/Parking-Related Facilities

When Parking Spaces are removed from the Parking System due to construction or placement of materials or portable structures on a temporary basis, the department or project will be recharged for the loss at the prevailing space rental rate (Daily rate x 21 days x 1.2 overissue).

IV. EXCEPTIONS

Exceptions to this Policy and/or modifications of its provisions must be reviewed by the Administrative Vice Chancellor and the Executive Director of Events & Transportation.

Exceptions to this Policy for projects providing compensation for permanent space loss must be approved by the Administrative Vice Chancellor.

V. RESPONSIBILITIES

The Executive Director of Events & Transportation, through the Administrative Vice Chancellor, is responsible for oversight of this Policy.

The Vice Chancellor & Chief Financial Officer is responsible for ensuring siting of new construction and parking displacement funding occur per this Policy.

VI. REFERENCES

1. Engineering News-Record website www.enr.com/economics.

Issuing Officer

/s/

Michael J. Beck
Administrative Vice Chancellor

**Questions concerning this policy or procedure should be referred to
the Responsible Department listed at the top of this document.**
