

Figure 3-24. Unrestricted On-Street Parking—Hollywood/Highland Station

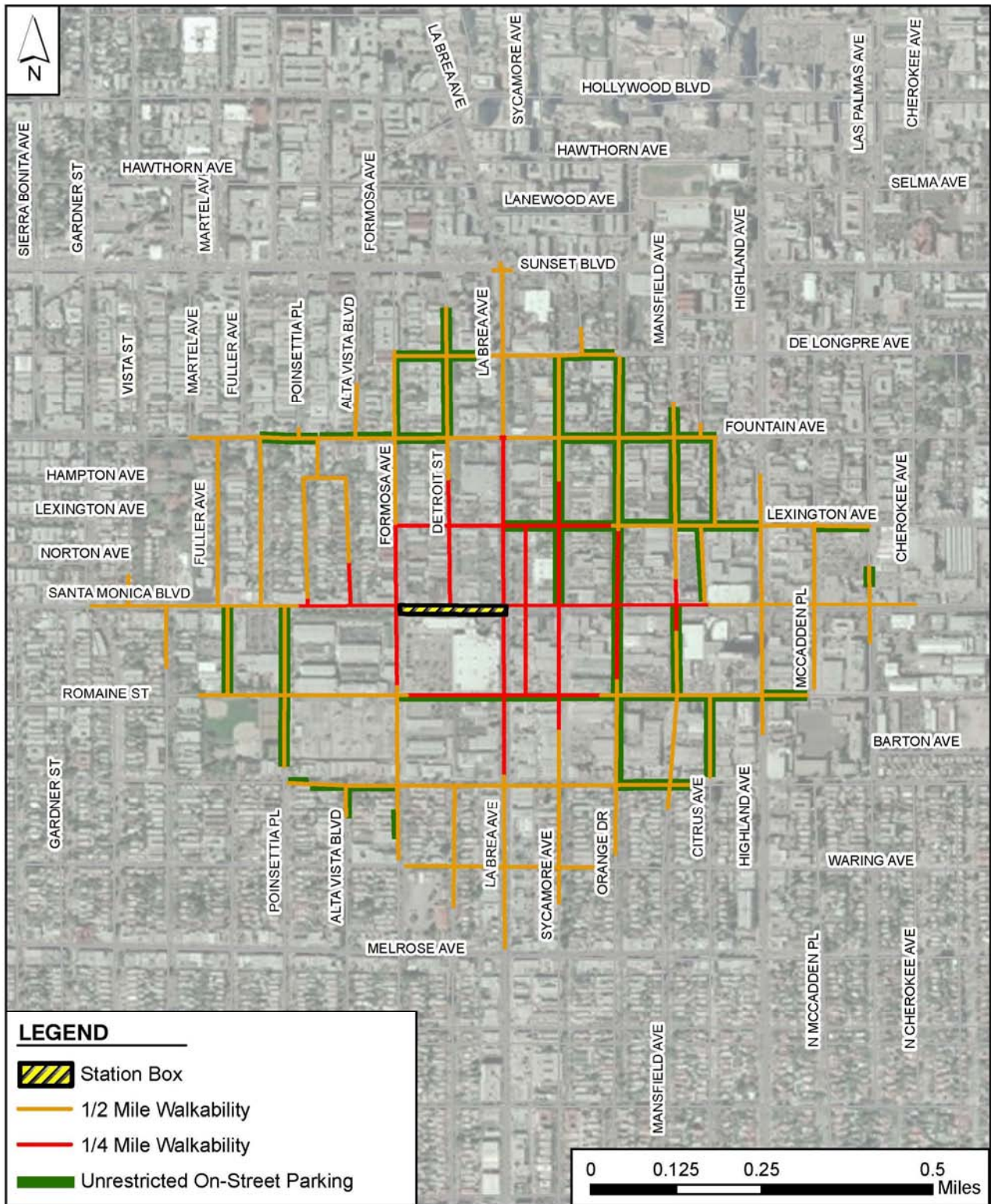


Figure 3-25. Unrestricted On-Street Parking—Santa Monica/La Brea Station

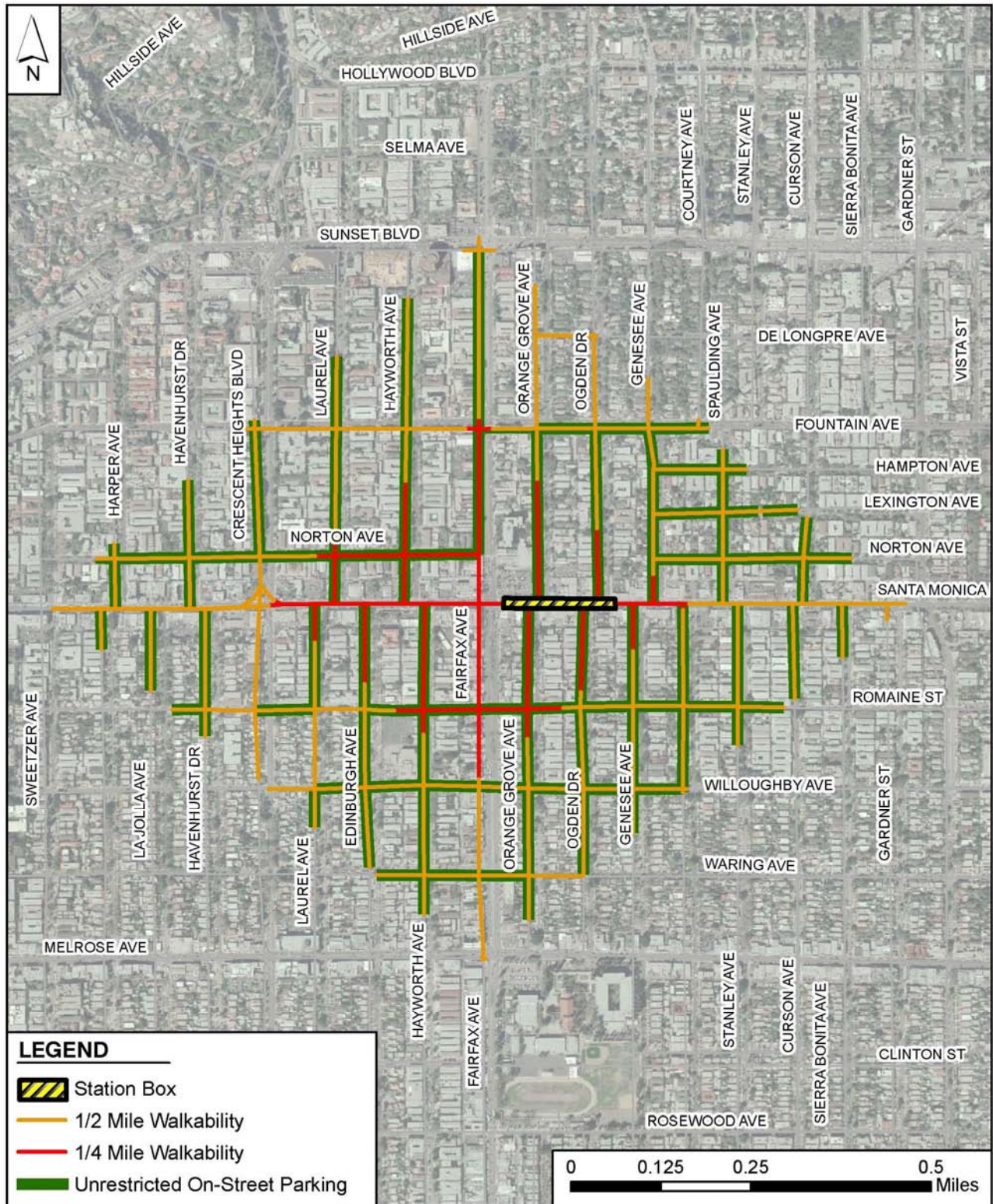


Figure 3-26. Unrestricted On-Street Parking—Santa Monica/Fairfax Station

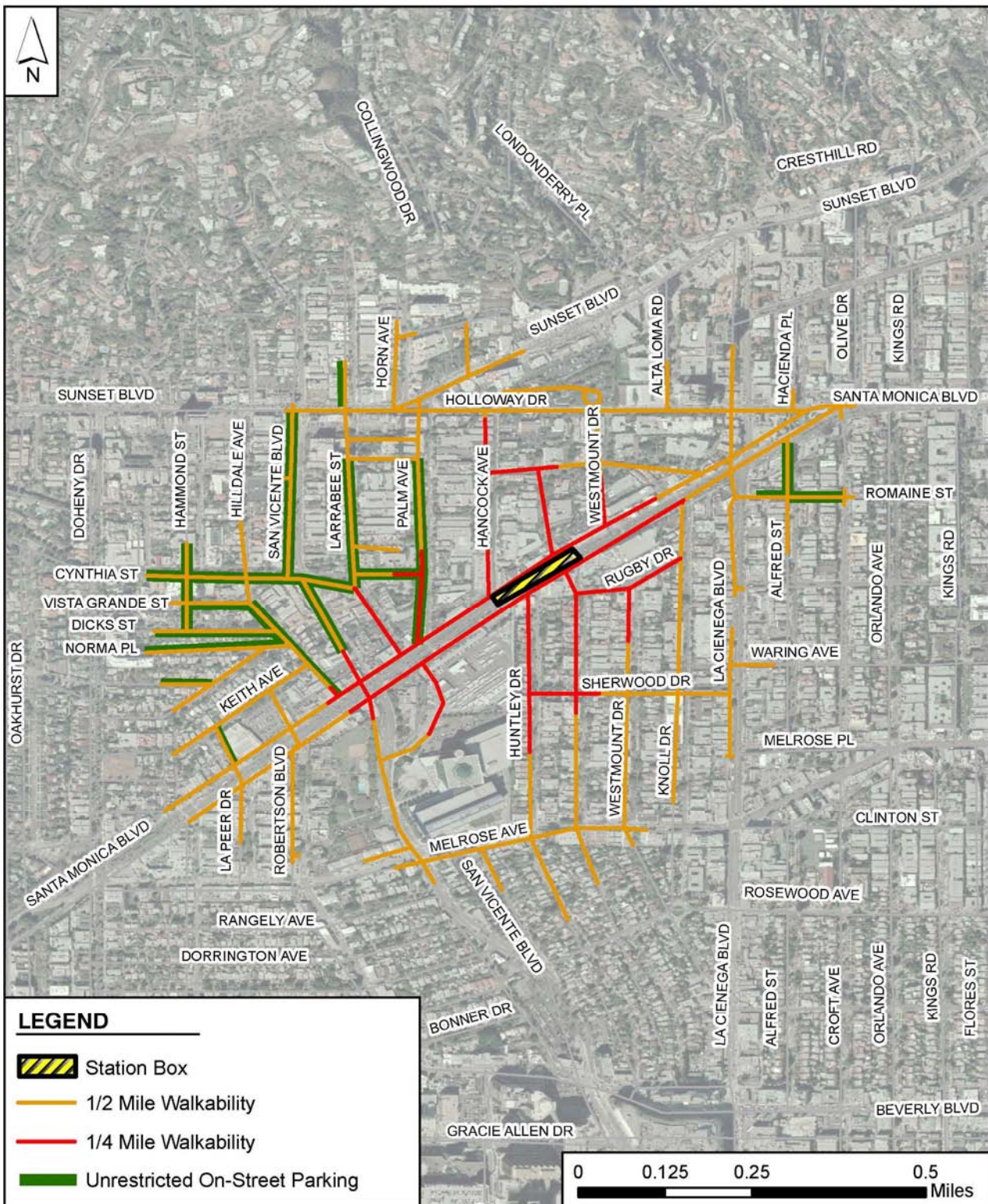


Figure 3-27. Unrestricted On-Street Parking—Santa Monica/San Vicente Station



- **Beverly Center Area Station**—As illustrated in Figure 3-28, parking is unrestricted on several blocks south of 3rd Street. A variety of parking restrictions are in place on the remaining streets within a one-half mile walking distance of this station, including time-limit restrictions and residential permit-restrictions. Parking meters with time-limit restrictions are installed along San Vicente Boulevard, Beverly Boulevard, 3rd Street, La Cienega Boulevard, Rosewood Avenue, and Curson Avenue.

3.1.2 Unrestricted Parking Occupancy Survey

A parking occupancy survey was conducted at the unrestricted locations described in Section 3.1.1. The purpose of the survey was to determine existing parking use at these unrestricted locations during the peak period and to identify if there would be sufficient vacant parking spaces to accommodate potential Westside Subway Extension spillover parking. The AM peak period was selected for the survey because the greatest potential for spillover parking would be generated by commuters using the Westside Subway Extension to travel to work. Additionally, during the AM peak period, more station area residents would be at home and parked on streets than during midday or PM peak periods, when residents would likely be at work, running errands, or participating in social activities. Therefore, a parking occupancy survey conducted during the AM peak period represents the most conservative estimate of existing parking availability at unrestricted locations.

Table 3-1 describes the results of the parking occupancy survey at unrestricted on-street locations. In general, the majority of unrestricted spaces within a one-half mile of each station were occupied, with most station locations exhibiting occupancy rates in the range of 70 to 100 percent. Only the Wilshire/Crenshaw Station (48 percent occupied) and Wilshire/26th Station (55 percent occupied) had lower occupancy rates. Because both station areas have single-family residential land uses, existing parking demand is lower than at most other station areas, which have more multifamily residential land uses.

For each station, the amount of unrestricted parking availability is summarized below.

- **Wilshire/Crenshaw Station**—Approximately 2,115 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 1,009 vehicles were parked in these spaces (48 percent occupancy rate).
- **Wilshire/La Brea Station**—Approximately 530 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 408 vehicles were parked in these spaces (77 percent occupancy rate).
- **Wilshire/Fairfax Station**—Approximately 190 unrestricted parking spaces are located within a one-half mile walking distance of this station location. During the parking survey, 174 vehicles were parked in these spaces (93 percent occupancy rate). Approximately 135 spaces are located within a one-half mile walking distance of the optional station location, and 128 vehicles were parked in those spaces (96 percent occupancy rate).
- **Wilshire/La Cienega Station**—Approximately 250 unrestricted parking spaces are located within a one-half mile walking distance of this station location. During the parking survey, 215 vehicles were parked in these spaces (86 percent occupancy rate). Approximately 475 spaces are located within a one-half mile walking distance of the



optional station location, and 416 vehicles were parked in those spaces (87 percent occupancy rate).

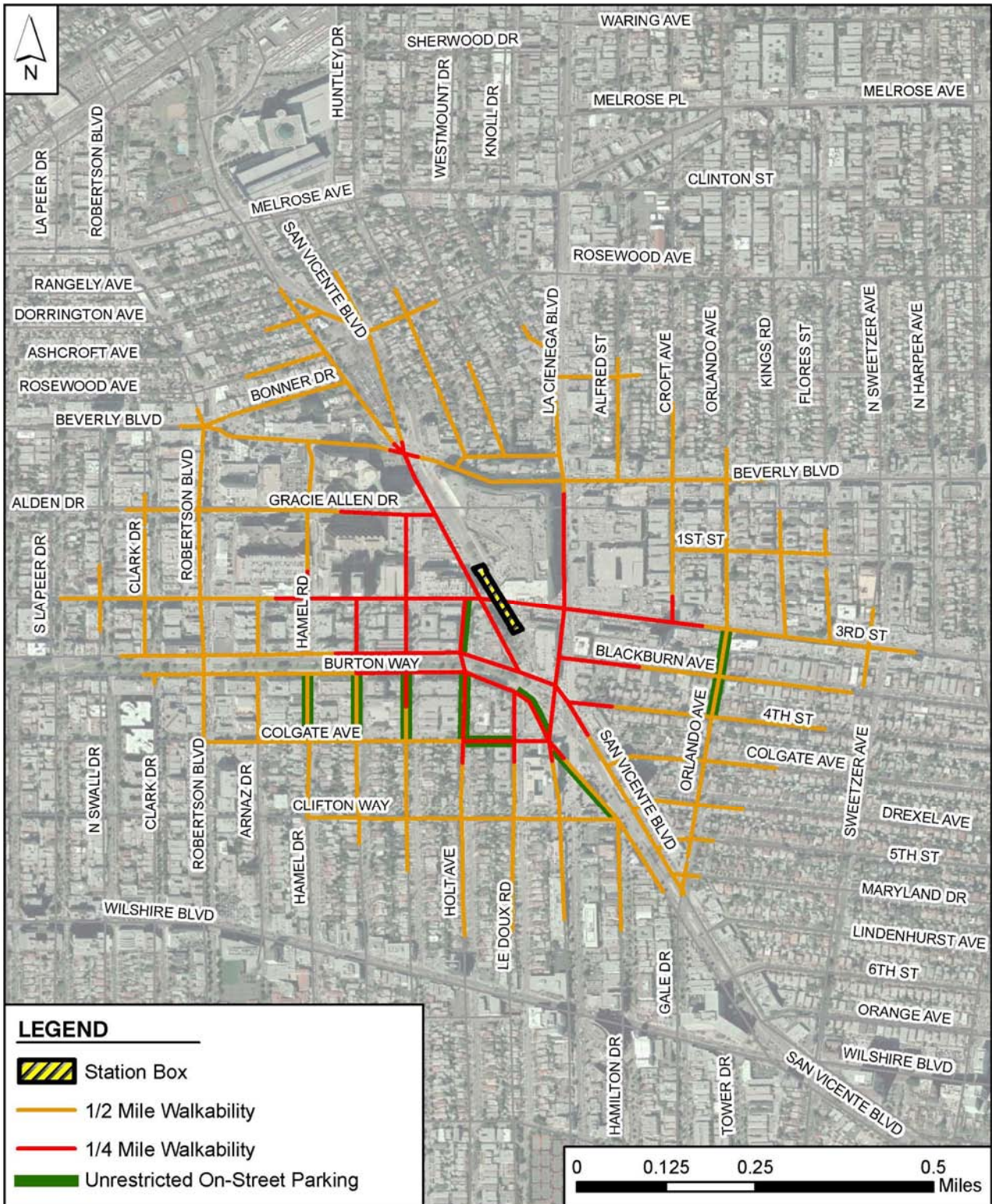


Figure 3-28. Unrestricted On-Street Parking—Beverly Center Area Station



Table 3-1. Parking Occupancy—Unrestricted Spaces within One-half Mile of Stations

Station	Parked Vehicles	Vacant Spaces	Total Unrestricted Supply	Occupancy %
1. Wilshire/Crenshaw Station	1,009	1,091	2,115	48%
2. Wilshire/La Brea Station	408	120	528	77%
3. Wilshire/Fairfax Station	174	26	188	93%
Optional Station	128	18	134	96%
4. Wilshire/La Cienega Station	215	35	250	86%
Optional Station	416	61	477	87%
5. Wilshire/Rodeo Station	[a]	[a]	0	[a]
6. Century City Station	26	0	26	100%
Optional Station	[a]	[a]	0	[a]
7. Westwood/UCLA Station	353	3	356	99%
Optional Station	366	10	376	97%
8. Westwood/VA Hospital Station	16	2	18	89%
Optional Station	128	9	137	93%
9. Wilshire/Bundy Station	1,389	394	1,783	78%
10. Wilshire/26th Station	443	366	809	55%
11. Wilshire/16th Station	741	134	875	85%
12. Wilshire/4th Station	490	58	548	89%
13. Hollywood/Highland Station	469	53	522	90%
14. Santa Monica/La Brea Station	834	176	1,010	83%
15. Santa Monica/Fairfax Station	2,105	497	2,602	81%
16. Santa Monica/San Vicente Station	388	163	551	70%
17. Beverly Center Area Station	158	9	167	95%

Source: Fehr & Peers, January 2010

[a] No unrestricted spaces are located within one-half mile of these station locations.

- **Wilshire/Rodeo Station**—There are no unrestricted parking spaces located within a one-half mile walking distance of this station. Therefore, no parking occupancy surveys were conducted.
- **Century City Station**—Approximately 25 unrestricted parking spaces are located within a one-half mile walking distance of this station location. During the parking survey, 100 percent of these spaces were occupied. No unrestricted parking spaces are located within a one-half mile walking distance of the optional station location.
- **Westwood/UCLA Station**—Approximately 355 unrestricted parking spaces are located within a one-half mile walking distance of this station location. During the parking survey, 353 vehicles were parked in these spaces (99 percent occupancy rate). Approximately 375 spaces are located within a one-half mile walking distance of the optional station location, and 366 vehicles were parked in those spaces (97 percent occupancy rate).



- **Westwood/VA Hospital Station**—Approximately 20 unrestricted parking spaces are located within a one-half mile walking distance of this station location. During the parking survey, 16 vehicles were parked in these spaces (89 percent occupancy rate). Approximately 135 spaces are located within a one-half mile walking distance of the optional station location, and 128 vehicles were parked in those spaces (93 percent occupancy rate).
- **Wilshire/Bundy Station**—Approximately 1,785 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 1,389 vehicles were parked in these spaces (78 percent occupancy rate).
- **Wilshire/26th Station**—Approximately 810 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 443 vehicles were parked in these spaces (55 percent occupancy rate).
- **Wilshire/16th Station**—Approximately 875 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 741 vehicles were parked in these spaces (85 percent occupancy rate).
- **Wilshire/4th Station**—Approximately 550 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 490 vehicles were parked in these spaces (89 percent occupancy rate).
- **Hollywood/Highland Station**—Approximately 520 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 469 vehicles were parked in these spaces (90 percent occupancy rate).
- **Santa Monica/La Brea Station**—Approximately 1,010 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 834 vehicles were parked in these spaces (83 percent occupancy rate).
- **Santa Monica/Fairfax Station**—Approximately 2,600 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 2,105 vehicles were parked in these spaces (81 percent occupancy rate).
- **Santa Monica/San Vicente Station**—Approximately 550 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 388 vehicles were parked in these spaces (70 percent occupancy rate).
- **Beverly Center Area Station**—Approximately 165 unrestricted parking spaces are located within a one-half mile walking distance of this station. During the parking survey, 158 vehicles were parked in these spaces (95 percent occupancy rate).

3.2 Off-Street Municipal Code Parking Requirements

While parking is available on streets within a one-half mile walking distance of most station areas, a substantial amount of off-street parking is also provided at the commercial land uses within walking distance to each station. Parking facilities provided for these land uses may or may not be accessible to the public, and may or may not operate at or near capacity under existing conditions. However, because of the extensive supply of parking within these land uses, there is the potential for shared parking opportunities, enabling Westside Subway Extension riders to use already-built parking facilities.



Because there are thousands of individual commercial parcels within a one-half mile walking distance of station areas, conducting parking surveys at each parking facility was found to be infeasible. Therefore, parking requirements using municipal code parking ratios were estimated for commercial land uses within a one-half mile walking distance of potential station locations, based on land use parcel data analyzed in Geographic Information System (GIS). Land uses were classified according to the following general categories:

- Retail
- Office (museum, hospital, and other institutional land uses also analyzed as office)
- Hotel
- Food Services

Non-commercial land uses, such as residential uses, were excluded from this analysis because they typically do not provide publicly accessible parking. Table 3-2 presents the commercial square-footage for each type of land use located within a one-half mile walking distance of potential station locations.

3.2.1 Calculation of Off-Street Municipal Code Parking Requirements

To estimate off-street parking inventory, municipal code parking requirements for the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica were applied to the four general commercial land use categories. Table 3-3 details the parking ratios required by each city for retail, office, hotel, and food service land uses. Where parking ratios vary, such as in the City of West Hollywood, which requires 3.5 spaces per 1,000 square feet of office space up until the first 25,000 square feet, and 3.0 spaces per 1,000 square feet for space beyond 25,000 square feet, the lower parking ratio was used to produce a more conservative estimate of total parking supply available.

Table 3-2. Commercial Land Uses within One-half Mile of Stations

Station	Retail (sf)	Office (sf)	Hotel (sf)	Food Services (sf)	Total (sf)
1. Wilshire/Crenshaw Station	65,850	1,275,000	74,650	4,650	1,420,150
2. Wilshire/La Brea Station	836,950	2,535,750	13,350	17,600	3,403,650
3. Wilshire/Fairfax Station	311,400	5,403,300	63,900	54,850	5,833,450
Optional Station	265,100	5,219,300	63,900	46,700	5,595,000
4. Wilshire/La Cienega Station	235,000	3,496,300	275,300	94,000	4,100,600
Optional Station	308,450	3,111,700	279,300	94,000	3,793,450
5. Wilshire/Rodeo Station	2,911,550	4,755,000	763,500	51,700	8,481,750
6. Century City Station	1,031,200	13,917,150	1,921,200	25,500	16,895,050
Optional Station	569,100	13,437,200	1,586,650	25,500	15,618,450
7. Westwood/UCLA Station	1,186,600	4,561,950	543,200	95,900	6,387,650
Optional Station	1,203,450	4,172,800	543,200	96,900	6,016,350
8. Westwood/VA Hospital Station	0	2,166,850	0	0	2,166,850
Optional Station	39,600	1,046,750	0	0	1,086,350
9. Wilshire/Bundy Station	559,600	2,797,200	36,300	56,650	3,449,750
10. Wilshire/26 th Station	464,150	2,259,500	55,200	93,250	2,872,100
11. Wilshire/16 th Station	626,650	577,000	39,450	56,600	1,299,700
12. Wilshire/4 th Station	2,386,700	2,740,350	430,550	91,850	5,649,450
13. Hollywood/Highland Station	1,833,250	1,402,000	1,263,100	79,300	4,577,650
14. Santa Monica/La Brea Station	695,350	612,450	49,950	80,250	1,438,000
15. Santa Monica/Fairfax Station	512,100	167,350	3,500	34,950	717,900
16. Santa Monica/San Vicente Station	2,446,600	524,300	883,050	108,500	3,962,450
17. Beverly Center Area Station	4,046,650	1,625,400	608,000	103,500	6,383,550

Source: Terry A. Hayes & Associates, December 2009

Table 3-3. Municipal Code Parking Requirements

Commercial Land Use Type	City of Los Angeles	City of West Hollywood	City of Beverly Hills	City of Santa Monica
Retail	1 space/250 sf	3.5 spaces/1,000 sf	1 space/350 sf	1 space/300 sf
Office	1 space/500 sf	3 spaces/1,000 sf	1 space/350 sf	1 space/300 sf
Hotel	1 space/2 rooms	1 space/room	1 space/room	1 space/room
Food Service	1 space/100 sf	9 spaces/1,000 sf	1 space/45 sf	1 space/75 sf



Based on the commercial land use parcel data and the municipal code parking requirements, off-street parking that would be required by code was estimated for the one-half mile area around each potential station location. The results of the review, shown in Table 3-4, indicated that total commercial off-street parking supply ranges from approximately 2,250 spaces within one-half mile of the Westwood/VA Hospital Optional Station to 36,060 spaces within one-half mile of the Century City Station/Santa Monica Boulevard.

The parking ratios used are from the current municipal code of each city. However, land uses in the study area have been built over time, and may have been parked at ratios from earlier codes. Additionally, the current codes allow for some sharing of parking between land uses, and the payment of in-lieu fees to satisfy code parking requirements. Therefore, the actual off-street supply may vary from these estimates. To verify these estimates, the station area land uses from Figure 2-1 were input into the shared parking model.

3.3 Calculation of Commercial Land Use Parking Demand Using Shared Parking Model

The shared parking methodology recognizes that parking spaces in commercial districts may often serve two or more individual land uses without conflict because peak parking demand for land uses occurs at different times of day, days of the week, and seasons of the year. Additionally, in commercial districts, people will often visit two or more land uses on a single automobile trip, further reducing required parking.

Because the Westside Subway Extension station areas are mixed-use districts, the shared parking model, developed out of research on mixed-use developments and districts by the Urban Land Institute (ULI) and the International Council of Shopping Centers (ICSC), is an appropriate tool for estimating peak demand of the combined land uses in each station area. The model was calibrated to include a 15 percent reduction from ULI base parking ratios to account for the high transit ridership currently in the study area (specifically the Wilshire and Santa Monica Boulevards Rapid Bus lines). An additional factor was applied to the calibrated model to account for the internalization of parking demand (people visiting two or more land uses on a single automobile trip, or visitors or employees who live close enough to walk or bike). An internalization factor of 20% was applied to customer parking ratios, and a 5 percent factor for employee parking ratios.

Table 3-4 also presents the results of the shared parking demand estimates. In general, the results of the shared parking analysis are within approximately 25 percent of the municipal code required parking estimates. The shared parking model, in many station areas, predicts peak parking demand lower than municipal code parking requirements because parking demand for some land uses, such as restaurants, peaks in the evening, whereas parking demand for other uses, such as office peaks during the day. However, with the exception of station areas with higher proportions of restaurant land uses, the shared parking model results confirm that the municipal code parking estimates are a relatively accurate measure of the potential parking demand in station areas.

Table 3-4. Estimated Off-Street Parking Spaces within One-Half Mile of Stations

Station	Municipal Code Estimates (spaces)					Shared Parking Estimates (spaces)
	Retail	Office	Hotel	Food Services	Total	
1. Wilshire/Crenshaw Station	263	2,550	150	47	3,010	3,242
2. Wilshire/La Brea Station	3,348	5,072	28	176	8,624	8,234
3. Wilshire/Fairfax Station	1,246	10,807	128	549	12,730	13,573
Optional Station	1,060	10,439	128	467	12,094	12,972
4. Wilshire/La Cienega Station	671	9,989	1,100	2,089	13,849	9,737
Optional Station	881	8,891	1,115	2,089	12,976	9,045
5. Wilshire/Rodeo Station	8,319	13,586	3,055	1,149	26,109	20,749
6. Century City Station	4,125	27,834	3,843	255	36,057	39,213
Optional Station	2,276	26,874	3,173	255	32,578	36,286
7. Westwood/UCLA Station	4,746	9,124	1,088	959	15,917	15,315
Optional Station	4,814	8,346	1,088	969	15,217	14,492
8. Westwood/VA Hospital Station	0	4,334	0	0	4,334	4,899
Optional Station	158	2,094	0	0	2,252	2,479
9. Wilshire/Bundy Station	2,238	5,594	73	567	8,472	8,342
10. Wilshire/26 th Station	1,547	7,532	220	1,243	10,542	7,130
11. Wilshire/16 th Station	2,089	1,923	160	755	4,927	3,517
12. Wilshire/4 th Station	7,956	9,135	1,720	1,225	20,036	14,342
13. Hollywood/Highland Station	7,333	2,804	2,525	793	13,455	11,245
14. Santa Monica/La Brea Station	2,781	1,225	100	803	4,909	3,964
15. Santa Monica/Fairfax Station	1,792	502	15	315	2,624	2,069
16. Santa Monica/San Vicente Station	8,563	1,573	3,530	977	14,643	10,464
17. Beverly Center Area Station	16,187	3,251	1,215	1,035	21,688	16,915

Source: Fehr & Peers, January 2010



4.0 FUTURE PARKING CONDITIONS

Under the current project description, there would be no park-and-ride facilities provided at any rail station. As a result, the transportation demand model does not predict any park-and-ride access. However, even without park-and-ride facilities, neighborhood spillover by subway riders seeking free, unrestricted parking is still an impact concern. To estimate parking demand for the spillover impact analysis, the transportation demand model was run without parking demand being constrained. In light of the model's inability to estimate park-and-ride demand for free, on-street spaces in close proximity to the stations, the model run with parking "unconstrained" acts as a surrogate.

Since the parking demand estimates involve theoretical maximums, they would not be affected by demand variations under each Build Alternative.

4.1 Station Maximum Parking Demand Forecasts

Table 4-1 describes estimated theoretical maximum daily parking demand for each station location under the unconstrained parking scenario and compares this demand with vacant parking supply as identified in existing occupancy surveys. Using the unconstrained parking estimate to approximate the demand for free parking, demand would exceed available vacant parking supply at most stations.

This analysis approach is very conservative due to the approach to forecasting unconstrained parking demand as noted above. Additionally, parking demand forecasts are daily totals, which have been compared to vacant supply during the AM peak period. While it is likely that much of the parking demand will occur during an entire work day, some parking demand will occur during off peak periods and in the evenings, so actual parking demand would likely be lower during AM peak periods. Additionally, the occupancy percent for on-street parking spaces may be lower later in the day or evening than during the AM peak hour. However, the purpose of this conservative analysis is to identify locations where the potential for spillover parking exists.



Table 4-1. Estimated Parking Demand by Station

Station	Maximum Daily Parking Demand	Existing Vacant Supply	Demand Exceeds Vacant Supply?
1. Wilshire/Crenshaw Station	595	1,091	NO
2. Wilshire/La Brea Station	277	120	YES
3. Wilshire/Fairfax Station	238	26	YES
Optional Station	238	18	YES
4. Wilshire/La Cienega Station	223	35	YES
Optional Station	223	61	YES
5. Wilshire/Rodeo Station	155	[a]	[a]
6. Century City Station	164	0	YES
Optional Station	164	[a]	[a]
7. Westwood/UCLA Station	266	3	YES
Optional Station	266	10	YES
8. Westwood/VA Hospital Station	394	2	YES
Optional Station	394	9	YES
9. Wilshire/Bundy Station	334	394	NO
10. Wilshire/26 th Station	264	366	NO
11. Wilshire/16 th Station	303	134	YES
12. Wilshire/4 th Station	293	58	YES
13. Hollywood/Highland Station	195	53	YES
14. Santa Monica/La Brea Station	194	176	YES
15. Santa Monica/Fairfax Station	123	497	NO
16. Santa Monica/San Vicente Station	76	163	NO
17. Beverly Center Area Station	77	9	YES

Source: Fehr & Peers, January 2010

[a] No unrestricted spaces are located within one-half mile of these station locations.



5.0 PARKING IMPACT ASSESSMENT

This section describes future on- and off-street parking conditions in the Study Area, specifically in station areas, and assesses potential parking-related impacts resulting from the Build Alternatives. This analysis assumes that parking conditions as identified in the existing conditions section of this section would still be maintained in 2035. To assess adverse/significant impacts, the assessment determined whether there would be potential permanent loss of existing parking supply as a result of the Build Alternatives. The assessment also examined possible effects on existing on-street and off-street parking that could occur as a result of subway riders who, despite the lack of park-and-ride facilities at any rail station, would still try to park in station areas.

5.1 Station Impacts

This section assesses the potential for Alternatives 1 through 5, and MOSs 1 and 2 to generate significant/adverse impacts related to the loss of on-street and/or off-street parking.

5.1.1 On-Street Spaces Removed

Alternatives 1 through 5, and MOSs 1 and 2 would be constructed below grade; therefore no on-street parking spaces would be permanently removed to accommodate the project stations or alignment.

5.1.1.1 Impact Assessment

No station impacts related to the removal of on-street parking would occur because no on-street parking spaces would be permanently removed.

5.1.2 Off-Street Spaces Removed

Alternatives 1 through 5, and MOSs 1 and 2 would be constructed below grade and would not result in permanent parking loss at most stations. At the Westwood/UCLA Off-Street and Westwood/VA Hospital Stations, there could be potential loss of existing off-street parking. At both locations, the spaces are not required by local parking codes. The potential for impacts at the Westwood/UCLA Station and the Westwood/VA Hospital Station are discussed in greater detail in the following sections.

5.1.2.1 Westwood/UCLA Station

The potential Westwood/UCLA Station entrance in UCLA Lot # 36 would require the removal of a portion of the approximately 700 off-street spaces provided in the lot to accommodate the station entrance. Additionally, more spaces could be removed to accommodate UCLA shuttle bus access to this potential station entrance.

The removal of parking spaces at this location would be offset by increased transit usage by UCLA students, faculty, staff, and visitors and other transportation demand management measures once the Westside Subway Extension is completed. Further, this potential station entrance has been requested by UCLA and it is reasonable to assume that Lot #36 could be redeveloped for another use if the subway is not built. With over 24,000 current parking spaces and approximately 1,000 more planned, UCLA could choose to replace any parking loss with a new facility as it has been doing over the past decades. Further, UCLA is not



subject to municipal minimum parking requirements so any loss would not be considered a code violation.

5.1.2.2 Westwood/VA Hospital Station

The potential Westwood/VA Hospital Station would be constructed in an at-grade entrance plaza requiring the removal of some of the approximately 415 off-street spaces provided in the lot to accommodate the station entrance. The removal of parking spaces at this location would be offset by increased transit usage by VA Hospital employees, patients, and visitors as well as the potential shifting of demand to adjacent facilities in the area that may have surplus capacity once the Westside Subway Extension is completed. Further, this potential station has been requested by the VA Hospital. The VA is not subject to municipal minimum parking requirements so any loss would not be considered a code violation.

5.1.3 Impact Assessment

Based on the above analysis, no station area impacts related to the removal of off-street parking would be expected to occur.

5.2 Neighborhood Spillover Impacts

The parking impact assessment for the Westside Subway Extension considered the potential for parking spillover to occur in residential neighborhoods surrounding potential station locations. Spillover potential was assessed because some riders of the Westside Subway Extension may still drive to stations to access the subway, even though park-and-ride facilities would not be provided. Without park-and-ride facilities, parking demand would be reduced, as more riders are picked-up or dropped-off, walk, bike, or take bus transit to access the subway. However, some riders with access to automobiles might still seek available unrestricted parking on neighborhood streets within a one-half mile walking distance of stations. The potential extent of riders who elect to park in station areas could be significant given the travel time, convenience, and reliability of rail service provided by grade-separated rail service to major employment areas. This contrasts with less reliable and congested traffic conditions in the Study Area along with parking charges at the destination end of the commute trip.

As stated in Section 1.0, one-half mile is typically the farthest distance transit riders are willing to walk to access a transit station. Therefore, the potential for spillover parking impacts are assessed at this distance from each station.

5.2.1 Impact Criteria

The potential for spillover parking impacts are assessed according to the following criteria:

- Is there unrestricted parking located within a one-half mile walking distance of potential stations?
- Would maximum daily Westside Subway Extension parking demand exceed available supply?
- Is unrestricted parking located on streets that are primarily residential?

To be considered an impact, a station area would need to meet Criterion 1, and either Criterion 2 or Criterion 3. A station area that does not meet Criterion 1 would not be



impacted. It should be noted that the parking impact determination is very conservative. Available parking supply was determined based on the AM peak only. Yet demand is based on maximum daily demand. Parking supply may increase throughout the day and evening versus what is available in the AM peak.

5.2.2 Impact Assessment

This section describes the adverse impacts to on- and off-street parking and parking spillover along the project corridor generated by the project alternatives.

5.2.2.1 No-Build Alternative

By definition, the No-Build Alternative would not result in adverse parking-related impacts.

5.2.2.2 TSM Alternative

Under the TSM Alternative, on- or off-street parking loss would not occur. The increased frequency of Rapid Route 720 planned as part of the TSM alternative would utilize the existing street system and restrictions. While the increased frequency of Route 720 would increase ridership and park-and-ride demand, fairly minimal neighborhood spillover parking would be expected above the No-Build condition because this alternative would not change the mode-of-access for most riders — those that walk, bike, or are dropped off at bus stops would not be expected to change their mode-of-access.

5.2.2.3 Alternative 1—Westwood/UCLA Extension

Using the parking impact criteria, the Westside Subway Extension's potential to create spillover parking impacts has been assessed within a one-half mile walking distance of each potential station location for Alternative 1.

- **Wilshire/Crenshaw Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 1,091 vacant parking spaces were counted, which would accommodate the Westside Subway Extension's estimated maximum daily parking demand of 595 spaces. However, the neighborhood around the station is primarily residential, so it is not a preferable location to accommodate project parking. As summarized in Table 5-1, Criteria 1 and 3 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.
- **Wilshire/La Brea Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 120 vacant parking spaces were counted, which would not accommodate the Westside Subway Extension's estimated maximum daily parking demand of 277 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.
- **Wilshire/Fairfax Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 26 vacant parking spaces were counted around this station location, and 18 spaces around the optional station, which would not accommodate the Westside Subway Extension's estimated maximum daily parking demand of 238 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of both this station and the optional station location.

Table 5-1. Neighborhood Spillover Parking Impacts

Station	Criteria 1: Unrestricted Parking within ½ Mile	Criteria 2: Estimated Parking Demand would Exceed Supply	Criteria 3: Unrestricted Parking Located on Residential Streets
1. Wilshire/Crenshaw Station	YES	NO	YES
2. Wilshire/La Brea Station	YES	YES	N/A
3. Wilshire/Fairfax Station	YES	YES	N/A
Optional Station	YES	YES	N/A
4. Wilshire/La Cienega Station	YES	YES	N/A
Optional Station	YES	YES	N/A
5. Wilshire/Rodeo Station	NO	N/A	N/A
6. Century City Station	YES	YES	N/A
Optional Station	NO	N/A	N/A
7. Westwood/UCLA Station	YES	YES	N/A
Optional Station	YES	YES	N/A
8. Westwood/VA Hospital Station	YES	YES	N/A
Optional Station	YES	YES	N/A
9. Wilshire/Bundy Station	YES	NO	YES
10. Wilshire/26 th Station	YES	NO	YES
11. Wilshire/16 th Station	YES	YES	N/A
12. Wilshire/4 th Station	YES	YES	N/A
13. Hollywood/Highland Station	YES	YES	N/A
14. Santa Monica/La Brea Station	YES	YES	N/A
15. Santa Monica/Fairfax Station	YES	NO	YES
16. Santa Monica/San Vicente Station	YES	NO	YES
17. Beverly Center Area Station	YES	YES	N/A

Source: Fehr & Peers, January 2010

N/A—not applicable because preceding impact criteria have been met

- Wilshire/La Cienega Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 35 vacant parking spaces were counted around this station location, and 61 spaces around the optional station, which would not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 223 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of both this station and the optional station location.
- Wilshire/Rodeo Station**—There are no unrestricted parking spaces located within a one-half mile walking distance of this station. As summarized in Table 5-1, Criterion 1 has not been met; therefore no project-related spillover parking impacts would be expected within a one-half mile walking distance of this station. As shown in Table 4-1, the project’s estimated daily parking demand is 155 spaces. It is anticipated that this



demand would either shift to station areas where there is unrestricted parking or would be accommodated in off-street paid parking facilities.

- **Century City Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station location. As shown in Table 4-1, 0 vacant parking spaces were counted, so would clearly not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 164 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station location. There are no unrestricted parking spaces located within a one-half mile walking distance of the optional station location. As summarized in Table 5-1, Criterion 1 has not been met, therefore no project-related spillover parking impacts would be expected within a one-half mile walking distance of the optional station location.
- **Westwood/UCLA Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 3 vacant parking spaces were counted around this station location, and 10 spaces around the optional station, which would not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 266 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of both this station and the optional station location.

5.2.2.4 Alternative 2—Westwood/VA Hospital Extension

Alternative 2 would follow the same alignment as Alternative 1, but extends beyond the Westwood/UCLA Station, terminating at the Westwood/VA station. The impact assessment discussed above for Stations 1 through 7 is applicable to Alternative 2. In addition to these stations, the Westside Subway Extension’s potential to create spillover parking impacts has been assessed within a one-half mile walking distance for the following additional station location:

- **Westwood/VA Hospital Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 2 vacant parking spaces were counted around this station location, and 9 spaces around the optional station, which would not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 394 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of both this station and the optional station location.

5.2.2.5 Alternative 3—Santa Monica Extension

Alternative 3 would follow the same alignment as Alternative 1, but extends beyond the Westwood/UCLA station, terminating at the Wilshire/4th Station. The impact assessment discussed above for Stations 1 through 8 is applicable to Alternative 3. In addition to these stations, the Westside Subway Extension’s potential to create spillover parking impacts has been assessed within a one-half mile walking distance for the following additional station locations:

- **Wilshire/Bundy Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 394 vacant parking spaces were counted, which would accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 334 spaces. However, because there are residential uses in the neighborhood around the station, the area is not a preferable location to



accommodate project parking. As summarized in Table 5-1, Criteria 1 and 3 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.

- **Wilshire/26th Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 366 vacant parking spaces were counted, which would accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 264 spaces. However, because there are residential uses in the neighborhood around the station, the area is not a preferable location to accommodate project parking. As summarized in Table 5-1, Criteria 1 and 3 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.
- **Wilshire/16th Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 134 vacant parking spaces were counted, which would not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 303 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.
- **Wilshire/4th Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 58 vacant parking spaces were counted, which would not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 293 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.

5.2.2.6

Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension
Alternative 4 would follow the same alignment as Alternative 2, and includes an alignment extending from the existing Metro Red Line Hollywood/Highland Station to the Wilshire alignment in Beverly Hills. The impact assessment discussed above for Stations 1 through 12 is applicable to Alternative 4. In addition to these stations, the Westside Subway Extension’s potential to create spillover parking impacts has been assessed within a one-half mile walking distance for the following additional station locations:

- **Hollywood/Highland Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 53 vacant parking spaces were counted, which would not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 195 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.
- **Santa Monica/La Brea Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 176 vacant parking spaces were counted, which would not accommodate the Westside Subway Extension’s estimated maximum daily parking demand of 194 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.
- **Santa Monica/Fairfax Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 497 vacant parking spaces were counted, which would accommodate the Westside Subway Extension’s

estimated maximum daily parking demand of 123 spaces. However, the neighborhood around the station is primarily residential, so it is not a preferable location to accommodate project parking. As summarized in Table 5-1, Criteria 1 and 3 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.

- **Santa Monica/San Vicente Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 163 vacant parking spaces were counted, which would accommodate the Westside Subway Extension's estimated maximum daily parking demand of 76 spaces. However, the neighborhoods where unrestricted parking is located are primarily residential, so are not preferable locations to accommodate project parking. As summarized in Table 5-1, Criteria 1 and 3 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.
- **Beverly Center Area Station**—Unrestricted parking supply is available within a one-half mile walking distance of this station. As shown in Table 4-1, 9 vacant parking spaces were counted, which would not accommodate the Westside Subway Extension's estimated maximum daily parking demand of 77 spaces. As summarized in Table 5-1, Criteria 1 and 2 have been met; therefore project-related spillover parking impacts would be expected within a one-half mile walking distance of this station.

- 5.2.2.7 **Alternative 5—Santa Monica Extension plus West Hollywood Extension**
Alternative 5 would be a combination of Alternative 3 (Santa Monica Extension) plus Alternative 4 (West Hollywood Extension). No additional station locations would be provided uniquely for this alternative. The impact assessment discussed above for all Project stations is applicable to Alternative 5.
- 5.2.2.8 **MOS 1—Fairfax Extension**
MOS 1 would follow the same alignment as Alternative 1, but would terminate at the Wilshire/Fairfax Station rather than extending to the Westwood/UCLA Station. No additional station locations would be provided uniquely for this MOS. The impact assessment discussed above for the first three stations is applicable to MOS 1.
- 5.2.2.9 **MOS 2—Century City Extension**
MOS 2 would follow the same alignment as Alternative 1, but would terminate at the Century City Station rather than extending to the Westwood/UCLA Station. No additional station locations would be provided uniquely for this MOS. The impact assessment discussed above for the first six stations is applicable to MOS 2.
- 5.2.2.10 **Impact Summary**
Table 5-2 summarizes the results of the parking impact assessment for each build alternative.

Table 5-2. Parking Impact Summary

Station	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	MOS 1	MOS 2
1. Wilshire/Crenshaw Station	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
2. Wilshire/La Brea Station	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
3. Wilshire/Fairfax Station	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Optional Station	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
4. Wilshire/La Cienega Station	Impacted	Impacted	Impacted	Impacted	Impacted	None	Impacted
Optional Station	Impacted	Impacted	Impacted	Impacted	Impacted	None	Impacted
5. Wilshire/Rodeo Station	None	None	None	None	None	None	None
6. Century City Station	Impacted	Impacted	Impacted	Impacted	Impacted	None	Impacted
Optional Station	None	None	None	None	None	None	None
7. Westwood/UCLA Station	Impacted	Impacted	Impacted	Impacted	Impacted	None	None
Optional Station	Impacted	Impacted	Impacted	Impacted	Impacted	None	None
8. Westwood/VA Hospital Station	None	Impacted	Impacted	Impacted	Impacted	None	None
Optional Station	None	Impacted	Impacted	Impacted	Impacted	None	None
9. Wilshire/Bundy Station	None	None	Impacted	None	Impacted	None	None
10. Wilshire/26 th Station	None	None	Impacted	None	Impacted	None	None
11. Wilshire/16 th Station	None	None	Impacted	None	Impacted	None	None
12. Wilshire/4 th Station	None	None	Impacted	None	Impacted	None	None
13. Hollywood/Highland Station	None	None	None	Impacted	Impacted	None	None
14. Santa Monica/La Brea Station	None	None	None	Impacted	Impacted	None	None
15. Santa Monica/Fairfax Station	None	None	None	Impacted	Impacted	None	None
16. Santa Monica/San Vicente Station	None	None	None	Impacted	Impacted	None	None
17. Beverly Center Area Station	None	None	None	Impacted	Impacted	None	None
Total Impacted Station Areas	6	7	11	12	16	3	5
Total Impacted Station Areas (with Optional Station Locations)	5	6	10	11	15	3	4

Source: Fehr & Peers, January 2010

5.2.3 Mitigation Measures

The following mitigation measures shall be implemented in the areas adjacent to potential station locations to reduce impacts of Westside Subway Extension patrons parking in neighborhoods:

5.2.3.1 Measure 1—Parking Monitoring and Community Outreach

In the one-half mile area surrounding each station where unrestricted parking is located (as illustrated in Figure 3-7 through Figure 3-28), a program shall be established to monitor the on-street parking activity in the area prior to the opening of service and monitor the availability of parking monthly for six months following the opening of service. If a parking shortage is identified due to the parking activity of Westside Subway Extension patrons, Metro shall work with the appropriate local jurisdiction and affected communities to assess



the need for and specific elements of a residential permit parking program (RPP) for the impacted neighborhoods.

In general, RPP districts are created to ensure that neighborhood residents have access to on-street parking. These programs are in effect across the United States, including Los Angeles County. They are commonly used to address spillover parking concerns, such as those that arise when residential neighborhoods are in close proximity to commercial districts that do not provide sufficient parking. Patrons of the commercial districts, who are non-residents, tend to “spillover” into adjacent residential neighborhoods to find parking. The impact that spillover parking causes is adverse, and restricting parking to residents only, or limiting the time non-residents can park, is one way to mitigate these adverse impacts.

Additionally, Metro could conduct outreach meetings for the affected communities to gauge the interest of residents to participate in an RPP program, regardless of whether parking shortages have been identified. RPP programs would be implemented according to guidelines established by each local jurisdiction. Metro would reimburse local jurisdictions for costs associated with developing both the RPP programs and installing parking restriction signs in neighborhoods within a one-half mile walking distance of each affected station. Metro would not be responsible for the costs of permits for residents desiring to park on streets in RPP districts. For locations where station spillover parking cannot be addressed through a RPP program, alternative mitigation options would include the implementation of time restrictions. Metro would work with local jurisdictions to determine which option(s) would be preferable.

5.2.3.2 Measure 2—Parking Benefits District

As a variation to the RPP program described in Measure 1, a Parking Benefits District could be created, whereby residents would receive free parking permits, but a certain amount of parking permits would be made available for purchase by non-resident commuters. Revenues from parking permits sold to commuters would be used to fund physical improvements to the built environment in station areas, such as adding or improving street trees, sidewalks, crosswalks, and street furniture.

5.2.3.3 Measure 3—Consideration of Shared Parking Program

Metro could consider developing a shared parking program with operators of off-street parking facilities to accommodate Westside Subway Extension parking demand, thereby allowing subway riders to use excess capacity in these facilities. As indicated in Table 3-4, it is estimated that several thousand off-street parking spaces serve commercial land uses within a one-half mile walking distance of each potential station. While off-street parking spaces for office land uses would be expected to be fully occupied during daytime work hours, some opportunities for shared parking facilities may be feasible for retail and food service uses. For six months following the opening of service, Metro would monitor off-street parking activity in station areas through communication with parking facility owners/managers to qualitatively gauge the effects on parking demand as a result of the introduction of the Westside Subway Extension. It is anticipated that the Westside Subway Extension would reduce parking demand in station areas, as employees use the subway to commute to work rather than driving.



Because the development of a shared parking program would be contingent on the willingness of parking facility owners/managers to participate, as well as the availability of parking supply at their facilities, it may be infeasible to implement this measure at some or all station areas where spillover parking impacts have been identified.

5.2.4 Impact Analysis after Mitigation

After the implementation of the above mitigation measures, the Westside Subway Extension spillover parking impact would be mitigated to less than significant levels.

References

- FTA 2009 Federal Transit Administration. November 13, 2009. *Federal Register Vol. 74. No 218. Proposed policy statement on the eligibility of pedestrian and bicycle improvements under federal transit law.*
- Mineta 2006 Mineta Transportation Institute. June 2006. *How far, by which route and why? A spatial analysis of pedestrian preference*
- ULI 2005 Urban Land Institute. 2005. *Shared parking.*
- Victoria 2009 Victoria Department of Transportation. 2009. *Walking and cycling international literature review.*