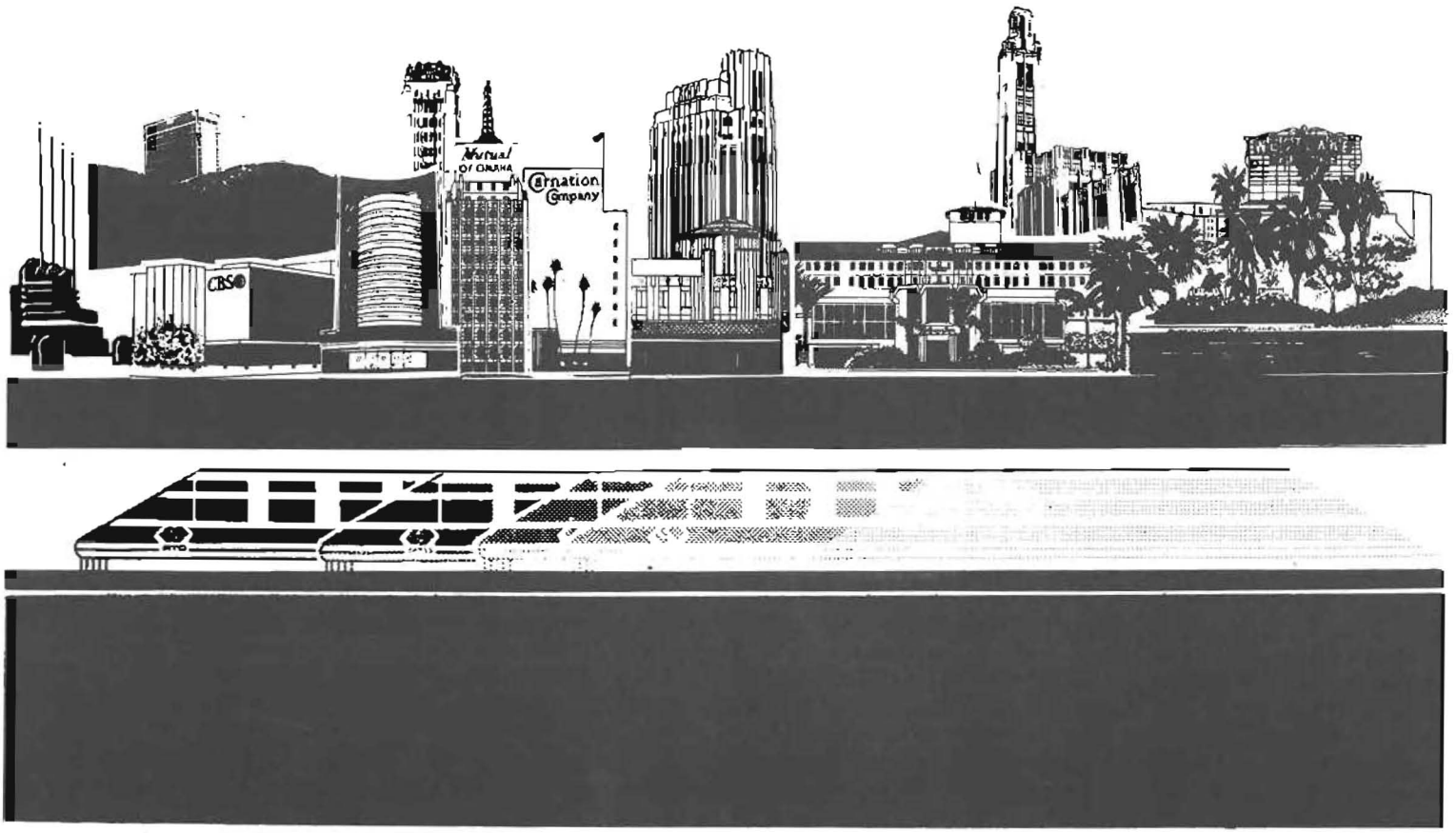
BACKGROUND REPORT



City of Los Angeles

Metro Rail

Station Area Development Plan

Wilshire / La Brea

LOS ANGELES CITY PLANNING DEPARTMENT

JUNE 1986

WILSHIRE/LA BREA STATION AREA

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MISCELLANEOUS
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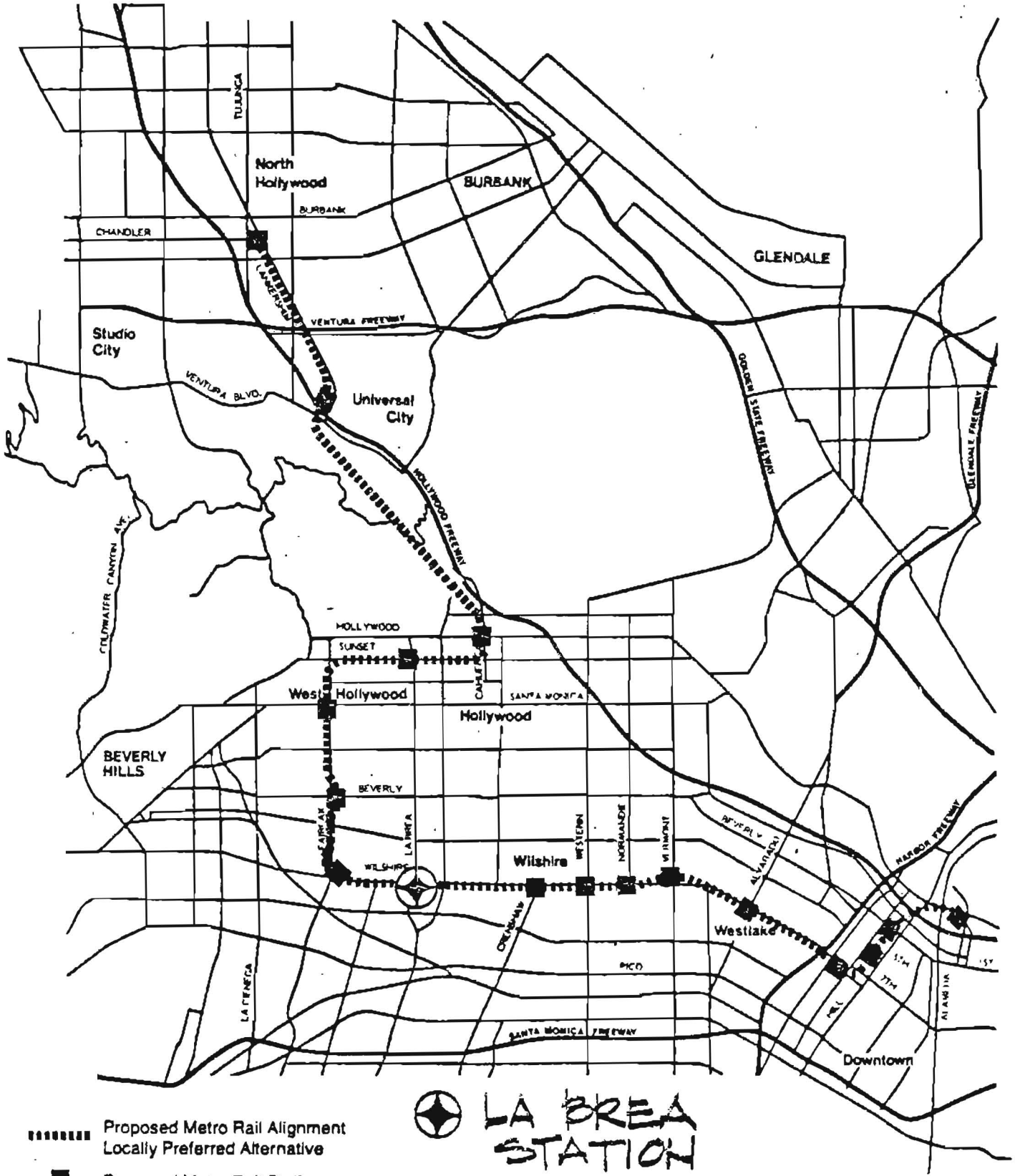
(NOTE: THE MAPS ON THE FOLLOWING PAGES ARE NOT TO SCALE)



Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

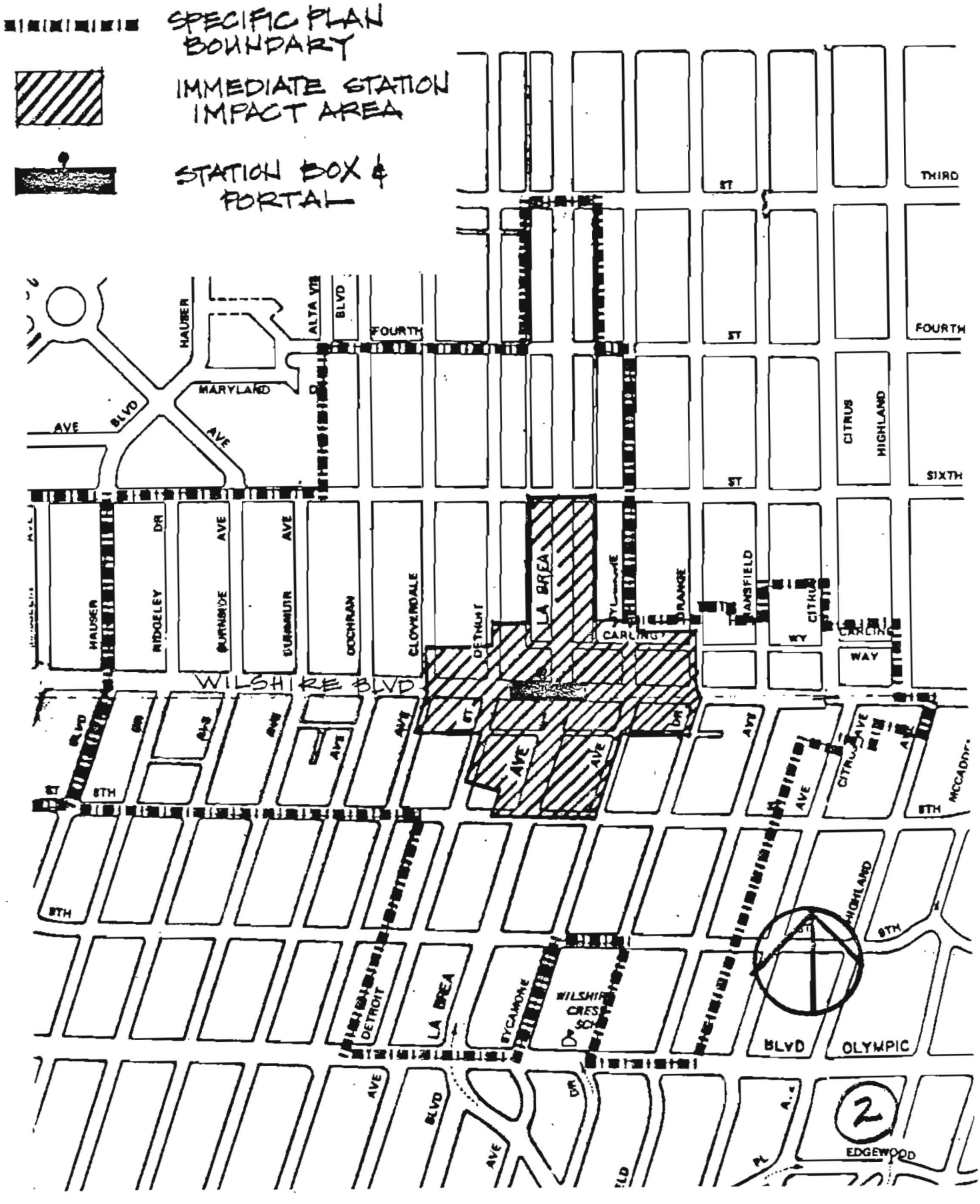
0 1 2 3 miles

Figure S-1
Proposed Metro Rail Project and Station Locations

SEDWAY/COOKE
Urban and Environmental Planners and Designers

1

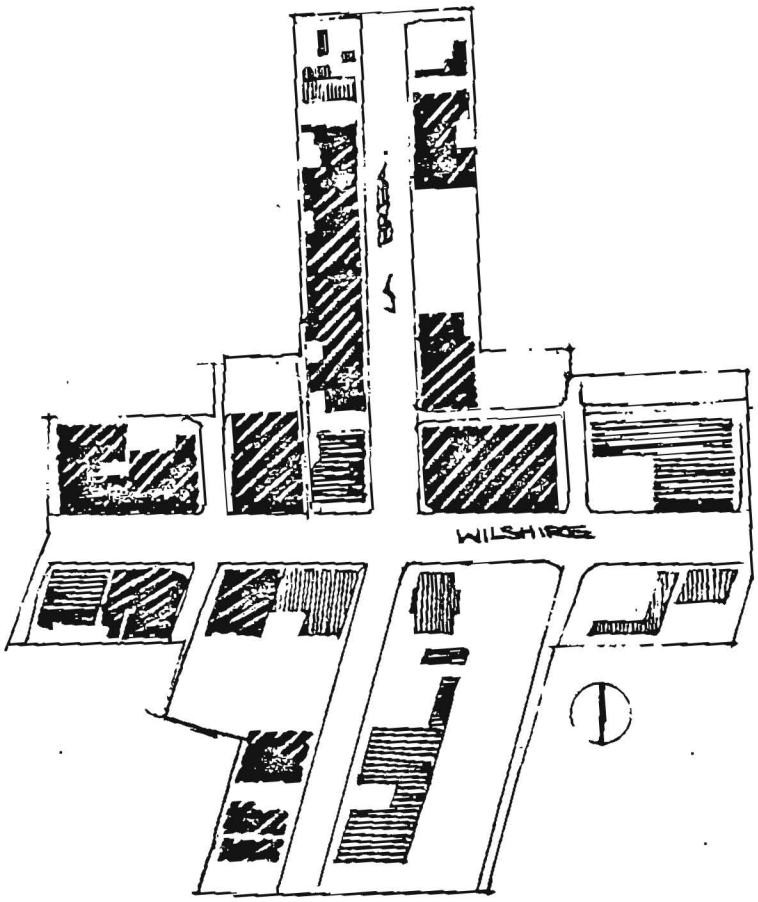
LOCATION MAP.



Building Inventory

AGE OF BUILDING

INFORMATION SOURCE: LUPAMS SUNBORNS.



1919 & older

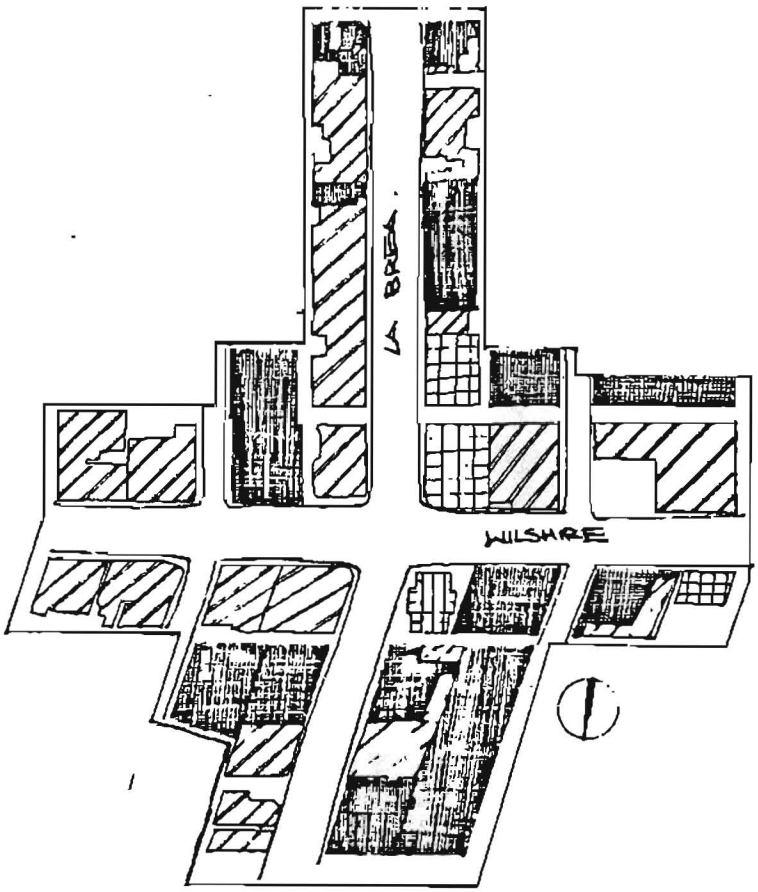
1920-1939

1940-1959

1950-1984

HEIGHT OF BUILDING

INFORMATION SOURCE: LUPAMS SUNBORNS & FIELD WORK LADOP.



0-STORIES

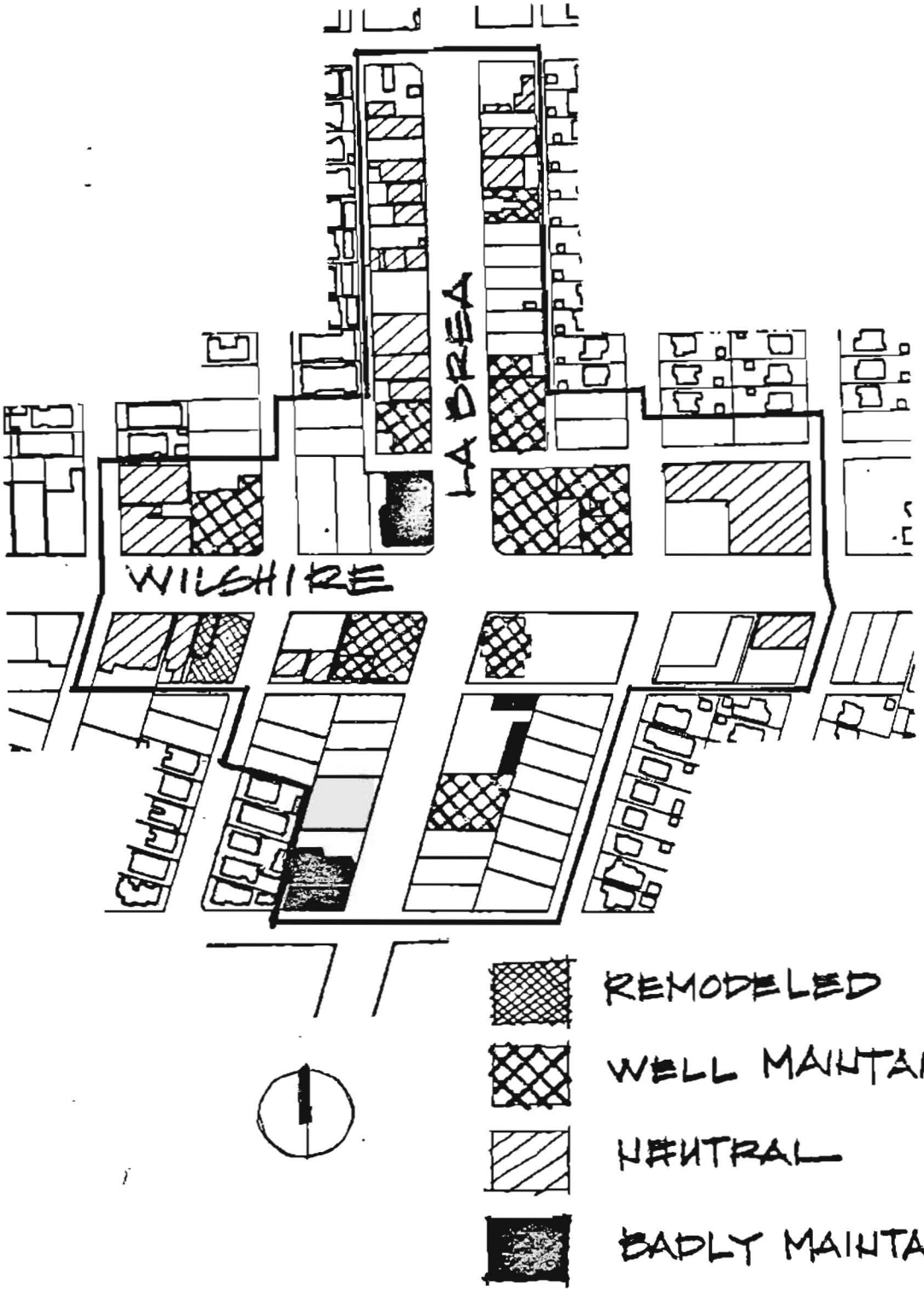
1-4 STORIES

5-13 STORIES

14+ STORIES

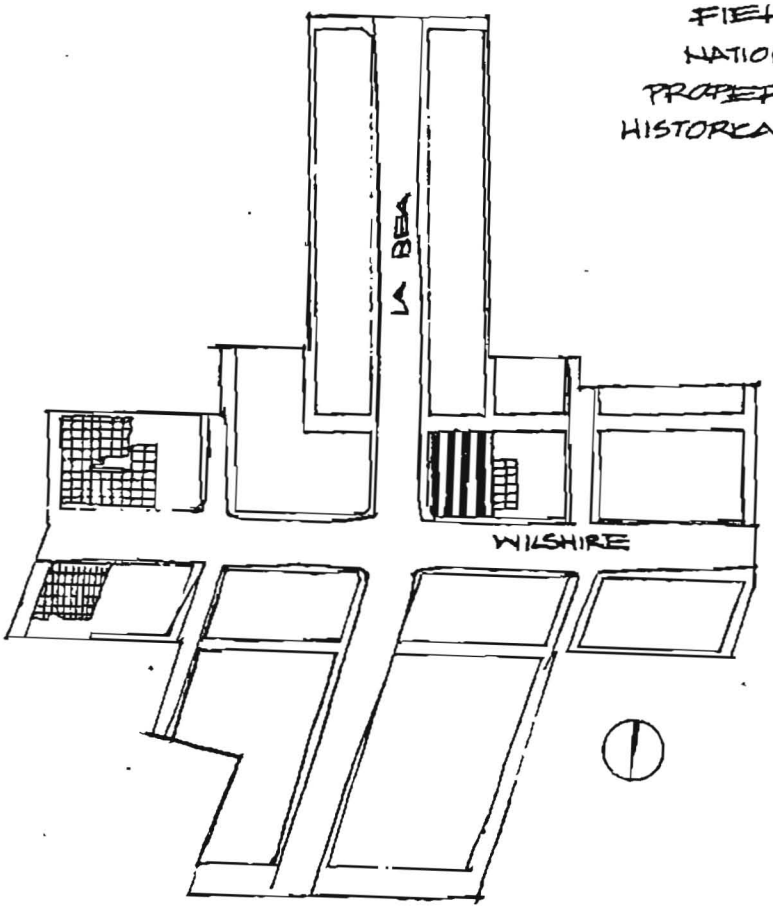
CONDITION OF BUILDING

INFORMATION
SOURCE: FIELD WORK
LADOP.



SIGNIFICANCE OF BUILDING

INFORMATION SOURCE:
FIELD WORK,
NATIONAL REGISTER
PROPERTIES CITY OF L.A
HISTORICAL, CULTURAL
MONUMENTS



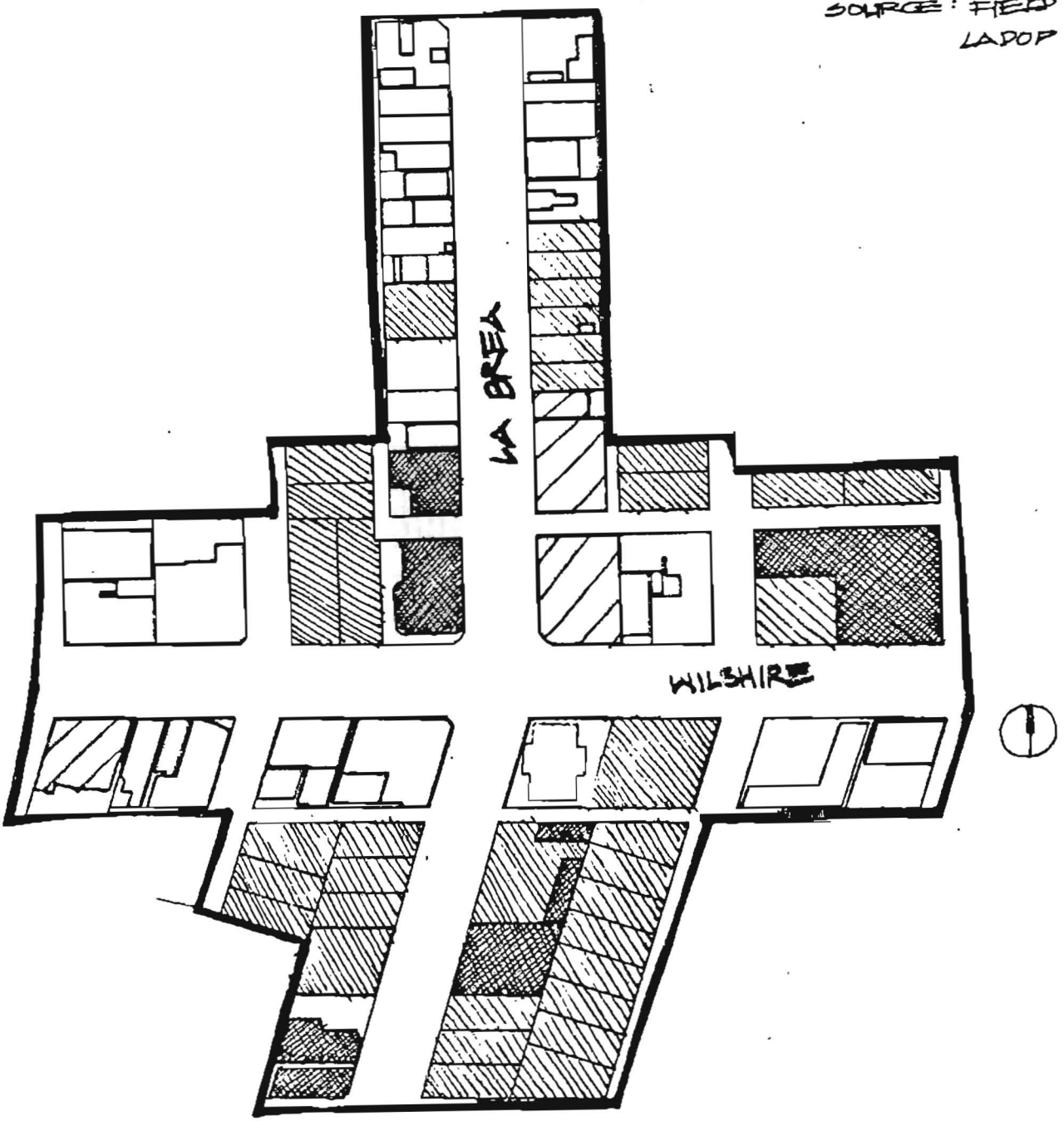
ARCHITECTURAL SIGNIFICANCE

HISTORICAL SIGNIFICANCE

USE SIGNIFICANCE

BUILDINGS/PARCELS MOST SUSCEPTIBLE TO CHANGE

INFORMATION SOURCE: FIELD WORK LADOP



PARCELS SUSCEPTIBLE TO CHANGE.

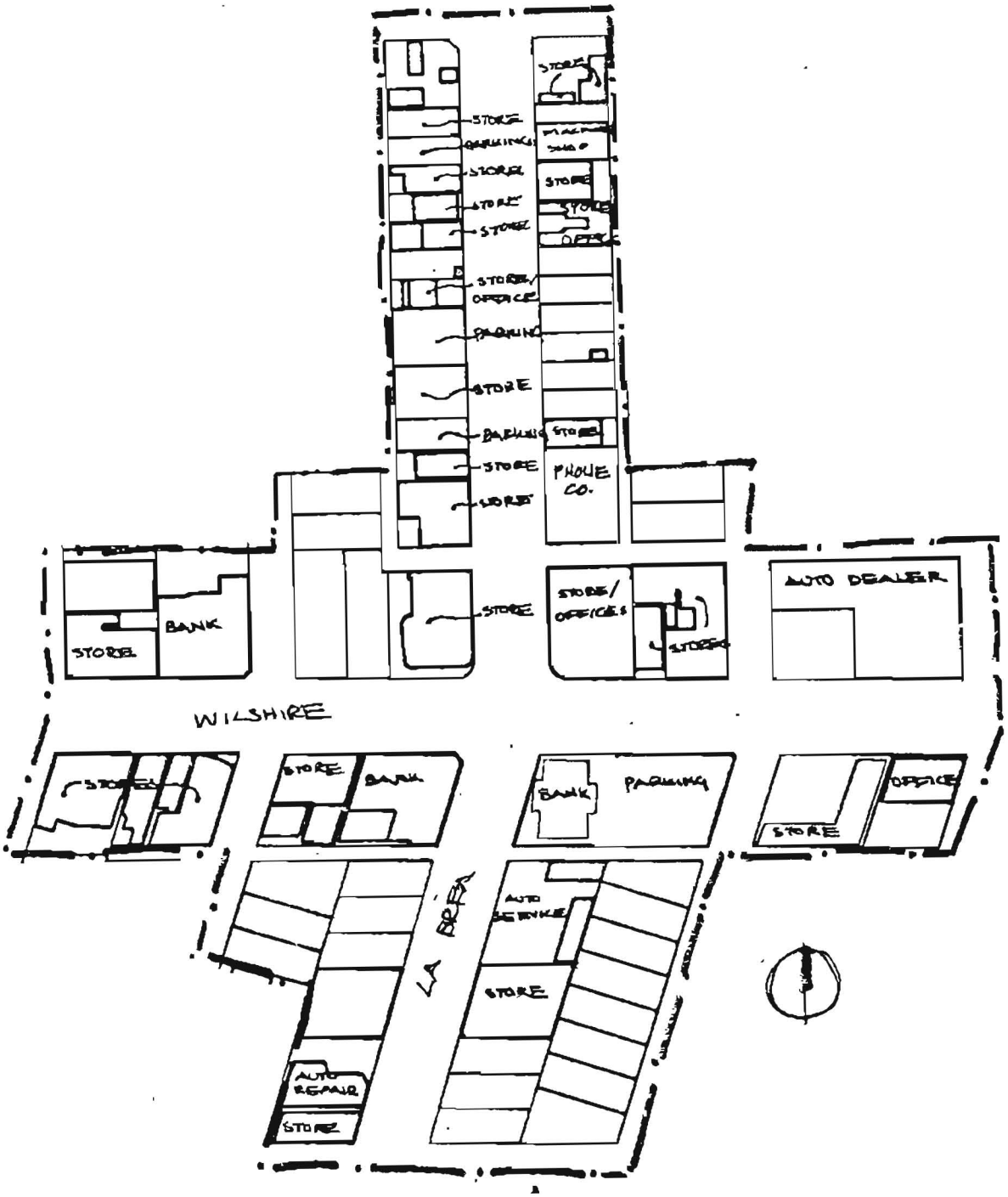
BUILDINGS MOST SUSCEPTIBLE -

BUILDINGS NOT SUSCEPTIBLE TO CHANGE.

Land Use

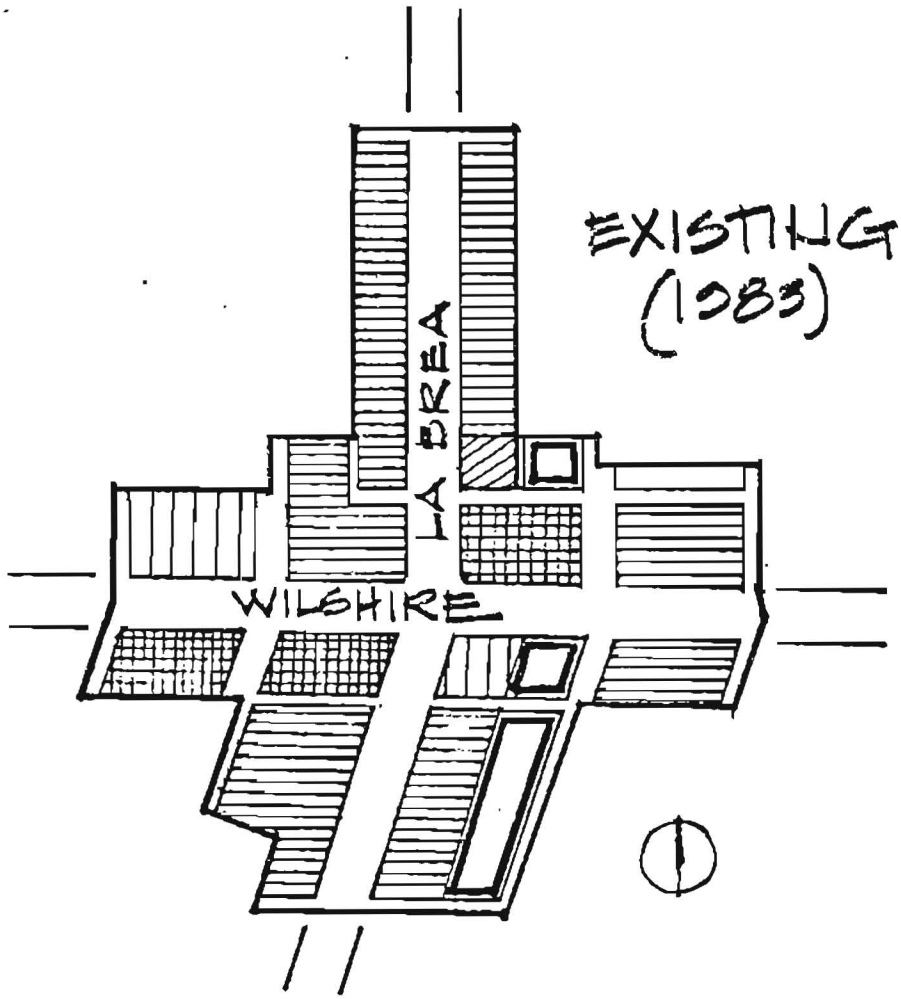
EXISTING LAND USE

INFORMATION SOURCE: FIELD WORK
LADOP



LAND USE

INFORMATION SOURCE: LADOP.

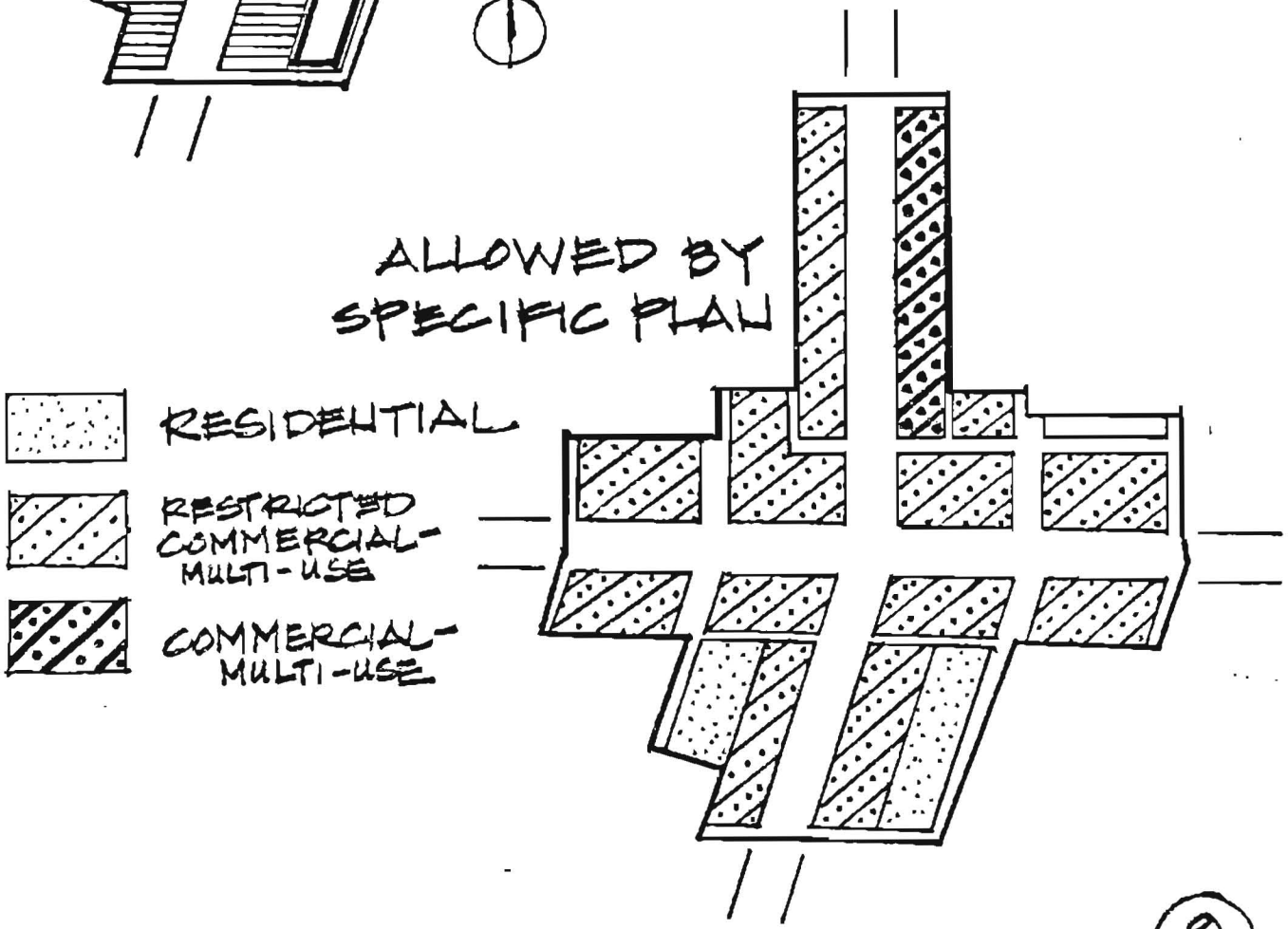


EXISTING (1983)

RETAIL
OFFICE
OFFICE/ RETAIL
OTHER
VACANT

(1)

ALLOWED BY SPECIFIC PLAN

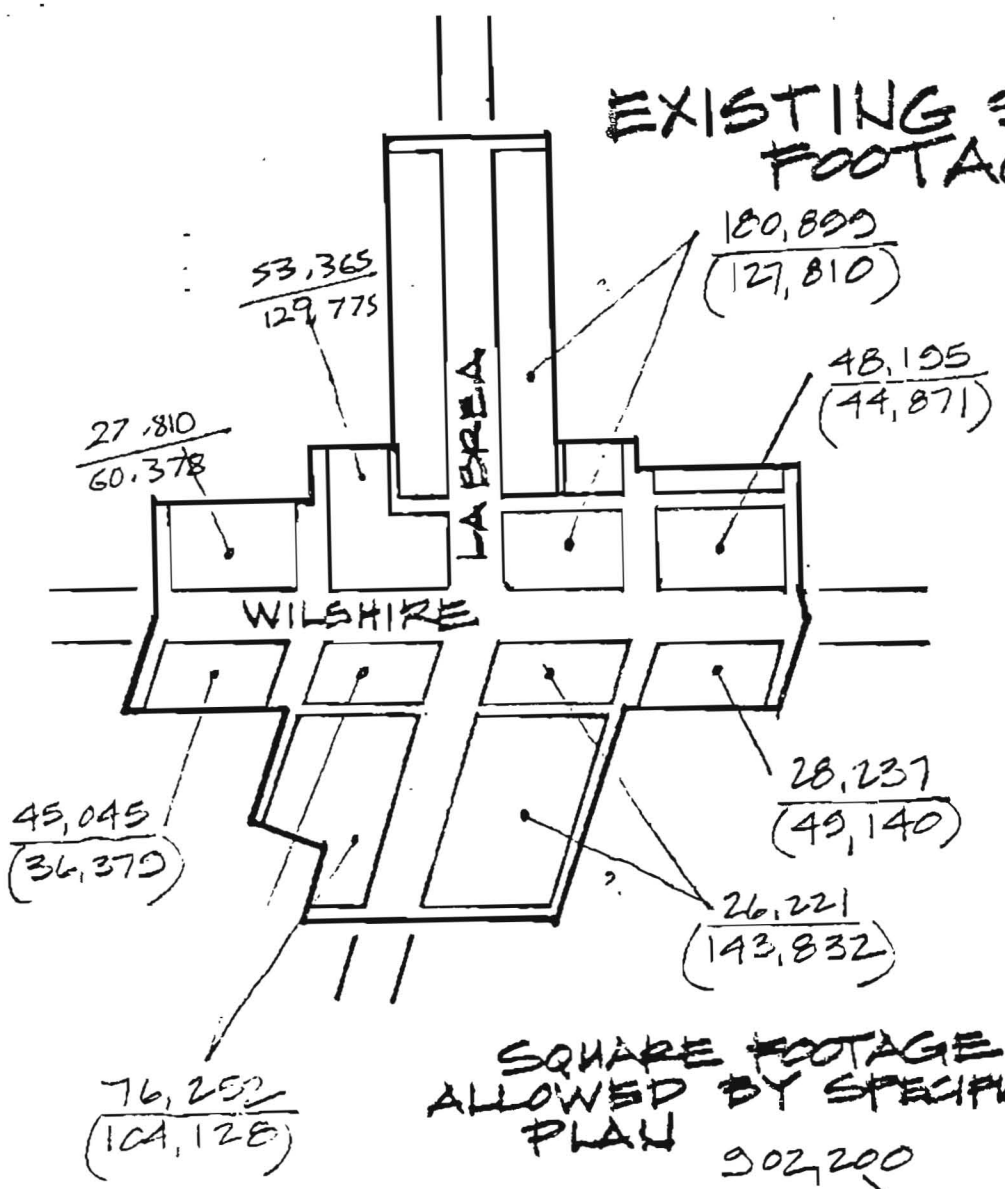


RESIDENTIAL
RESTRICTED COMMERCIAL-MULTI-USE
COMMERCIAL-MULTI-USE

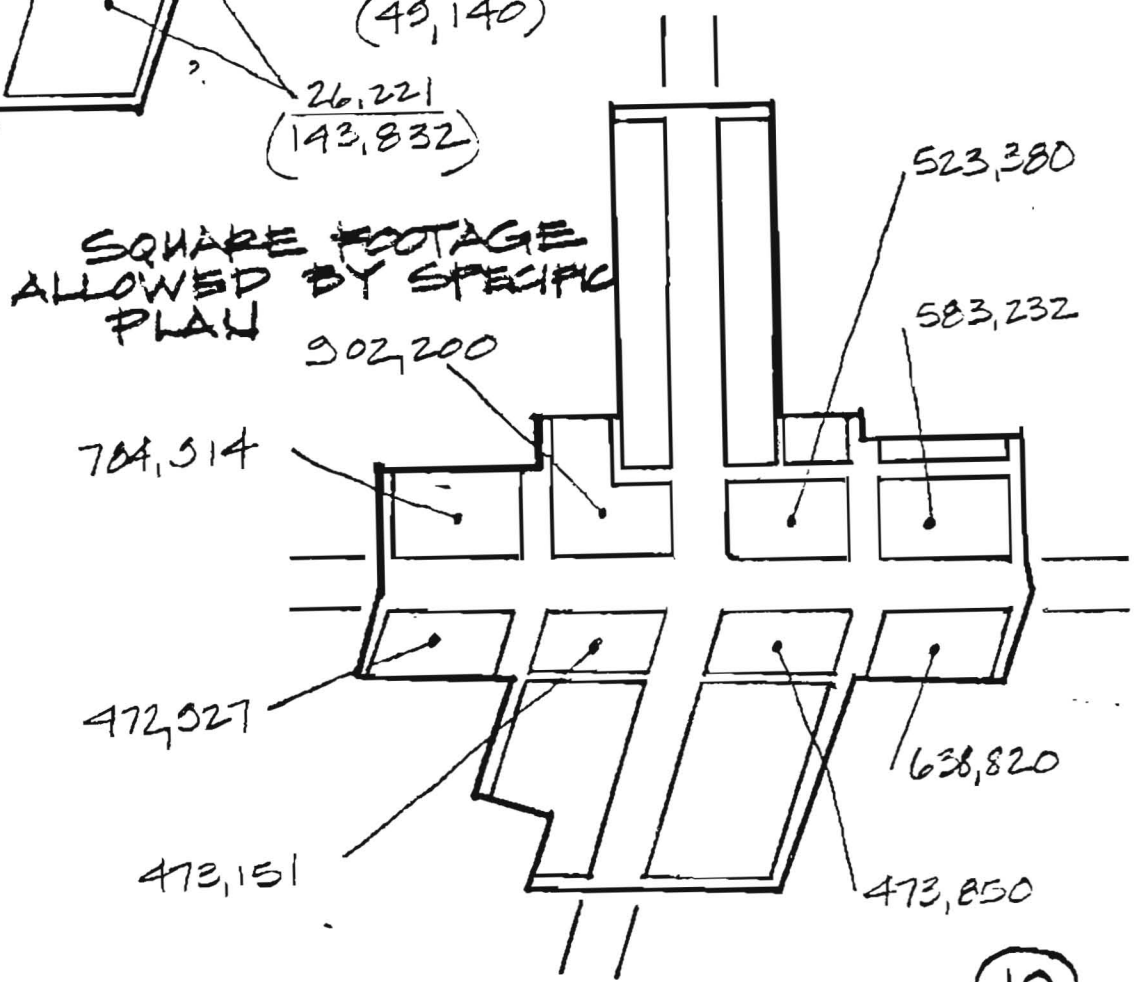
SQUARE FOOTAGE

INFORMATION SOURCE: SANBORN MAPS. FIELDWORK

EXISTING SQUARE FOOTAGE:

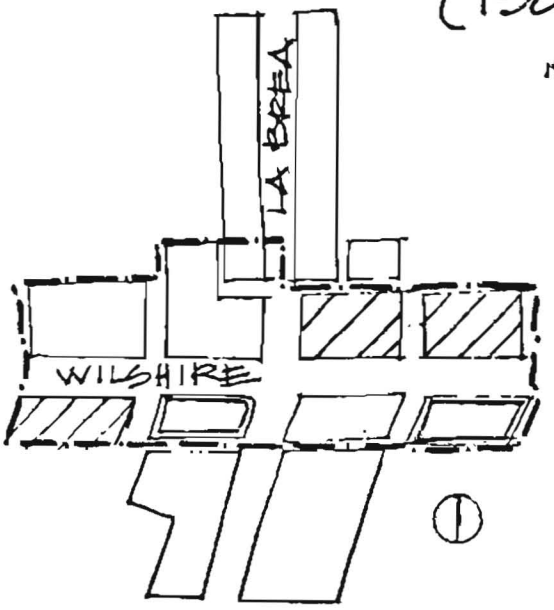


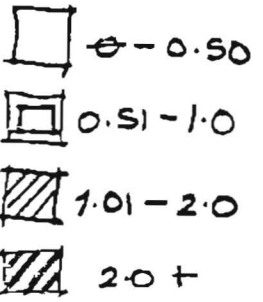
SQUARE FOOTAGE ALLOWED BY SPECIFIC PLAN



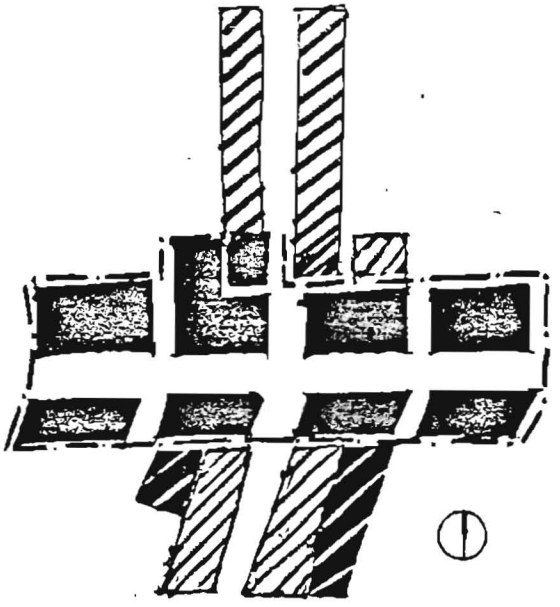
EXISTING FAR (1984)

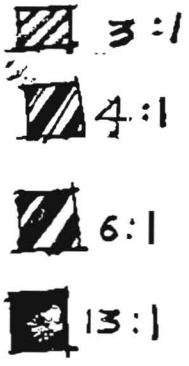
INFORMATION SOURCE: LADOP





FAR ALLOWED BY SPECIFIC PLAN



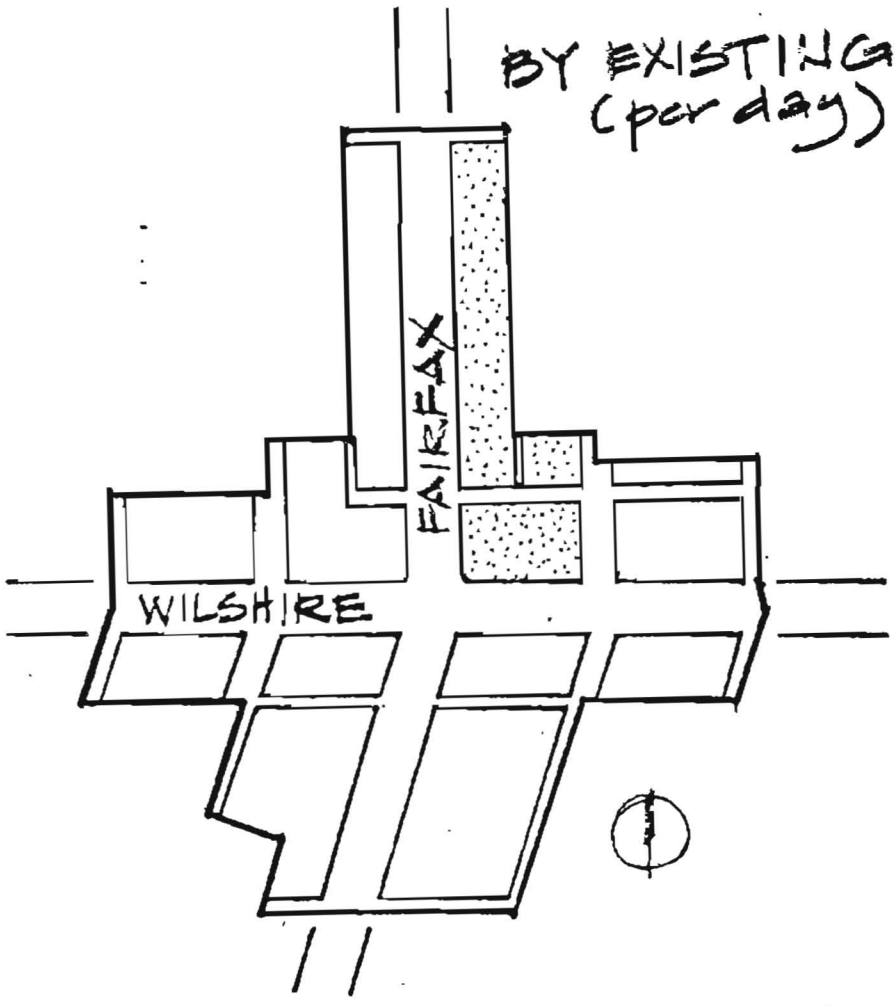


Circulation

TRIPS GENERATED PER BLOCK

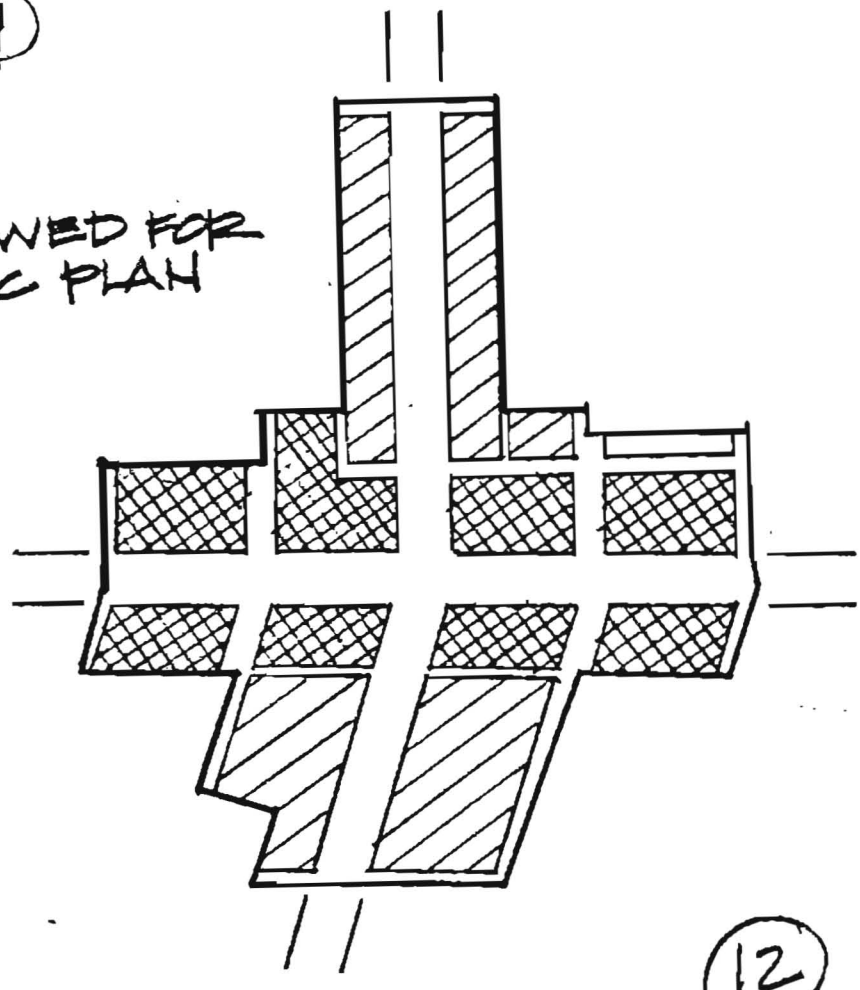
INFORMATION SOURCE: LA DOT

BY EXISTING USES (per day)



- 0 - 600
- 601 - 2000
- 2001 - 3000
- 3001 - 7000
- 7000+

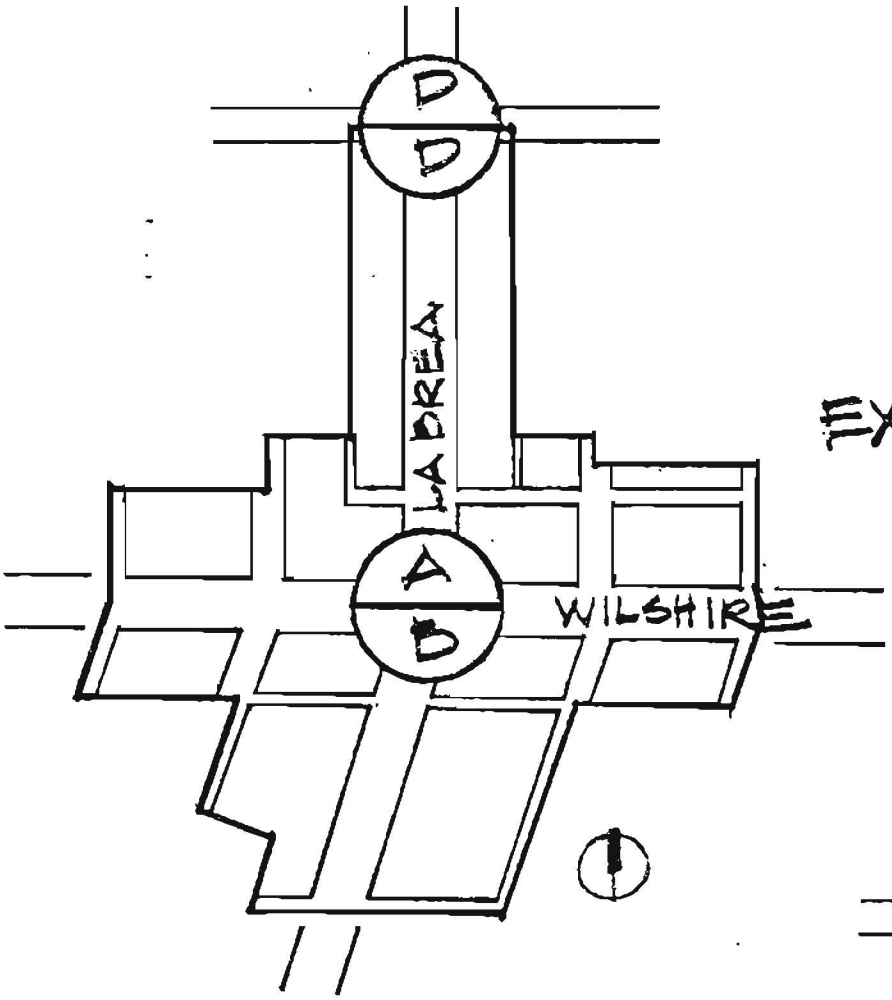
BY USES ALLOWED FOR IN SPECIFIC PLAN



- 0 - 5000
- 5001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 - 50,000
- 50,001 +

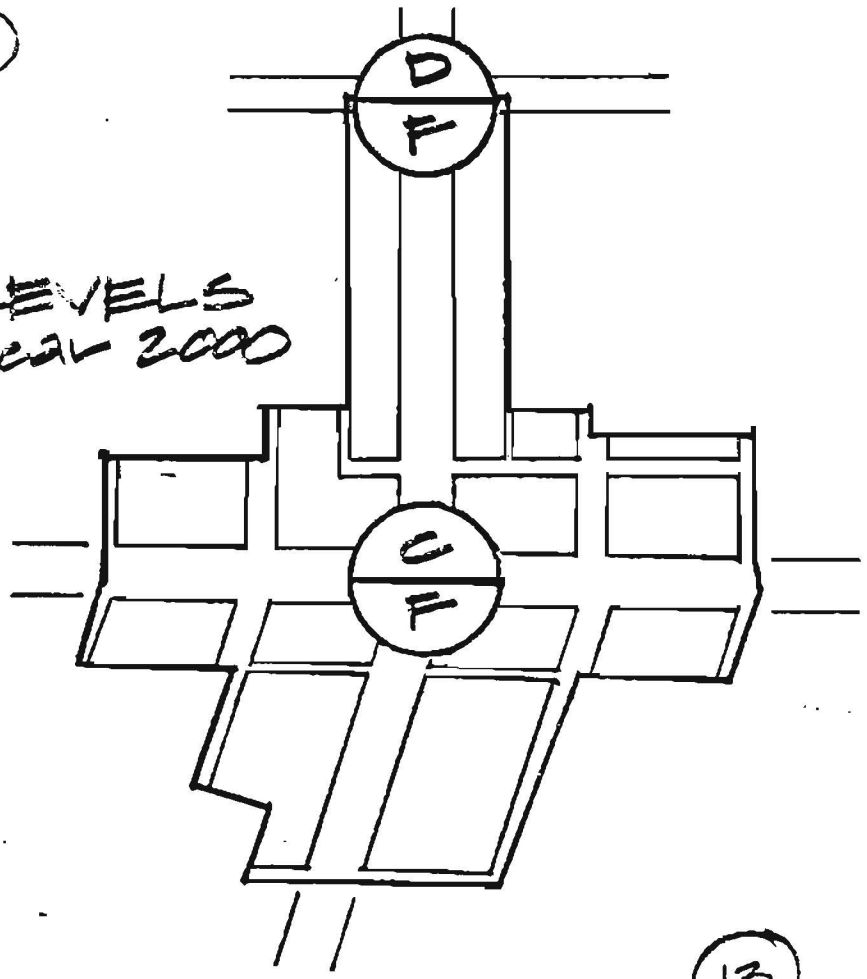
CONGESTION LEVELS AT KEY INTERSECTIONS

INFORMATION SOURCE: LADOT



am
pm

EXISTING LEVELS (1980)



PROJECTED LEVELS for the year 2000

Designation Explanation

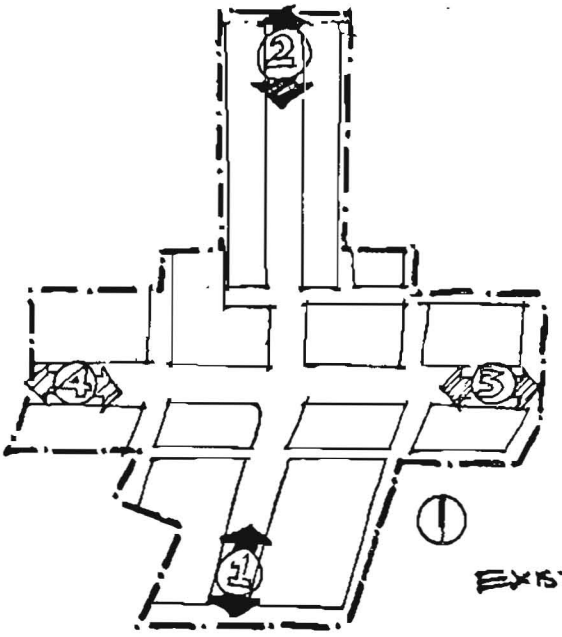
A = very light
B = light
C = desirable
D = near capacity
E = at capacity
F = overloaded

TRAFFIC COUNTS

INFORMATION SOURCE: LADOT.

EXISTING 1983

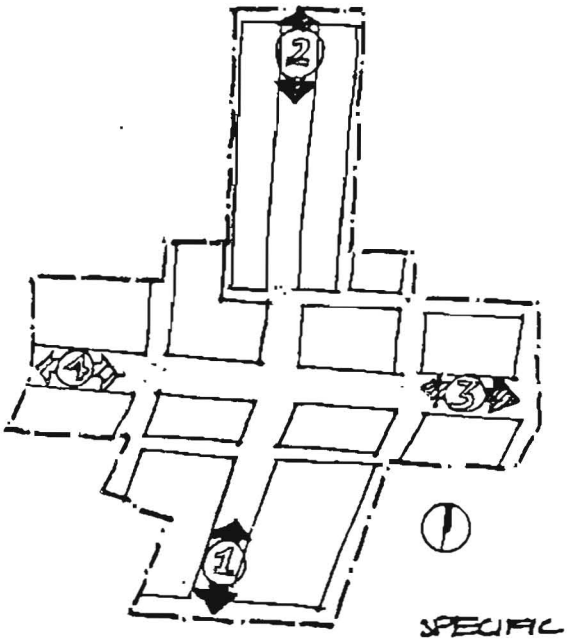
TRIPS AT Peak Hours		Average Daily Trips
AM	PM	D.A. COUNTS
2630	3150	39900
2360	2990	35200
2260	2520	29400
1940	2320	28400



EXISTING COUNTS 1983

PROJECTED 2000

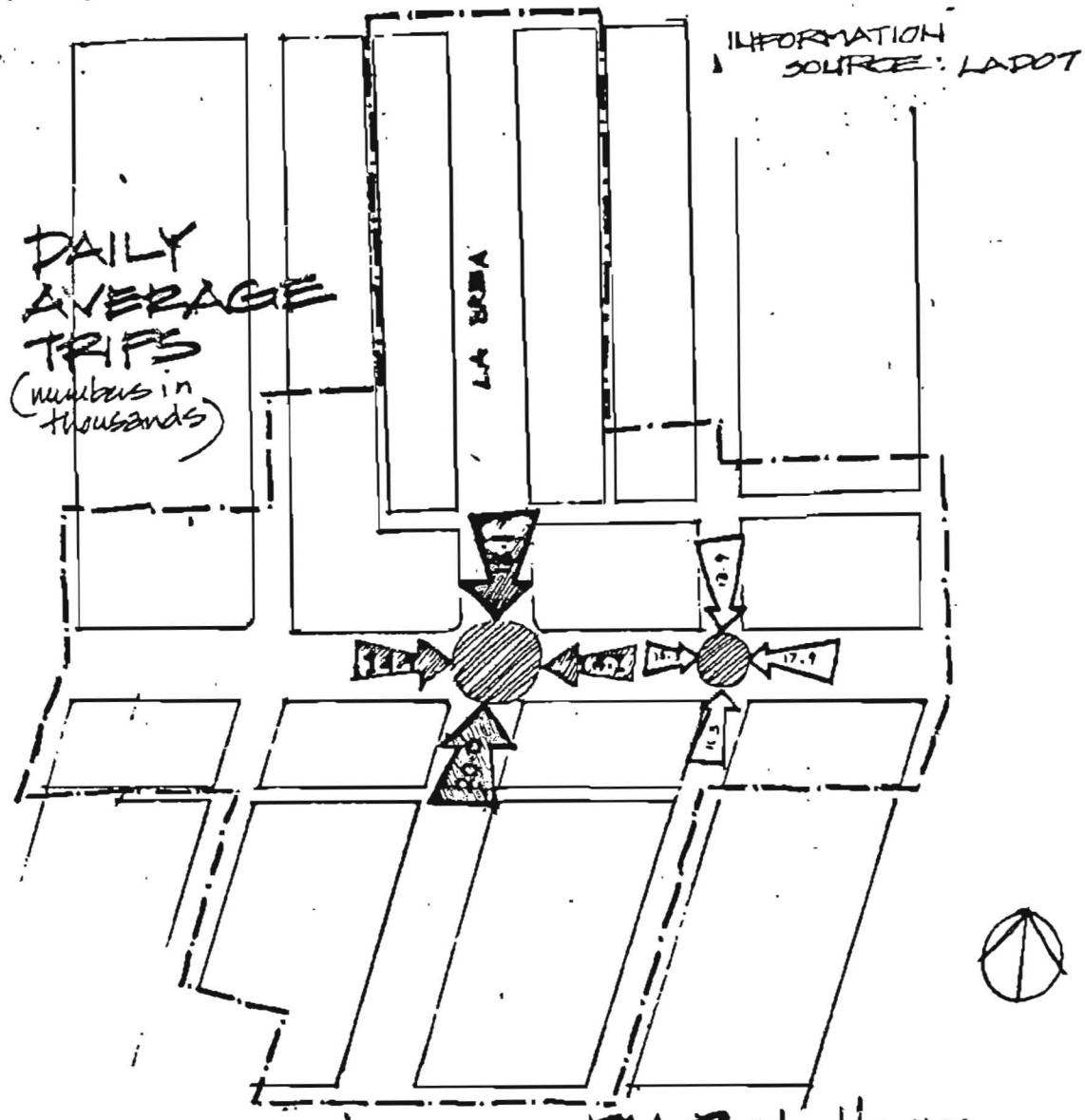
TRIPS at Peak Hours		Average Daily Trips
AM	PM	D.A. COUNTS
3530	4270	53500
3110	3960	46500
2950	3300	38500
2760	3310	30200



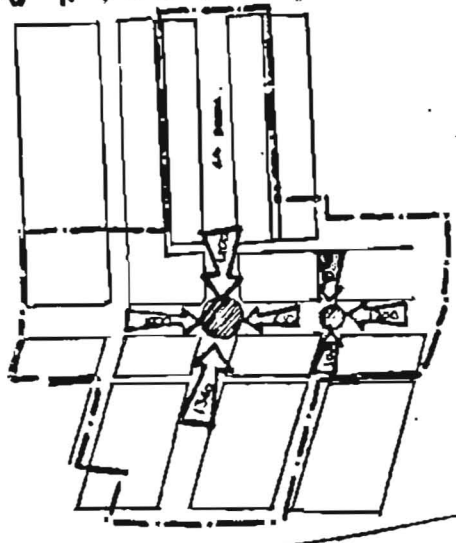
SPECIFIC PLAN COUNTS 2000

TRAFFIC COUNTS CONVERGING AT KEY INTERSECTION - 1980

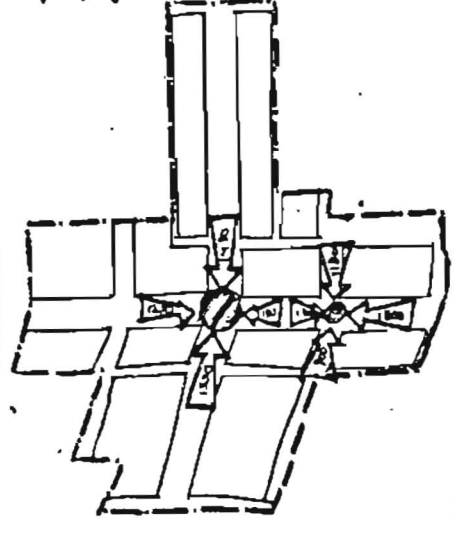
INFORMATION SOURCE: LADOT



AM. Peak Hours

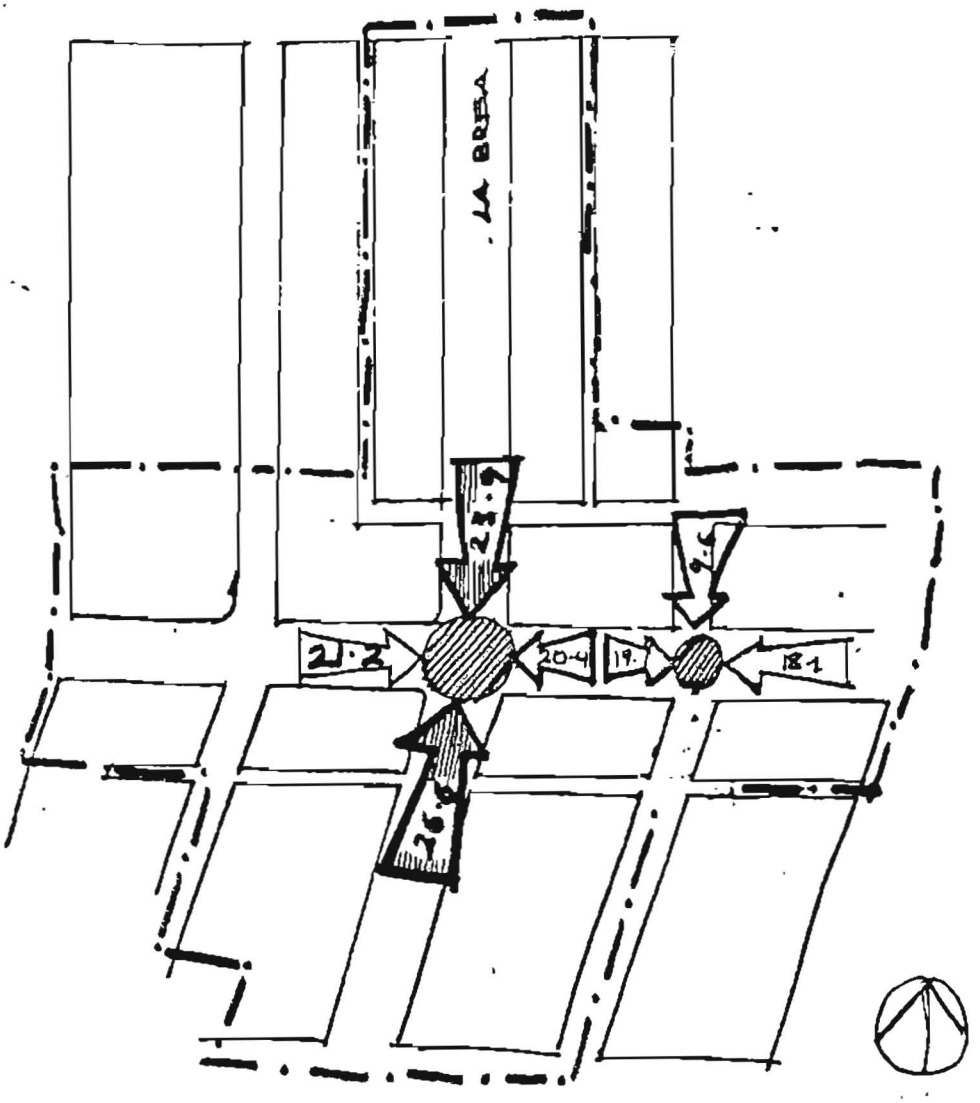


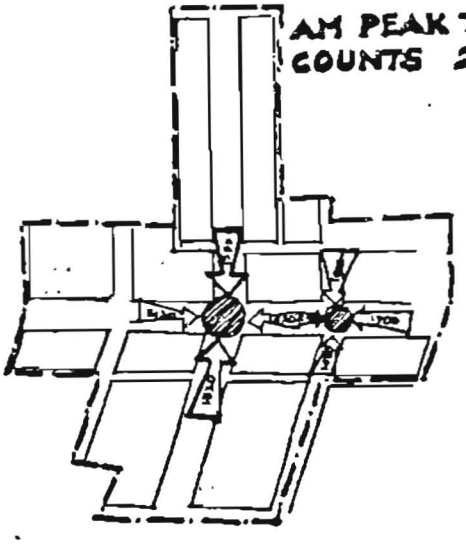
P.M. Peak Hours

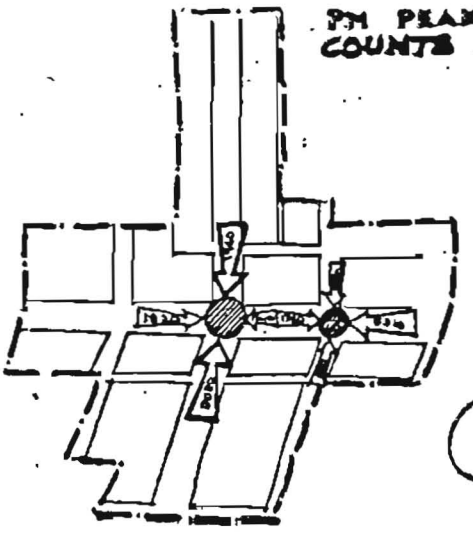


TRAFFIC COUNTS CONVERGING AT KEY INTERSECTION - 2000

INFORMATION SOURCE: LADOT



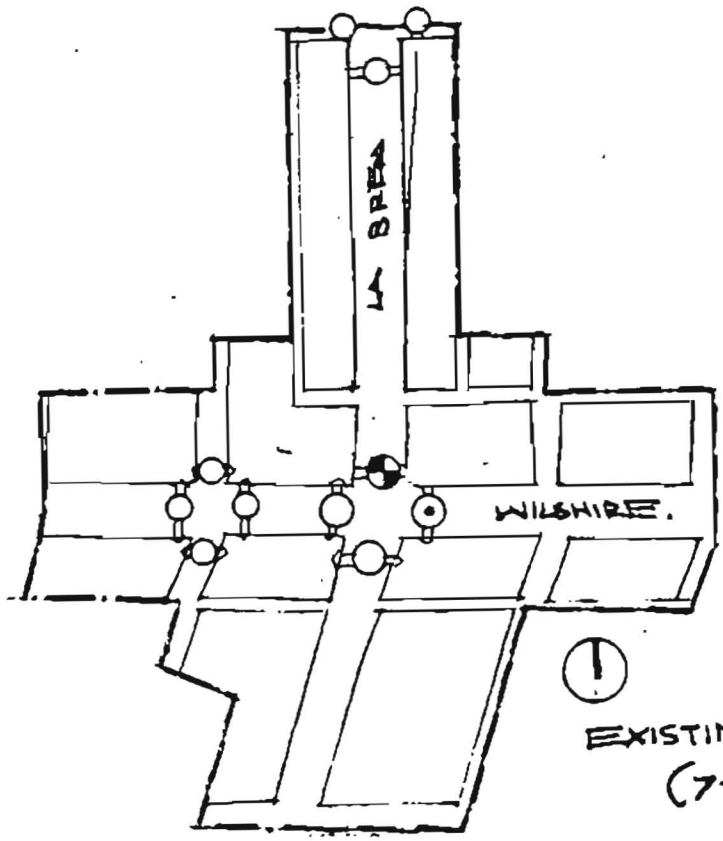




PEDESTRIAN CROSSINGS

INFORMATION SOURCE: LADOT

7-10 AM
\+ 3-6 PM

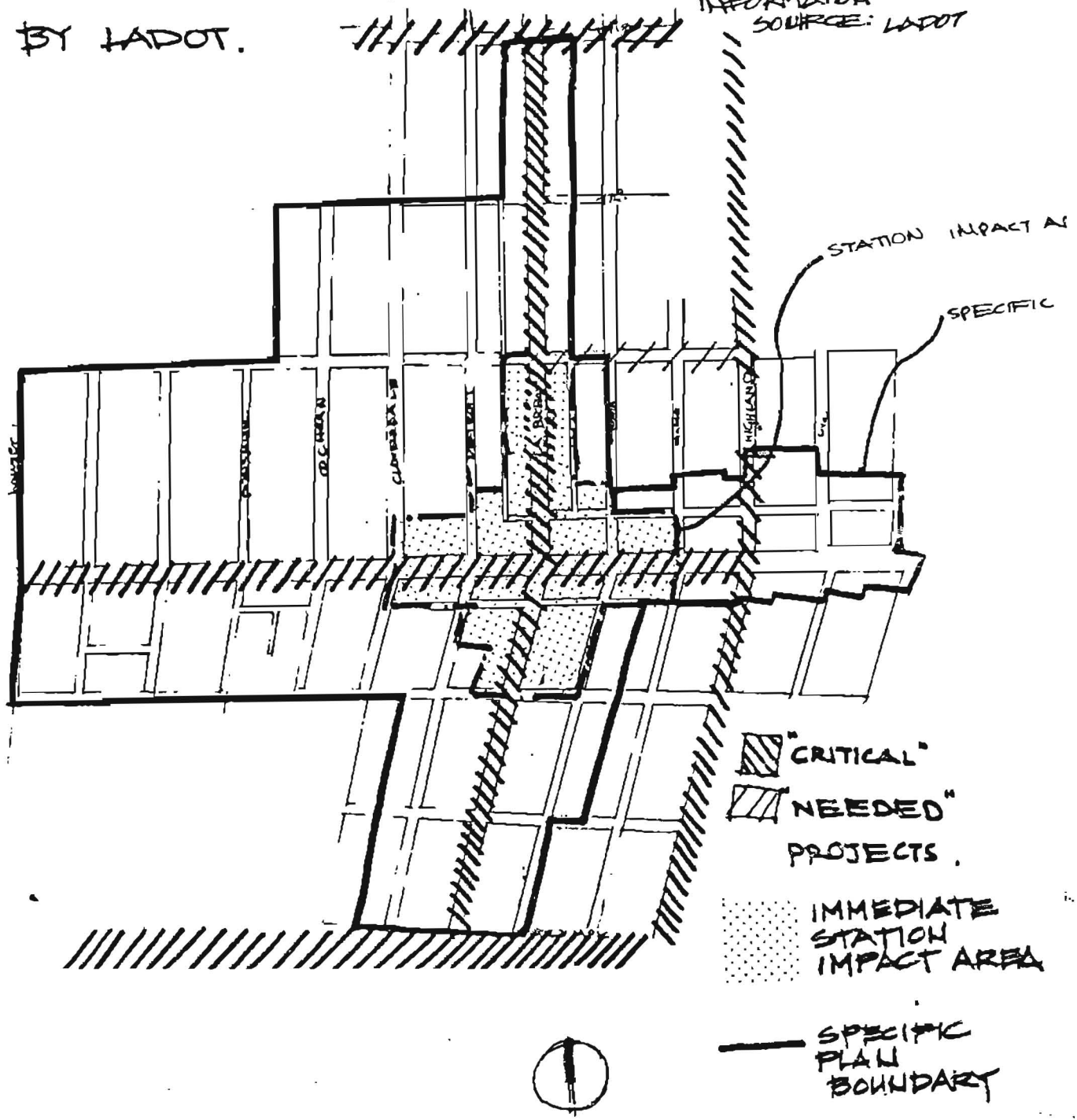


EXISTING PED CROSS
(7-10 AM, 3-6 PM)
A83

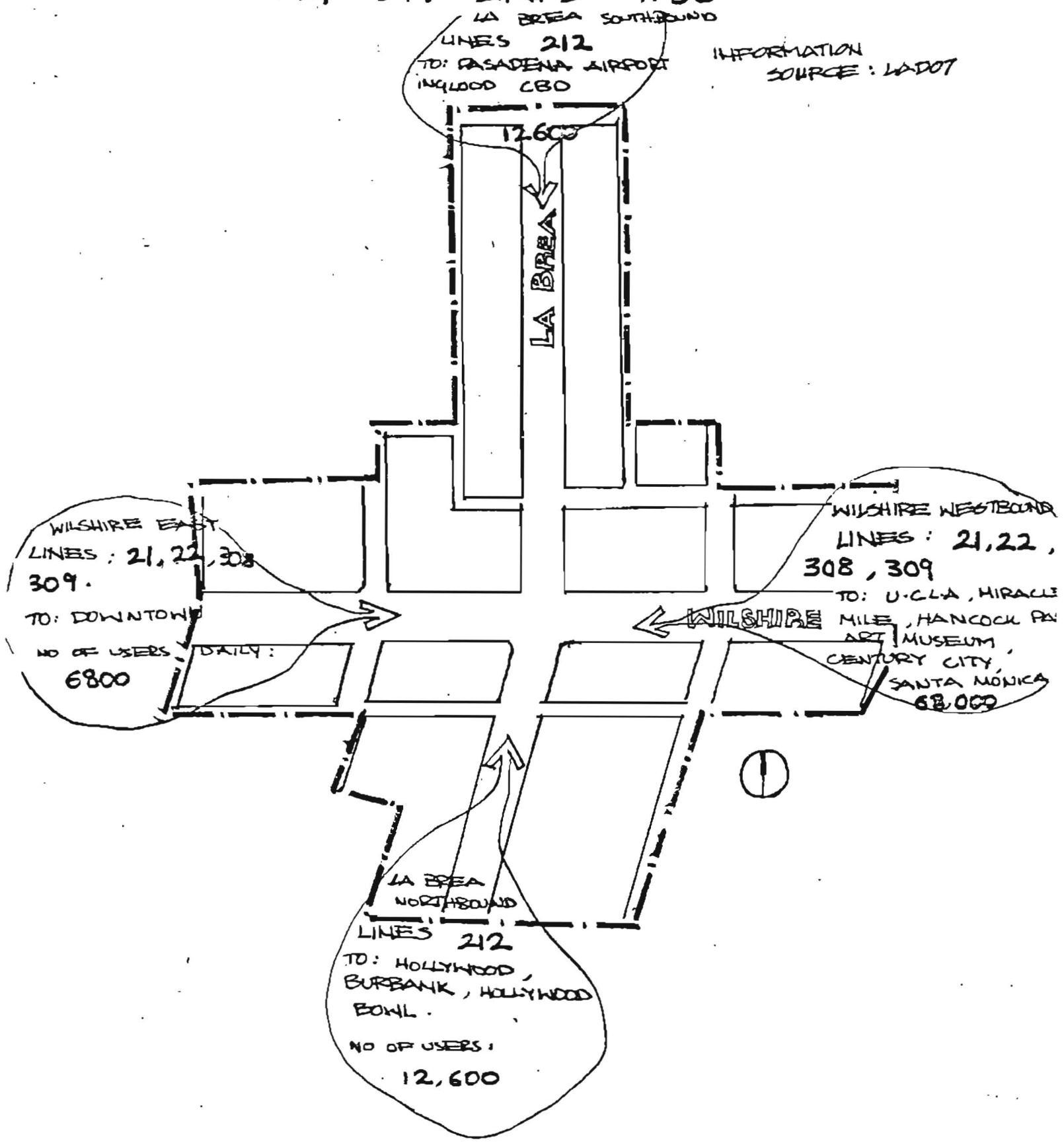
0-500
501-1000
1001-1500
1501-2000
2000 +

PROPOSED STREET IMPROVEMENTS.

BY LADOT.

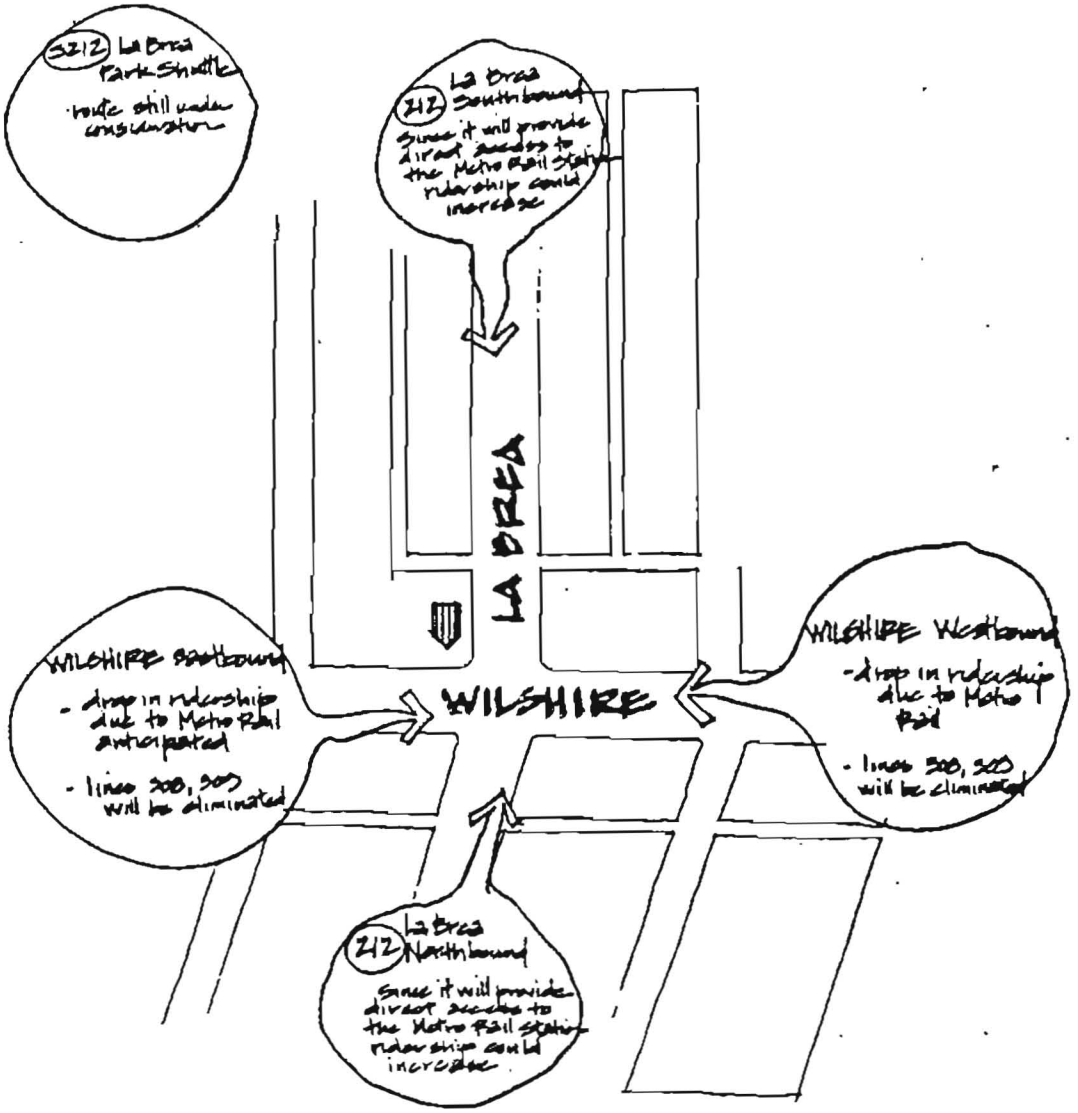


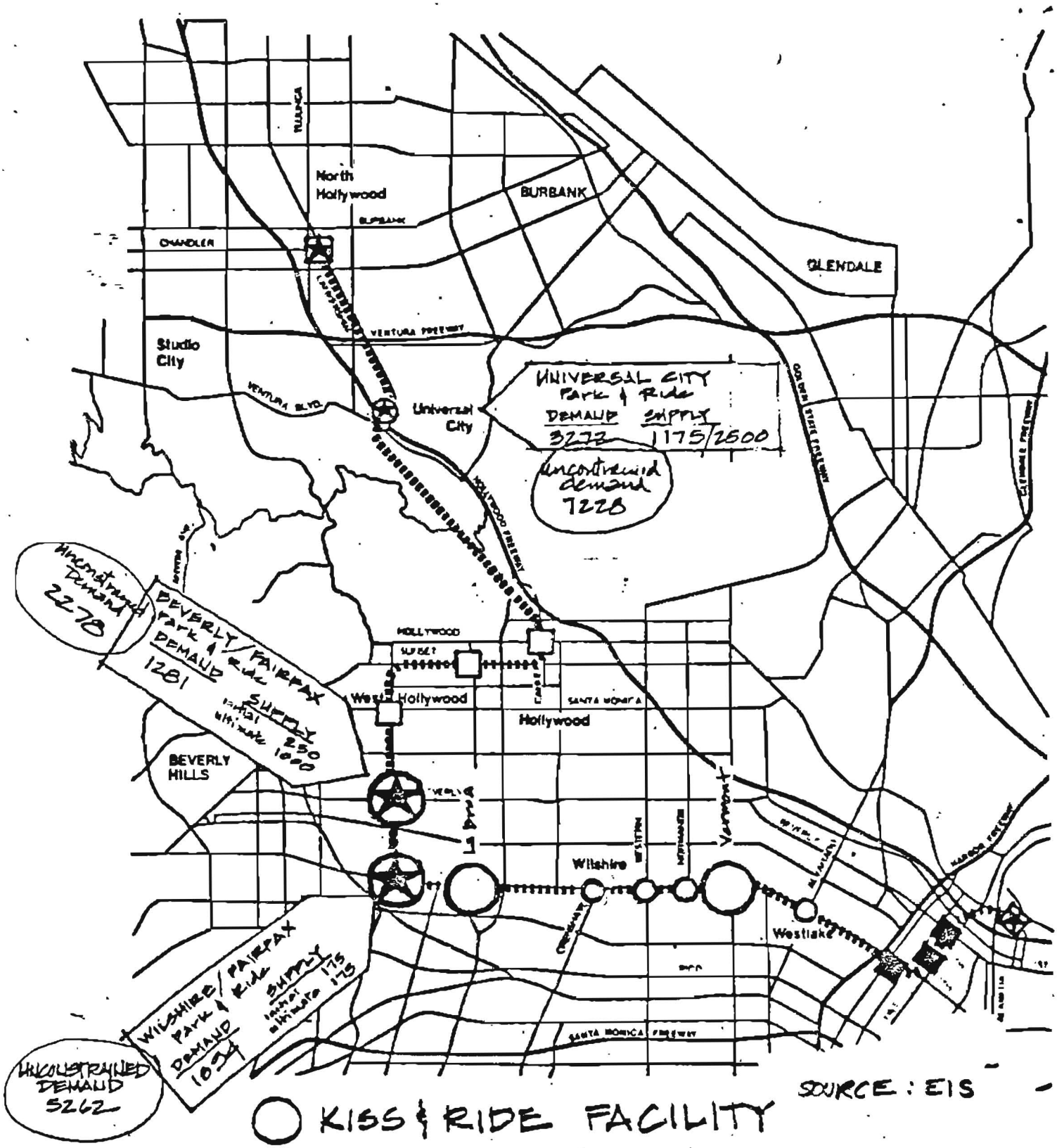
EXISTING BUS LINES 1980



CHANGES IN BUS TRAFFIC & FACILITIES DUE TO METRO RAIL

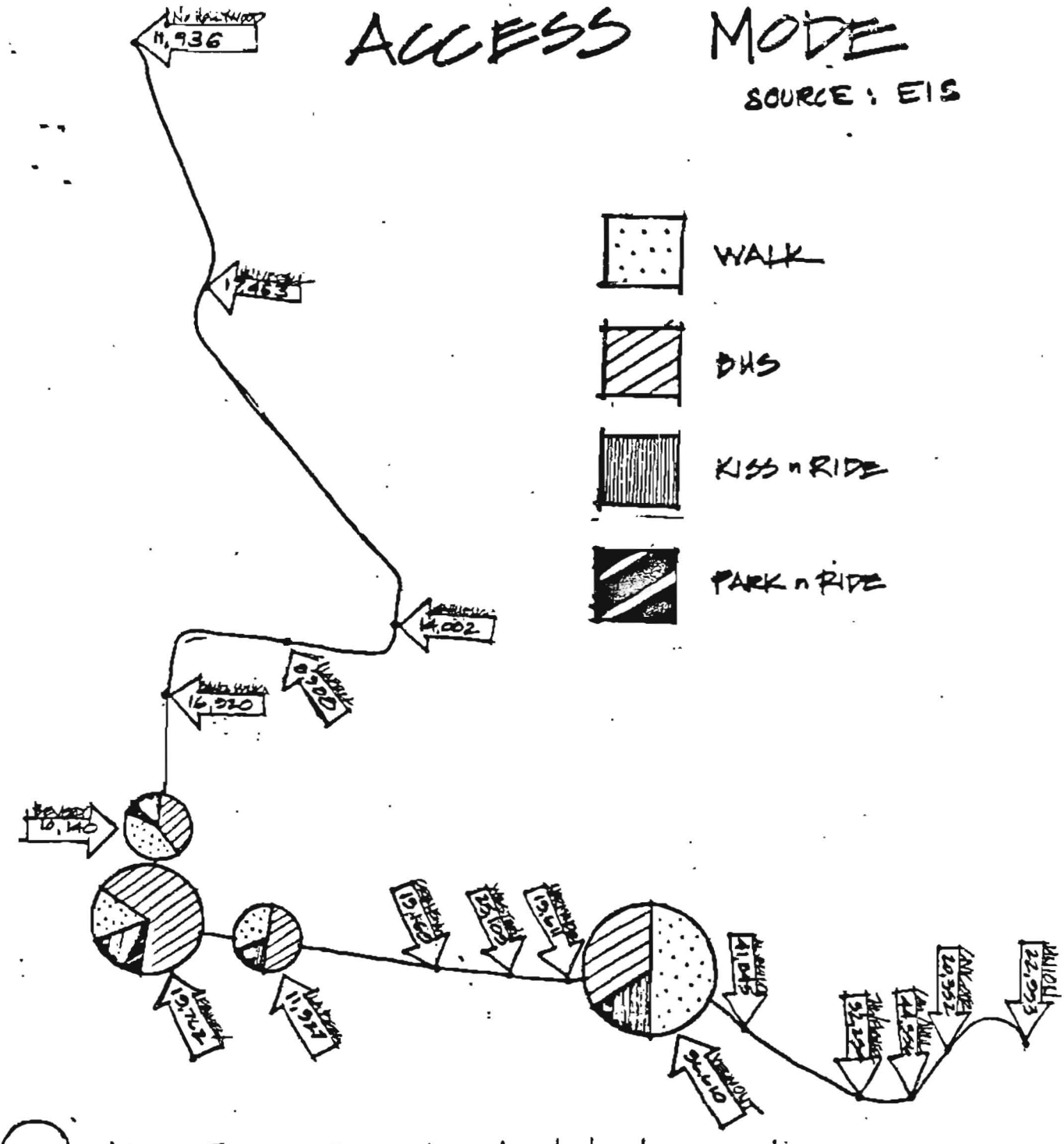
INFORMATION SOURCE: MILESTONE 9




North Hollywood
BURBANK
GLENDALE
Studio City
Universal City
UNIVERSAL CITY
Park & Ride
DEMAND 3273
SUPPLY 1175/2500
Unconstrained demand 7228
Unconstrained Demand 2270
BEVERLY/FAIRFAX
Park & Ride
DEMAND 1281
SUPPLY Initial 250 Ultimate 1000
BEVERLY HILLS
West Hollywood
Hollywood
Wilshire
Westlake
WILSHIRE/FAIRFAX
Park & Ride
DEMAND 1054
SUPPLY Initial 175 Ultimate 175
UNCONSTRAINED DEMAND 5262
SOURCE: EIS
KISS & RIDE FACILITY
PARK & RIDE & KISS & RIDE FACILITIES
SMALL CIRCLES – 2nd tier stations
LARGE CIRCLES – 1st tier stations
SQUARES – stations LADOP is not responsible for these stations
UNCONSTRAINED DEMAND : no parking space limitations
DEMAND : given parking space limitations
22

ACCESS MODE

SOURCE : EIS

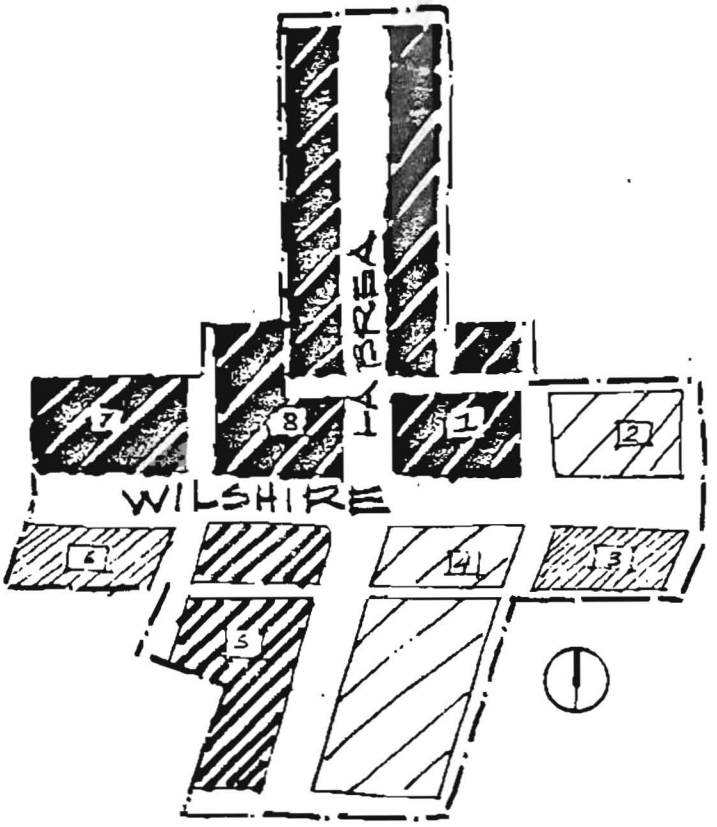


1ST TIER STATIONS - divided into pie sections

OTHER STATIONS along line described with total #'s only

EXISTING PARKING USAGE

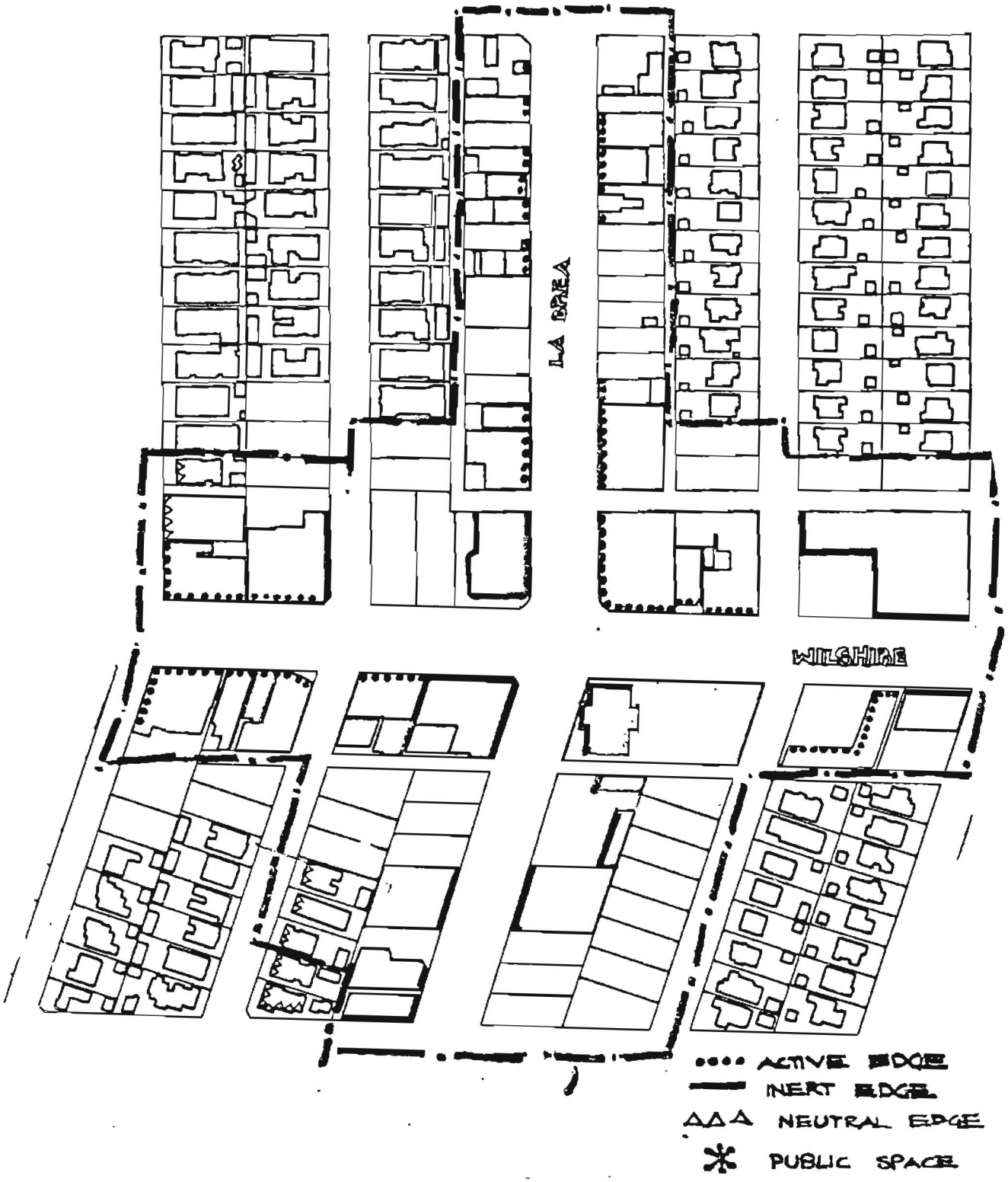
INFORMATION SOURCE: LADOT.



	OCCUPANCY RATIO	BLOCK #	BREAKDOWN NO OF USAGE / NO OF SUPPLY
	.80 - 1.00	1	187 / 197
		7	166 / 177
		8	607 / 674
	.60 - .79	5	137 / 171
	.40 - .59	3	72 / 104
		6	98 / 143
	.20 - .39	2	28 / 78
		4	64 / 161

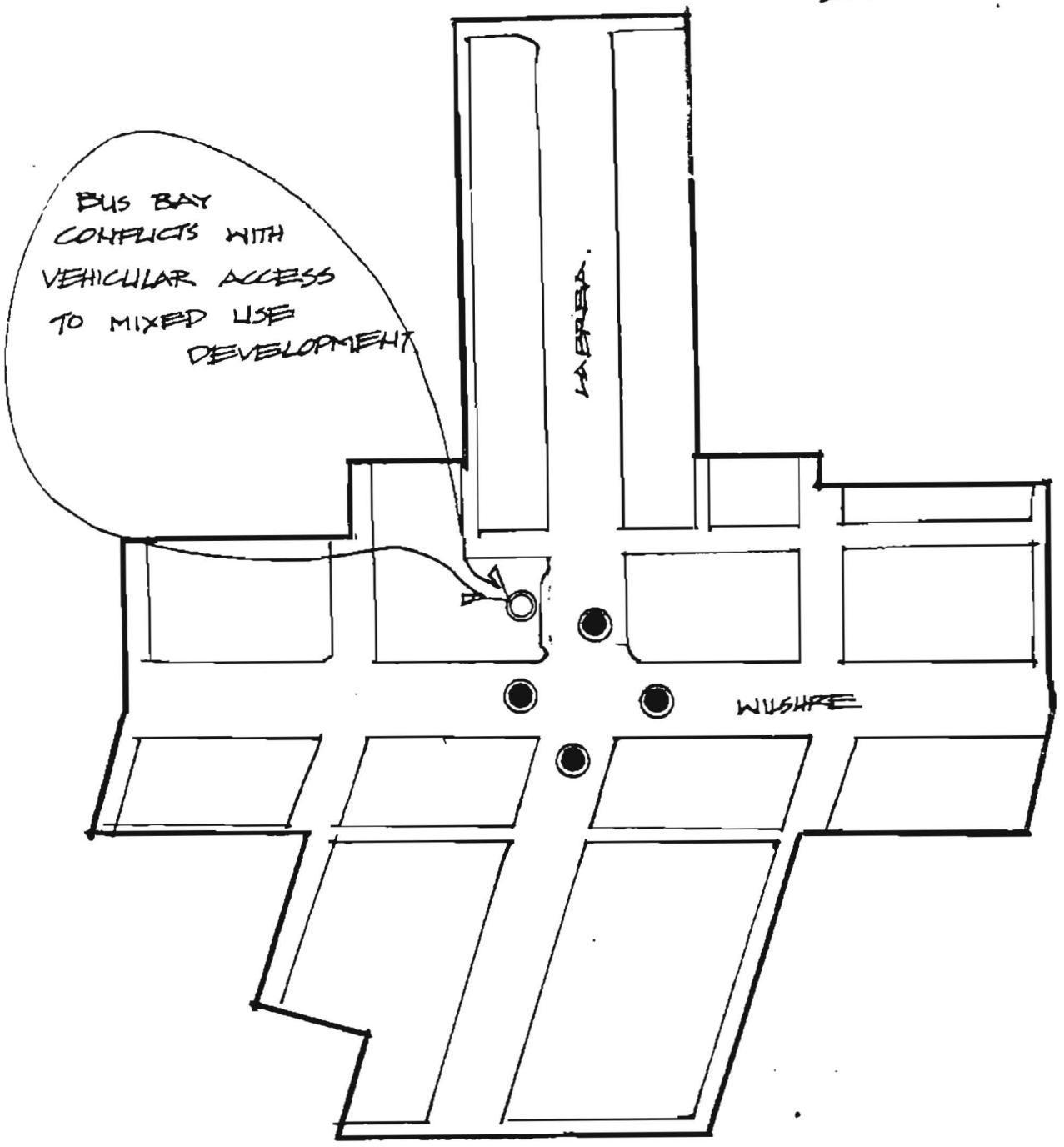
EDGE CONDITIONS

INFORMATION
SOURCE: FIELD WORK.



POTENTIAL PUBLIC SPACE AND CIRCULATION CONFLICTS.

INFORMATION SOURCE: LADOP



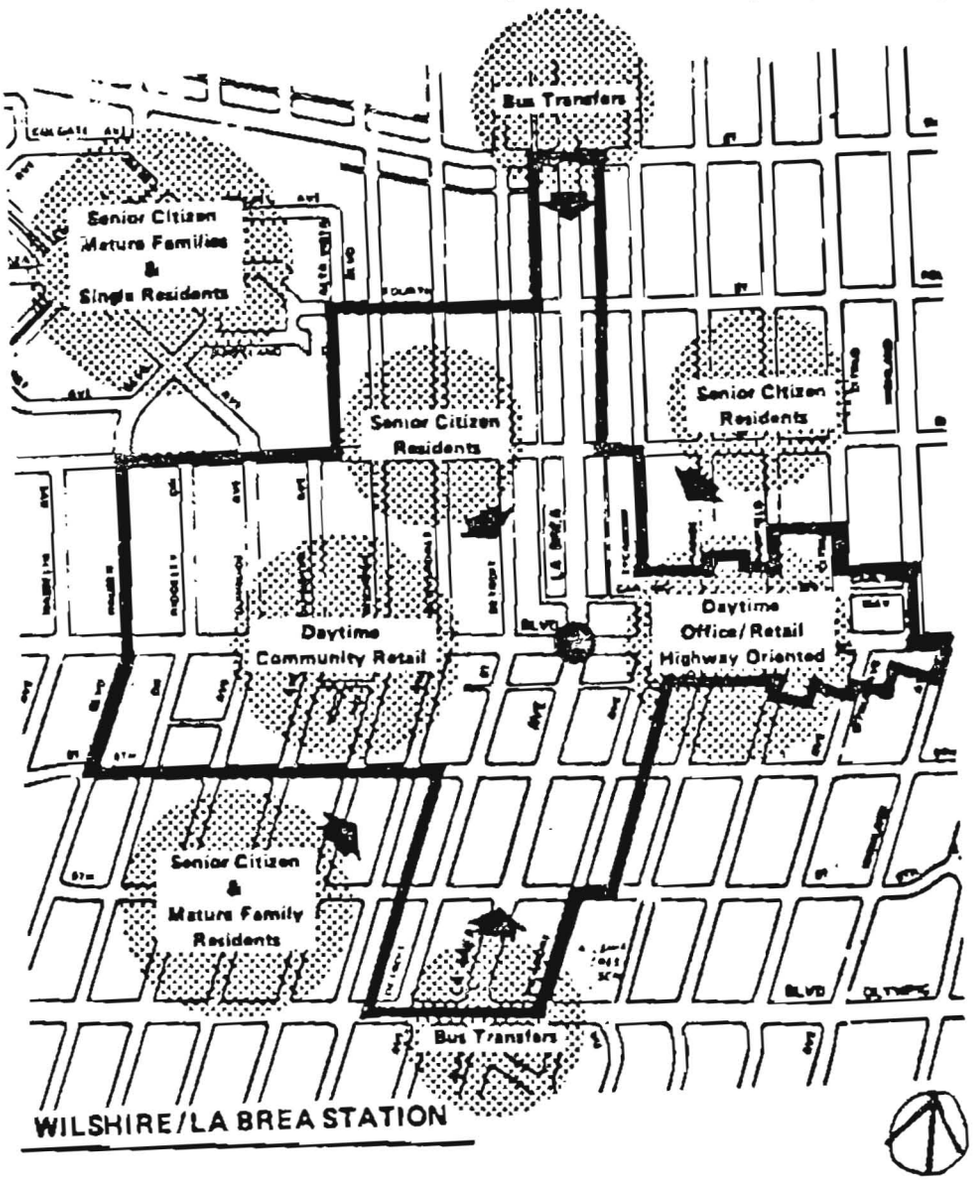
● CONFLICT BETWEEN PEDESTRIAN & VEHICULAR TRAFFIC.

○ CONFLICT BETWEEN BUS BAYS AND VEHICULAR ACCESS TO MIXED USE DEVELOPMENT.

Users

GENERAL USERS

INFORMATION SOURCE: LADOP



SPECIAL USERS (EIS)

* TOTAL POPULATION

13344

MEDIUM ANUAL FAMILY INCOME

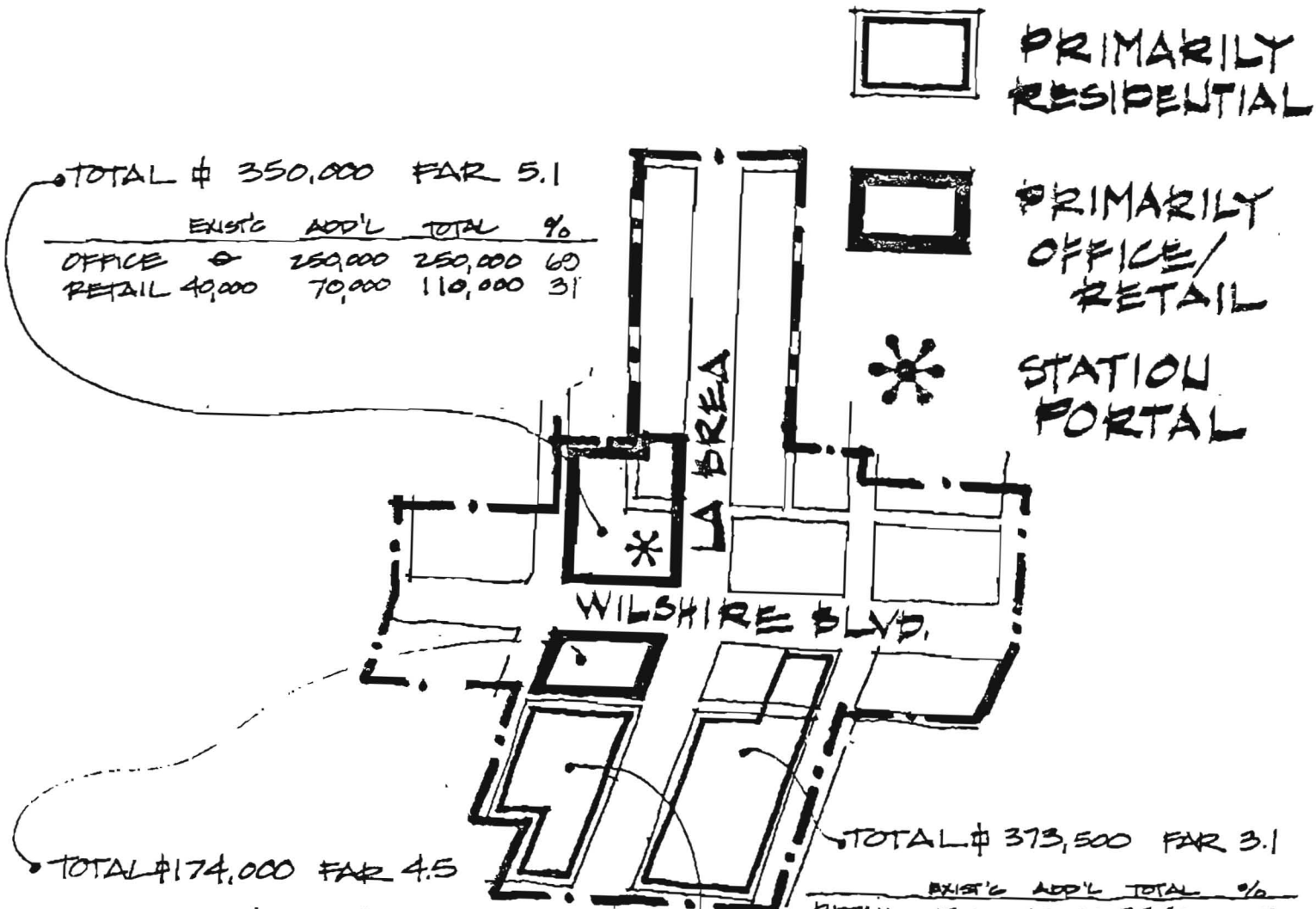
21,482

PERCENT MINORITY	PERCENT AGED 5-19 YRS	PERCENT AGED 65 + YRS	PERCENT TRANSIT DISABLED	PERCENT HOUSEHOLDS WITHOUT VEHICLE ACCESS
33%	10%	33%	7.6%	31%

* NO REFERS TO POPULATION OF AREA IN AND AROUND MINIMIZE IMPACT AREA

Development

TOTAL* PROJECTED DEVELOPMENT FOR SELECTED BLOCKS by 1995**



TOTAL ¢ 350,000 FAR 5.1

	EXIST'G	ADD'L	TOTAL	%
OFFICE	⊖	250,000	250,000	69
RETAIL	40,000	70,000	110,000	31

TOTAL ¢ 174,000 FAR 4.5

	EXIST'G	ADD'L	TOTAL	%
OFFICE	10,000	50,000	60,000	34
RETAIL	24,000	30,000	54,000	32
RESIDENTIAL	⊖	60,000 (50 DU's @ 1200 ¢ ea.)	60,000	34

TOTAL ¢ 373,500 FAR 3.1

	EXIST'G	ADD'L	TOTAL	%
RETAIL	15,500	10,000	25,500	7
RESIDENTIAL		348,000 (200 DU's @ 1200 ¢ ea.)	348,000	93

TOTAL ¢ 43,500 FAR 4.4

	EXIST'G	ADD'L	TOTAL	%
RETAIL	21,500	⊖	21,500	8
RESIDENTIAL	⊖	222,000 (185 DU's @ 1200 ¢ ea.)	222,000	92

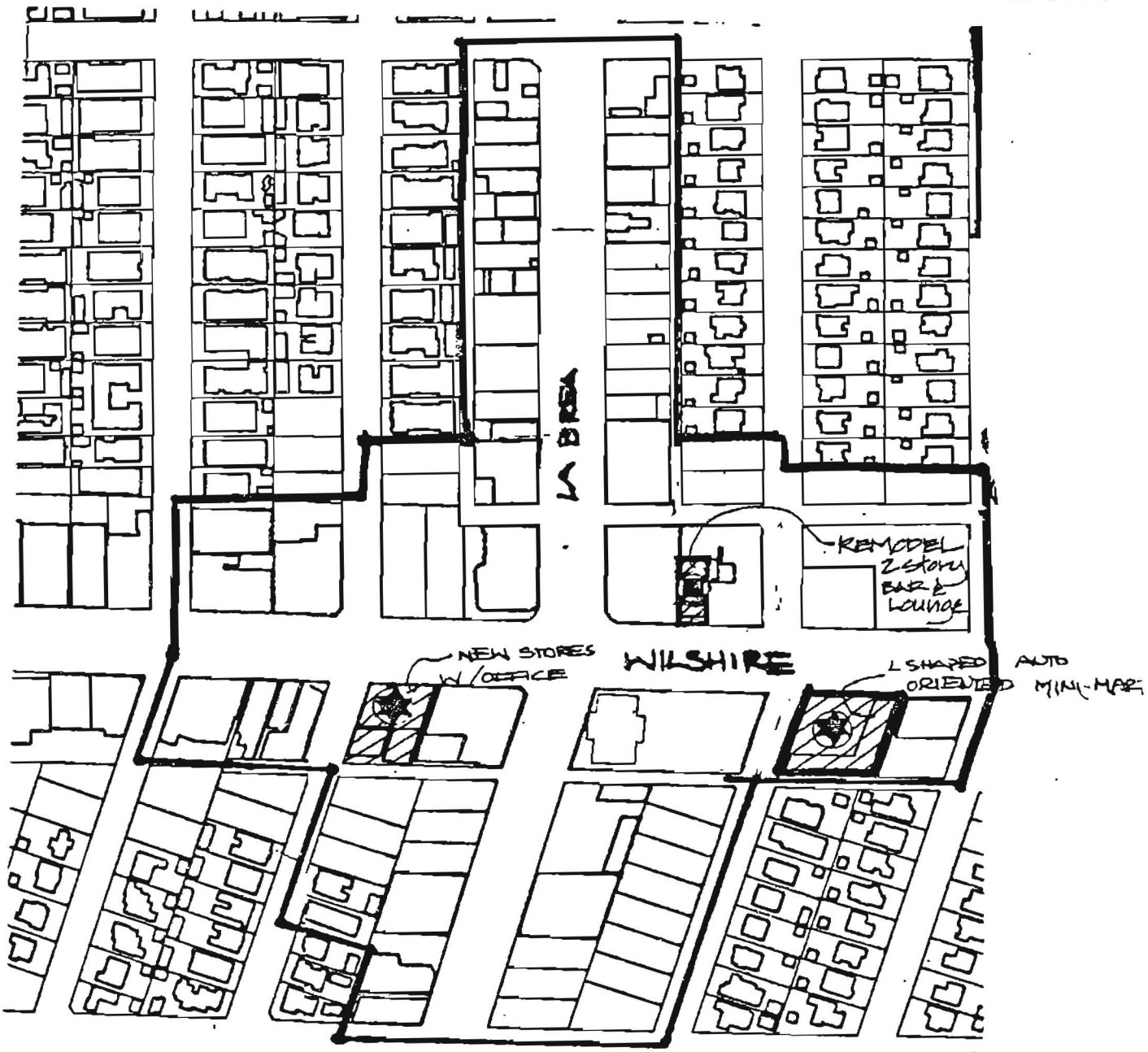
RET

* SQUARE FOOTAGE INCLUDES ASSUMPTIONS FOR RETAINING OR REPLACING EXISTING DEVELOPMENT

** BASED ON ERA

IMMINENT DEVELOPMENT

INFORMATION SOURCE: CITY OF LADOP.



CURRENT CONSTRUCTION

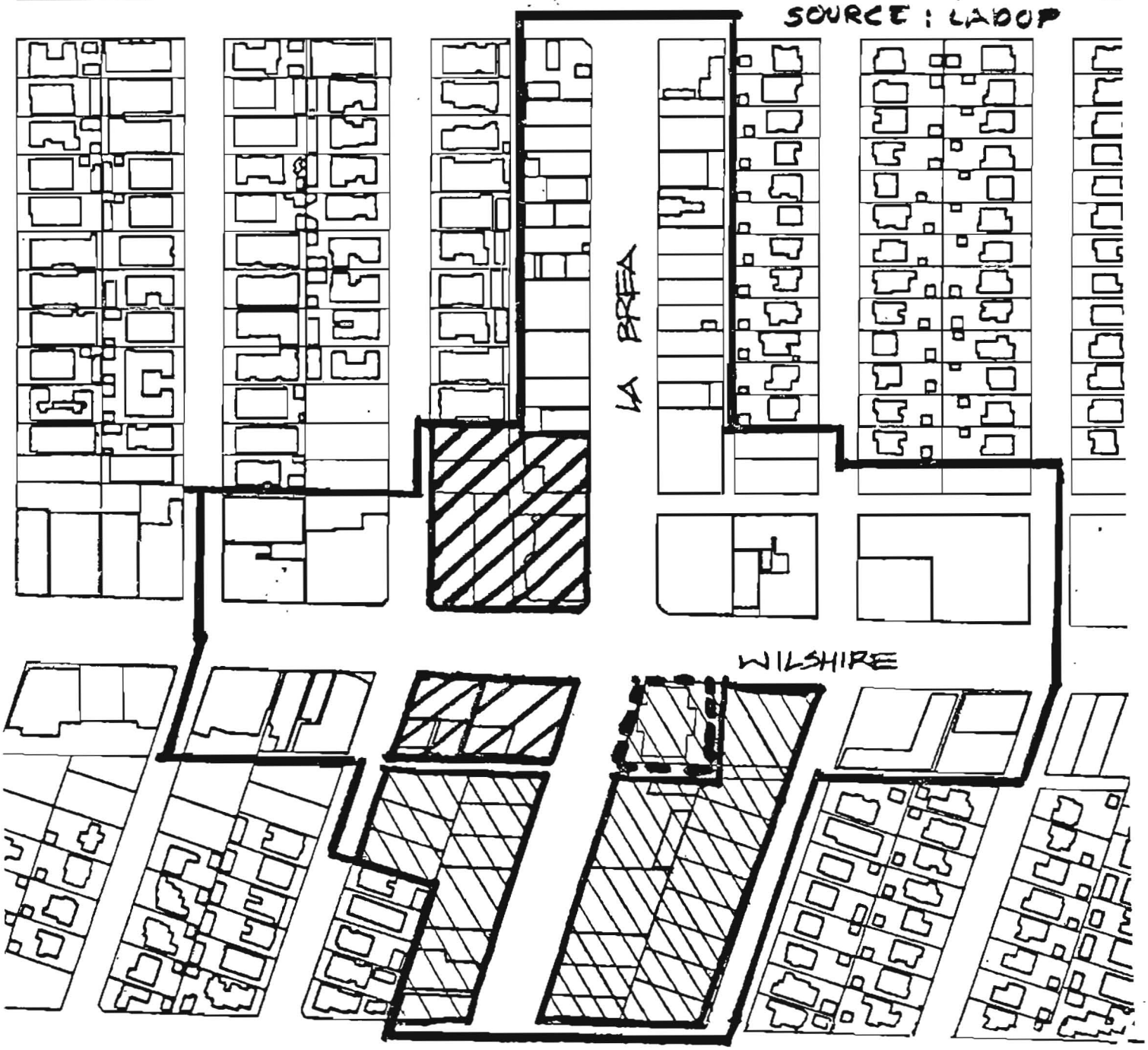
PERMIT ISSUED.

CITY PLANNING DEPT. HAS BEEN APPROACHED

DEVELOPMENT IS IN THE DISCUSSION STAGE

STATION INTEGRATION OPPORTUNITIES

SOURCE : LADOP



DIRECT CONNECTION

FUNCTIONAL CONNECTION

ADAPT EXISTING

NEW DEVELOPMENT

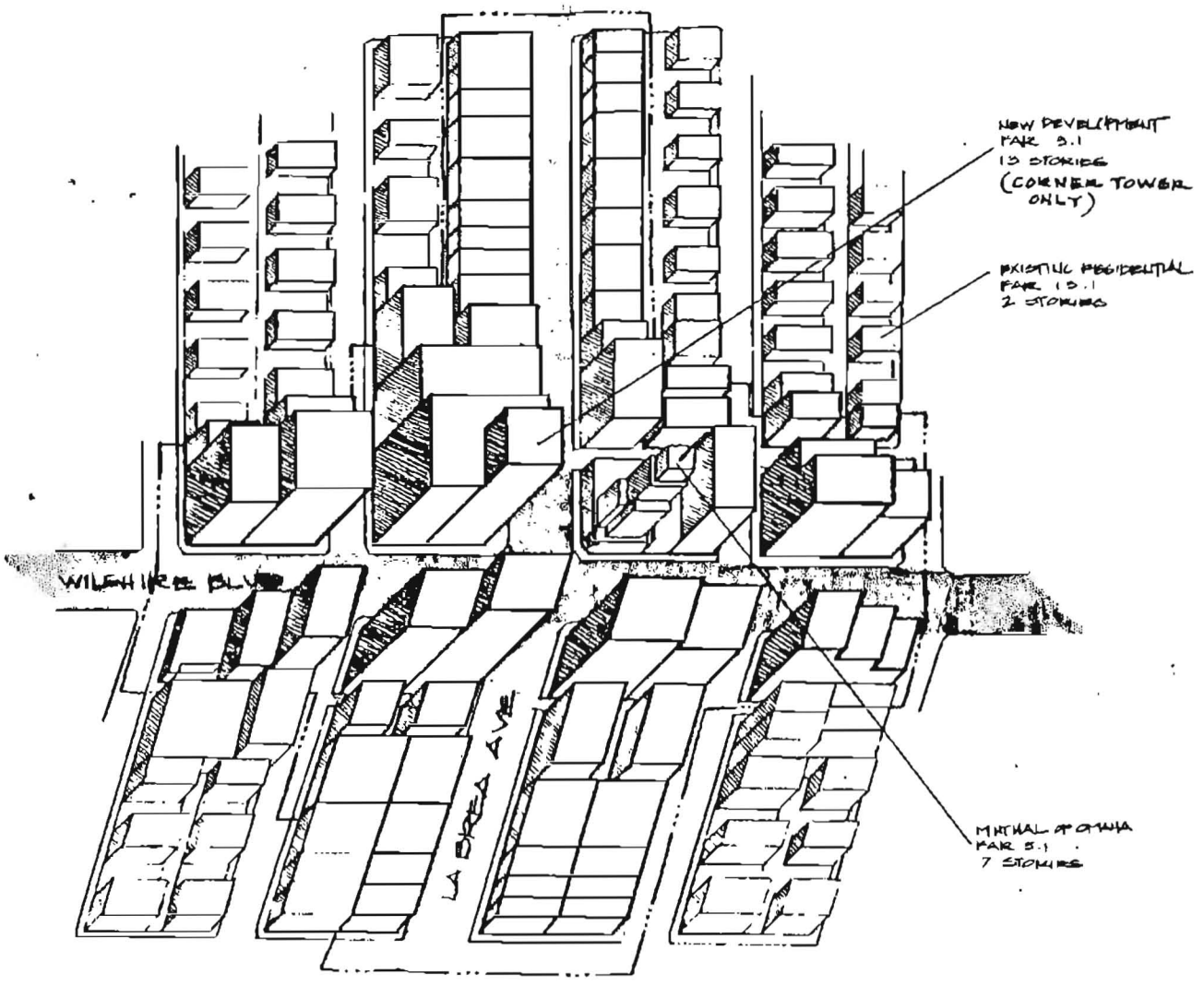
Miscellaneous

ILLUSTRATIVE MASSING AXONOMETRIC

Wilshire/La Brea

IMMEDIATE STATION
IMPACT AREA

THE DENSITY AND INTENSITY DISPLAYED ON THIS MAP IS ILLUSTRATIVE ONLY AND REPRESENTS THE MAXIMUM DEVELOPMENT ATTAINABLE FOR EVERY LOT, AS PERMITTED BY THE METRO RAIL TRANSIT CORRIDOR SPECIFIC PLAN, UTILIZING BONUSES, TRANSFER DEVELOPMENT RIGHTS, AND WHERE APPROPRIATE, DIRECT CONNECTIONS TO THE METRO RAIL STATION. IT IS HIGHLY UNLIKELY THAT ALL LOTS WILL REALIZE THIS FULL POTENTIAL. (SEE MARKET PROJECTIONS IN DATA MAPS).



4/84 LADOP

LA BREA PORTAL SITE EXAMPLE
SPECIFIC PLAN PHASE I

METRO RAIL STATION AREA DEVELOPMENT PLANS
EXAMPLE OF DEVELOPMENT POTENTIAL USING TRIPS, BONUSES & TDR

STEP 1 IDENTIFY PARCEL & PHASE

ADDRESS:	NW CORNER LA BREA/WILSHIRE - PORTAL SITE
BOOK-PAGE-PARCEL #:	5508-007-11,12,13,24,25
SPECIFIC PLAN SECTOR:	MIRACLE MILE
STATION:	LA BREA
SUBAREAS:	1
PHASE:	1

STEP 2 CALCULATE RESIDENTIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA	AVE. LOT AREA/D.U.

STEP 3 CALCULATE DEVELOPMENT ON RESIDENTIALLY-ZONED PORTION

USE	PERMITTED	EXISTING	PROPOSED ADDITIONAL	F.A.R. (EXISTING+ PROPOSED)
COMMERCIAL SQFT.				0.00
SUBSET:HOTEL ROOMS				
RESIDENTIAL SQFT. (EST)				0.00
D.U.'S				
TOTAL SQFT.	0	0	0	0.00

STEP 4 CALCULATE COMMERCIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA
1	C4-4	56026	0	56026

STEP 5 CALCULATE MAXIMUM TRIPS PERMITTED BY SPECIFIC PLAN

SUBAREA	ALLOCATION TYPE	TRIPS/1000 SQFT. BUILDABLE AREA	TRIPS PERMITTED
1	INITIAL ALLOCATION	42 TRIPS	2353
1	BONUS/TDR ALLOCATION	42 TRIPS	2353
TOTAL		84 TRIPS	4706

STEP 6 CALCULATE DEVELOPMENT ON COMMERCIALLY-ZONED PORTION USING INITIAL ALLOCATION OF TRIPS FROM STEP 5

USE	TRIPS GENERATED	EXISTING SQ.FT./ROOMS OR D.U.'S	PROPOSED SQFT./ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	14/1000 SQFT.		117000	1638	116	13572000	234	2620800
RETAIL	35/1000 SQFT.		10000	350	77	770000	20	224000
MEDICAL	75/1000 SQFT.			0	127	0	0	0
RESTAURANT	45/1000 SQFT.		5000	225	135	675000	10	112000
FAST FOOD	164/1000 SQFT.			0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.			0	95	0	0	0
ENTERTNMENT	14/1000 SQFT.		10000	140	123	1230000	286	3200000
HOTEL	10/ROOM			0	93	0	0	0
RESIDENTIAL	7.55/D.U.			0	82	0	0	0
TOTAL SQ.FT		0	142000					
TOTAL HOTEL ROOMS		0	0					
TOTAL D.U.'S		0	0					
TOTAL TRIPS USED				2353				
MAX. TRIPS PERMITTED				2353				
REQUIRED PARKING							550	
TOTAL COSTS						16247000		6156800
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....						22403800		

STEP 7 CALCULATE BONUS TRIPS GENERATED BY DEVELOPMENT IN STEP 6
(ALVARADO, WILSHIRE CENTER, MIRACLE MILE SECTORS ONLY)

	BONUSABLE FEATURE (SUBAREAS)	PROPOSED SQFT. OR "1" IF B.A.*	BONUS FACTOR	BONUS TRIPS ALLOCATED
	TRANSIT:			
(1)	DIRECT CONNECTION	1	14/1000 B.A.	784
(1)	OFF-ST.BUS TERMINAL		14/1000 B.A.	0
(1)	OFF-ST.PARKING		14/1000 B.A.	0
(1,2)	FUNCTIONAL CONNECTION		5/1000 B.A.	0
	STREET ENVIRONMENT:			
(1,2)	GROUND FLOOR RETAIL	10000	7/100 SQFT.	700
(1,2)	GROUND FLOOR RESTURANT		7/100 SQFT.	0
(1,2)	OUTDOOR CAFE	5000	7/100 SQFT.	350
	CULTURAL:			
(1,2)	CULTURAL/ENTERTAINMENT		5.6/100 SQFT.	0
	HISTORIC PRESERVATION:			
(1,2)	HISTORIC PROPERTY		5.6/100 SQFT.	0
(1,2)	HISTORIC FACADE		5/1000 B.A.	0
	COMMUNITY SERVICES:			
(1,2)	COMMUNITY USE FACILITY		5.6/100 SQFT.	0
	OPEN SPACE:			
(1,2)	AMENITY SPACE	19000	4.2/100 SQFT.	798
(1,2)	RECREATIONAL USE		4.2/100 SQFT.	0
(1,2)	ROOFTOP GARDEN		4.2/100 SQFT.	0
	HOUSING:			
(1,2)	HANDICAPPED		7/100 SQFT.	0
(1,2)	SENIOR CITIZEN		7/100 SQFT.	0
(1,2)	LOW TO MODERATE		7/100 SQFT.	0
(1,2)	RENTAL		5.6/100 SQFT.	0
(1,2)	CONDOMINIUMS		2.8/100 SQFT.	0
	TOTALS	34000		2632
	MAX. TRIPS PERMITTED			2353

STEP 8 INDICATE TDR TRIPS NEEDED TO REACH MAXIMUM F.A.R ALLOWED BY SPECIFIC PLAN (ALVARADO, WILSHIRE CENTER, MIRACLE MILE SECTORS ONLY)

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STEP 9 CALCULATE DEVELOPMENT ON COMMERCIALLY-ZONED PORTION USING BONUS & TDR ALLOCATION OF TRIPS FROM STEPS 7 & 8

USE	TRIPS GENERATED	PROPOSED SQFT.ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	14/1000 SQFT.	168000	2352	116	19488000	336	3763200
RETAIL	33/1000 SQFT.		0	77	0	0	0
MEDICAL	75/1000 SQFT.		0	127	0	0	0
RESTAURANT	45/1000 SQFT.		0	135	0	0	0
FAST FOOD	164/1000 SQFT.		0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.		0	95	0	0	0
ENTERTAINMENT	14/1000 SQFT.		0	123	0	0	0
HOTEL	10/ROOM		0	93	0	0	0
RESIDENTIAL	7.33/D.U.		0	82	0	0	0
TOTAL SQFT.		168000					
TOTAL HOTEL ROOMS		0					
TOTAL D.U.'S		0					
TOTAL TRIPS USED			2352				
MAX. TRIPS PERMITTED			2353				
REQUIRED PARKING						336	
TOTAL COSTS					19488000		3763200
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					23251200		

* B.A. - BUILDABLE AREA

STEP 10 INDICATE TOTAL DEVELOPMENT ON COMMERCIALLY-ZONED PORTION
(SUM OF DEVELOPMENT FROM STEPS 6 & 9)

USE	PROPOSED SQFT. ROOMS OR D.U.'S	EXISTING SQFT. ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	285000	0	3990	116	33060000	570	6384000
RETAIL							
GROUND FLOOR	10000	0	350	77	770000	20	224000
OPTIONAL	0	0	0	77	0	0	0
MEDICAL	0	0	0	127	0	0	0
RESTAURANTS	5000	0	225	135	675000	10	112000
FAST FOOD	0	0	0	95	0	0	0
DRIVE-THRU	0	0	0	95	0	0	0
ENTERTAINMENT							
CULTURAL	0	0	0	123	0	0	0
OPTIONAL	10000	0	140	123	1230000	286	3200000
HOTEL	0	0	0	93	0	0	0
RESIDENTIAL							
HANDICAPPED	0	0	0	82	0	0	0
SENIOR CITIZEN	0	0	0	82	0	0	0
LOW TO MODERATE	0	0	0	82	0	0	0
RENTAL	0	0	0	82	0	0	0
CONDOMINIUMS	0	0	0	82	0	0	0
OPTIONAL	0	0	0	82	0	0	0
TOTAL SQFT.	310000	0					
TOTAL HOTEL ROOMS	0	0					
TOTAL D.U.'S	0	0					
TOTAL TRIPS USED			4705				
MAX. TRIPS PERMITTED			4706				
REQUIRED PARKING						886	
TOTAL COSTS					35735000		9920000
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					45655000		

STEP 11 INDICATE TOTAL DEVELOPMENT ON ENTIRE SITE (SUMMARY OF STEPS 3&10)

	COMMERCIALLY-ZONED PORTION	RESIDENTIALLY-ZONED PORTION	TOTAL
TOTAL SQFT. (NOTE 2)	310000	0	310000
SUBSET: HOTEL ROOMS	0	0	0
SUBSET: D.U.'S	0	0	0
REQUIRED PARKING	886	0	886
F.A.R.	5.53	0.00	5.53

APPENDIX

HOTEL PARKING CALCULATION:	FALSE
	0
	TRUE
	FALSE
	0
	FALSE
	0
	0
SQFT./PARKING SPACE: (NOTE 3)	400
EST.COST/SQFT.PARKING: (NOTE 4)	28
SQFT./DWELLING UNIT: (NOTE 2)	1000
SQFT./HOTEL ROOM: (NOTE 2)	500

NOTES

1. VALUATION ESTIMATE, CITY OF L.A. DEPT OF BUILDING AND SAFETY, JAN. 1984; ASSUMED "EXCELLENT" QUALITY CONSTRUCTION AND "TYPE I&II" FIRE RESISTANCE FOR COMMERCIAL BUILDINGS AND "MASONRY" CONSTRUCTION FOR RESIDENTIAL.
2. RESIDENTIAL: 1000 SQ.FT. PER DWELLING UNIT ESTIMATE.
   HOTEL: 500/SQ.FT. PER ROOM ESTIMATE.
3. ESTIMATED SQ.FT. PER PARKING SPACE FOR CALCULATING PARKING LOT SIZE. FROM KEVIN LYNCH, SITE PLANNING, 1962 (CAMBRIDGE: MIT PRESS).
4. VALUATION ESTIMATE, CITY OF L.A. DEPT. OF BUILDING AND SAFETY, JAN. 1984; "PARKING GARAGE".

LA BREA PORTAL SITE EXAMPLE
SPECIFIC PLAN PHASE II

METRO RAIL STATION AREA DEVELOPMENT PLANS
EXAMPLE OF DEVELOPMENT POTENTIAL USING TRIPS, BONUSES & TDR

STEP 1 IDENTIFY PARCEL & PHASE

ADDRESS:	NW CORNER LA BREA/WILSHIRE - PORTAL SITE
BOOK-PAGE-PARCEL #:	5508-007-11,12,13,24,25
SPECIFIC PLAN SECTOR:	MIRACLE MILE
STATION:	LA BREA
SUBAREAS:	1
PHASE:	II

STEP 2 CALCULATE RESIDENTIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA	AVE. LOT AREA/D.U.

STEP 3 CALCULATE DEVELOPMENT ON RESIDENTIALLY-ZONED PORTION

USE	PERMITTED	EXISTING	PROPOSED ADDITIONAL	F.A.R. (EXISTING+ PROPOSED)
COMMERCIAL SQFT.				0.00
SUBSET:HOTEL ROOMS				
RESIDENTIAL SQFT. (EST)				0.00
D.U.'S				
TOTAL SQFT.	0	0	0	0.00

STEP 4 CALCULATE COMMERCIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA
1	C4-4	56026	0	56026

STEP 5 CALCULATE MAXIMUM TRIPS PERMITTED BY SPECIFIC PLAN

SUBAREA	ALLOCATION TYPE	TRIPS/1000 SQFT. BUILDABLE AREA	TRIPS PERMITTED
1	INITIAL ALLOCATION	42 TRIPS	2353
1	BONUS/TDR ALLOCATION	140 TRIPS	7844
TOTAL		182 TRIPS	10197

STEP 6 CALCULATE DEVELOPMENT ON COMMERCIALLY-ZONED PORTION USING INITIAL ALLOCATION OF TRIPS FROM STEP 5

USE	TRIPS GENERATED	EXISTING SQ.FT./ROOMS OR D.U.'S	PROPOSED SQ.FT./ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	14/1000 SQFT.		117000	1638	116	13572000	234	2620800
RETAIL	35/1000 SQFT.		10000	350	77	770000	20	224000
MEDICAL	75/1000 SQFT.			0	127	0	0	0
RESTAURANT	45/1000 SQFT.		5000	225	135	675000	10	112000
FAST FOOD	164/1000 SQFT.			0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.			0	95	0	0	0
ENTERTNMENT	14/1000 SQFT.		10000	140	123	1230000	286	3200000
HOTEL	10/ROOM			0	93	0	0	0
RESIDENTIAL	7.53/D.U.			0	82	0	0	0
TOTAL SQ.FT		0	142000					
TOTAL HOTEL ROOMS		0	0					
TOTAL D.U.'S		0	0					
TOTAL TRIPS USED				2353				
MAX. TRIPS PERMITTED				2353				
REQUIRED PARKING							550	
TOTAL COSTS						16247000		6156800
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....						22403800		

STEP 7 CALCULATE BONUS TRIPS GENERATED BY DEVELOPMENT IN STEP 6 (ALVARADO, WILSHIRE CENTER, MIRACLE MILE SECTORS ONLY)

	BONUSABLE FEATURE (SUBAREAS)	PROPOSED SQFT. OR "1" IF B.A.*	BONUS FACTOR	BONUS TRIPS ALLOCATED
	TRANSIT:			
(1)	DIRECT CONNECTION	1	14/1000 B.A.	784
(1)	OFF-ST.BUS TERMINAL		14/1000 B.A.	0
(1)	OFF-ST.PARKING		14/1000 B.A.	0
(1,2)	FUNCTIONAL CONNECTION		5/1000 B.A.	0
	STREET ENVIRONMENT:			
(1,2)	GROUND FLOOR RETAIL	10000	7/100 SQFT.	700
(1,2)	GROUND FLOOR RESTURANT		7/100 SQFT.	0
(1,2)	OUTDOOR CAFE	5000	7/100 SQFT.	350
	CULTURAL:			
(1,2)	CULTURAL/ENTERTAINMENT		5.6/100 SQFT.	0
	HISTORIC PRESERVATION:			
(1,2)	HISTORIC PROPERTY		5.6/100 SQFT.	0
(1,2)	HISTORIC FACADE		5/1000 B.A.	0
	COMMUNITY SERVICES:			
(1,2)	COMMUNITY USE FACILITY		5.6/100 SQFT.	0
	OPEN SPACE:			
(1,2)	AMENITY SPACE	19000	4.2/100 SQFT.	798
(1,2)	RECREATIONAL USE		4.2/100 SQFT.	0
(1,2)	ROOFTOP GARDEN		4.2/100 SQFT.	0
	HOUSING:			
(1,2)	HANDICAPPED		7/100 SQFT.	0
(1,2)	SENIOR CITIZEN		7/100 SQFT.	0
(1,2)	LOW TO MODERATE		7/100 SQFT.	0
(1,2)	RENTAL		5.6/100 SQFT.	0
(1,2)	CONDOMINIUMS		2.8/100 SQFT.	0
	TOTALS	34000		2632
	MAX. TRIPS PERMITTED			7844

STEP 8 INDICATE TDR TRIPS NEEDED TO REACH MAXIMUM F.A.R ALLOWED BY SPECIFIC PLAN (ALVARADO, WILSHIRE CENTER, MIRACLE MILE SECTORS ONLY)

5211

STEP 9 CALCULATE DEVELOPMENT ON COMMERCIALLY-ZONED PORTION USING BONUS & TDR ALLOCATION OF TRIPS FROM STEPS 7 & 8

USE	TRIPS GENERATED	PROPOSED SQFT./ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	14/1000 SQFT.	560000	7840	116	64960000	1120	12544000
RETAIL	35/1000 SQFT.		0	77	0	0	0
MEDICAL	75/1000 SQFT.		0	127	0	0	0
RESTAURANT	45/1000 SQFT.		0	135	0	0	0
FAST FOOD	164/1000 SQFT.		0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.		0	95	0	0	0
ENTERTNMENT	14/1000 SQFT.		0	123	0	0	0
HOTEL	10/ROOM		0	93	0	0	0
RESIDENTIAL	7.55/D.U.		0	82	0	0	0
TOTAL SQFT.		560000					
TOTAL HOTEL ROOMS		0					
TOTAL D.U.'S		0					
TOTAL TRIPS USED			7840				
MAX. TRIPS PERMITTED			7844				
REQUIRED PARKING						1120	
TOTAL COSTS					64960000		12544000
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					77515200		

* B.A. - BUILDABLE AREA

STEP 10 INDICATE TOTAL DEVELOPMENT ON COMMERCIALLY-ZONED PORTION (SUM OF DEVELOPMENT FROM STEPS 6 & 9)

USE	PROPOSED SQFT. ROOMS OR D.U.'S	EXISTING SQFT. ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	67000	0	947	116	78532000	1354	15164000
RETAIL							
GROUND FLOOR	10000	0	350	77	770000	20	224000
OPTIONAL	0	0	0	77	0	0	0
MEDICAL	0	0	0	127	0	0	0
RESTAURANTS	5000	0	228	135	675000	19	112000
FAST FOOD	0	0	0	95	0	0	0
DRIVE-THRU	0	0	0	95	0	0	0
ENTERTAINMENT							
CULTURAL	0	0	0	123	0	0	0
OPTIONAL	10000	0	140	123	1230000	286	3[illegible]000
HOTEL	0	0	0	93	0	0	0
RESIDENTIAL							
HANDICAPPED	0	0	0	82	0	0	0
SENIOR CITIZEN	0	0	0	82	0	0	0
LOW TO MODERATE	0	0	0	82	0	0	0
RENTAL	0	0	0	82	0	0	0
CONDOMINIUMS	0	0	0	82	0	0	0
OPTIONAL	0	0	0	82	0	0	0
TOTAL SQFT.	702000	0					
TOTAL HOTEL ROOMS	0	0					
TOTAL D.U.'S	0	0					
TOTAL TRIPS USED			10193				
MAX. TRIPS PERMITTED			10197				
REQUIRED PARKING						1670	
TOTAL COSTS					81207000		18700000
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					99919000		

STEP 11 INDICATE TOTAL DEVELOPMENT ON ENTIRE SITE (SUMMARY OF STEPS 3&10)

	COMMERCIALLY-ZONED PORTION	RESIDENTIALLY-ZONED PORTION	TOTAL
TOTAL SQFT. (NOTE 2)	702000	0	702000
SUBSET: HOTEL ROOMS	0	0	0
SUBSET: D.U.'S	0	0	0
REQUIRED PARKING	1671	0	1671
F.A.R.	12.53	0.00	12.53

APPENDIX

HOTEL PARKING CALCULATION:

FALSE
0
TRUE
FALSE
0
FALSE
0
0

SQFT./PARKING SPACE: (NOTE 3)	400
EST. COST/SQFT. PARKING: (NOTE 4)	18
SQFT./DWELLING UNIT: (NOTE 2)	1000
SQFT./HOTEL ROOM: (NOTE 2)	500

NOTES

1. VALUATION ESTIMATE, CITY OF L.A. DEPT OF BUILDING AND SAFETY, JAN. 1984; ASSUMED "EXCELLENT" QUALITY CONSTRUCTION AND "TYPE III" FIRE RESISTANCE FOR COMMERCIAL BUILDINGS AND "MASONRY" CONSTRUCTION FOR RESIDENTIAL.
2. RESIDENTIAL: 1000 SQ.FT. PER DWELLING UNIT ESTIMATE.
   HOTEL: 500/SQ.FT. PER ROOM ESTIMATE.
3. ESTIMATED SQ.FT. PER PARKING SPACE FOR CALCULATING PARKING LOT SIZE. FROM KEVIN LYNCH, SITE PLANNING, 1962 (CAMBRIDGE: MIT PRESS).
4. VALUATION ESTIMATE, CITY OF L.A. DEPT. OF BUILDING AND SAFETY, JAN. 1984: "PARKING GARAGE".

STUDY OF PARKING POLICIES AND PROGRAMS FOR METRO RAIL STATION AREAS

The purpose of this report is to discuss relevant issues and recommendations regarding the use of parking incentives and peripheral parking in the Metro Rail Station Areas. The recommendations of the Mayor's Blue Ribbon Committee on the Los Angeles CBD Transportation Study, the CRA's experience in the CBD and the Planning Department's parking demand forecasts have been utilized in this briefing. The policy and program recommendations are intended for use in the Station Area Development Plans' Economic Incentives Section.

Parking incentives in the City of Los Angeles allow a 40 percent reduction in required on-site parking if the developer provides 1) an acceptable Transportation Alternative, such as a ridesharing program, or 2) remote off-site parking. Transportation Alternatives must have significant, achievable participation levels (e.g., 20% of building employees). With remote off-site parking, the developer must provide transportation between the remote site and the main building. These conditions are treated as legal obligations on the building owner. The purpose of the incentives is to reduce traffic congestion and to facilitate development by lowering the cost of providing parking.

Parking requirements in Centers are proposed to be changed, by ordinance, to one space per 1,000 square feet of commercial floor area, while outside of Centers required parking would be increased to three spaces per 1,000 square feet. Most Metro Rail Station Areas are contiguous with Centers.

The market for reduced parking requirements (parking incentives) is limited, based on the City's experience with its own program, in part because of lending institutions' loan criteria. In order to secure a loan, a developer is often required to provide parking in excess of that required by City ordinance. Thus, even if the City's parking requirement is decreased, parking incentives aren't likely to help developers undercut the minimum requirements established by private lending committees. This problem is exacerbated by lenders' unfamiliarity with transportation system management (TSM) strategies, their success rate and their function in a broader transportation/land use framework. In the scheme of real estate investment decision-making, parking "incentives" aren't really meaningful in the context of more important market conditions, such as location. Therefore, TSM strategies should not be treated as incentives but simply as conditions of approval.

The need for peripheral parking is growing in the CBD and will undoubtedly be felt in other areas of high-density development, such as Metro Rail Station Areas. Peripheral, or off-site, parking is a TSM strategy to achieve a reduction in traffic congestion that would otherwise be expected to accompany projected development. Its purpose is to intercept commuter traffic from all directions before it enters the Station Area/Center. Commuters park at the peripheral parking facility and complete their journey into the Station Area/Center by walking or on a short shuttle ride. Analyses indicate that to

efficiently operate a shuttle service, each facility should contain at least 400 cars. Also, an area must have relatively high parking prices in order to create sufficient market demand to support peripheral facilities.

The CRA's experience with peripheral parking in the CDB has led to a detailed study to develop program policies, identify an optimal, long-term network of peripheral sites, and develop an implementation program. Peripheral parking requirements are included in CRA's development agreements for major CBD projects. The agency estimates that 40 percent of Code-required parking for such projects is now being located outside the CBD Traffic Impact Zone.

CRA - identified(1) factors for a successful peripheral program include the provision of Proposition A subsidies for a shuttle service, the existence of high market prices for parking within the CBD, user accessibility and convenience of peripheral sites, and the location of sites near freeway off-ramps to mitigate traffic into downtown. The CRA is also concerned with the impact of peripheral facilities on host communities.

The Mayor's Blue Ribbon Committee recommends that at least 25 percent of Code-required parking for new CBD development be located in peripheral locations. The Committee is considering the use of peripheral parking to replace spaces lost as a result of new development, when such spaces are required to be replaced. Peripheral parking can also be used to support the rehabilitation of existing buildings. In general, the Committee has set the following objectives regarding peripheral parking:

1. Emphasize commuter convenience and security at peripheral lots.

2. Utilize reasonable means to allow preferential use of streets by shuttle vehicles.

3. Test market issues and consumer acceptance through a City-sponsored pilot project.

4. Create incentives for the free-market reallocation of existing parking spaces within the Station Area.

5. Keep the shuttle running late enough to accommodate those on staggered work hours. Late-hour operation could also accommodate Station Area cultural and recreational activity schedules, enhancing the economic opportunities of the Area.

The Mayor's Blue Ribbon Committee makes a number of recommendations regarding TSM programs, including peripheral parking:

1. TSM programs should be required and enforced on all new developments in the CBD. Existing businesses should be encouraged to participate.

2. The City should design an annual monitoring/audit system which can measure rideshaping levels. The City should enforce TSM programs if goals are not reached.

(1) Rich Willson, CRA, telephone conversation, February 1986

3. Efforts should be made to encourage flexibility between peripheral parking, transit and ridesharing use - both in new programs and in enforcement efforts. Staggered work hours and flex time should be encouraged in order to move trips out of peak congestion hours.

4. Developers should be given credit for establishing and maintaining increased ridesharing and transit usage in existing nearby buildings for which TSM programs are not required.

The Ad Hoc Transportation Committee for the CBD recommended that parking demand and supply forecasts be made for the CBD to ascertain the precise need for peripheral parking. As part of such a needs assessment, they recommended inclusion of figures on existing parking, expected deficits, and planned parking for on-going development.

A needs assessment for peripheral parking in Station Areas follows. Figures for current estimated usage and supply of parking, 1995 projected total demand for parking (constrained and unconstrained)(2) and 1995 projected total supply of parking under three different scenarios are presented for eight Station Areas in Table 1. The sources for these figures and projections are the data maps for the eight Station Area Development Plans. Chart 1 is a graphic illustration of projected supply and demand scenarios from Table 1.

Findings

1. In all of the eight Station Areas, current supply of parking exceeds current usage of parking by anywhere from 22 to 55 percent.

2. In the Alvarado Station Area, projected demand exceeds projected supply in every scenario.

3. In the Vermont Station Area, projected supply substantially exceeds projected demand in every scenario.

4. In the Normandie Station Area, projected supply exceeds projected demand in all but one scenario (unconstrained demand and 1:1,000 parking requirement) and then only slightly.

5. In the Western Station Area, projected unconstrained demand exceeds projected supply, while projected constrained demand consistently falls short of projected supply.

6. In the La Brea, Wilshire/Fairfax, Beverly/Fairfax and Universal City Station Area, projected supply exceeds projected demand in every scenario.

(2) "Unconstrained Demand" - Number of parkers attached to a given trip generator.

"Constrained Demand" - Number of parkers who need to be accommodated in a given facility after the use of alternative facilities and TSM programs are considered.

(Source: ULI & Nat'l Parking Assn. (1983) Dimensions of Parking 2nd Edition)

TABLE 1
EXISTING AND PROJECTED TOTAL DEMAND AND SUPPLY OF PARKING
IN METRO RAIL STATION AREAS

Station Area	Current Usage(1)	Current Supply(2)	1995 Projected Total Demand		1995 Projected Total Supply (Existing + Additional)		
			Unconstrained(2)	Constrained(3)	Option 1(4)	Option 2(5)	Option 3(6)
Alvarado	1,107	1,724	7,300	3,000	2,159	2,494	2,779
Vermont	6,827	8,322	4,511	2,204	10,117	11,608	12,948
Normandie	7,703	10,015	10,824	4,730	10,580	11,145	11,695
Western	2,202	3,216	8,033	3,533	4,336	5,396	6,426
LaBrea	1,359	1,705	2,126	1,238	2,768	3,395	3,805
Fairfax	4,201	6,367	8,163	3,745	9,752	12,537	15,022
Beverly	5,771	7,192	6,570	2,628	9,474	11,756	14,038
Universal	1,914	2,807	2,069	827	3,393	3,983	4,571

Notes

1. Source: Los Angeles City Planning Department, Preliminary Draft Station Area Development Plans (STARDs)

2. Calculated from projected total development in Preliminary Draft Station Area Development Plans using the following factors:

   2.50 spaces/1,000 sq. ft. GLA (peak hour)
   1.75 spaces/D.U.

   (Source: ULI & National Parking Association (1983) Dimensions of Parking 2nd Edition)

3. Calculated from projected total development in Preliminary Draft STARDs, using the following factors:

   1.00 space/1,000 sq. ft. GLA (peak hour)
   1.50 spaces/D.U.

   (Source: Ibid)

4. Calculated from existing supply added to projected supply, using the following parking requirement:

   1.00 space/1,000 sq. ft. of Commercial
   1.50 space/D.U.

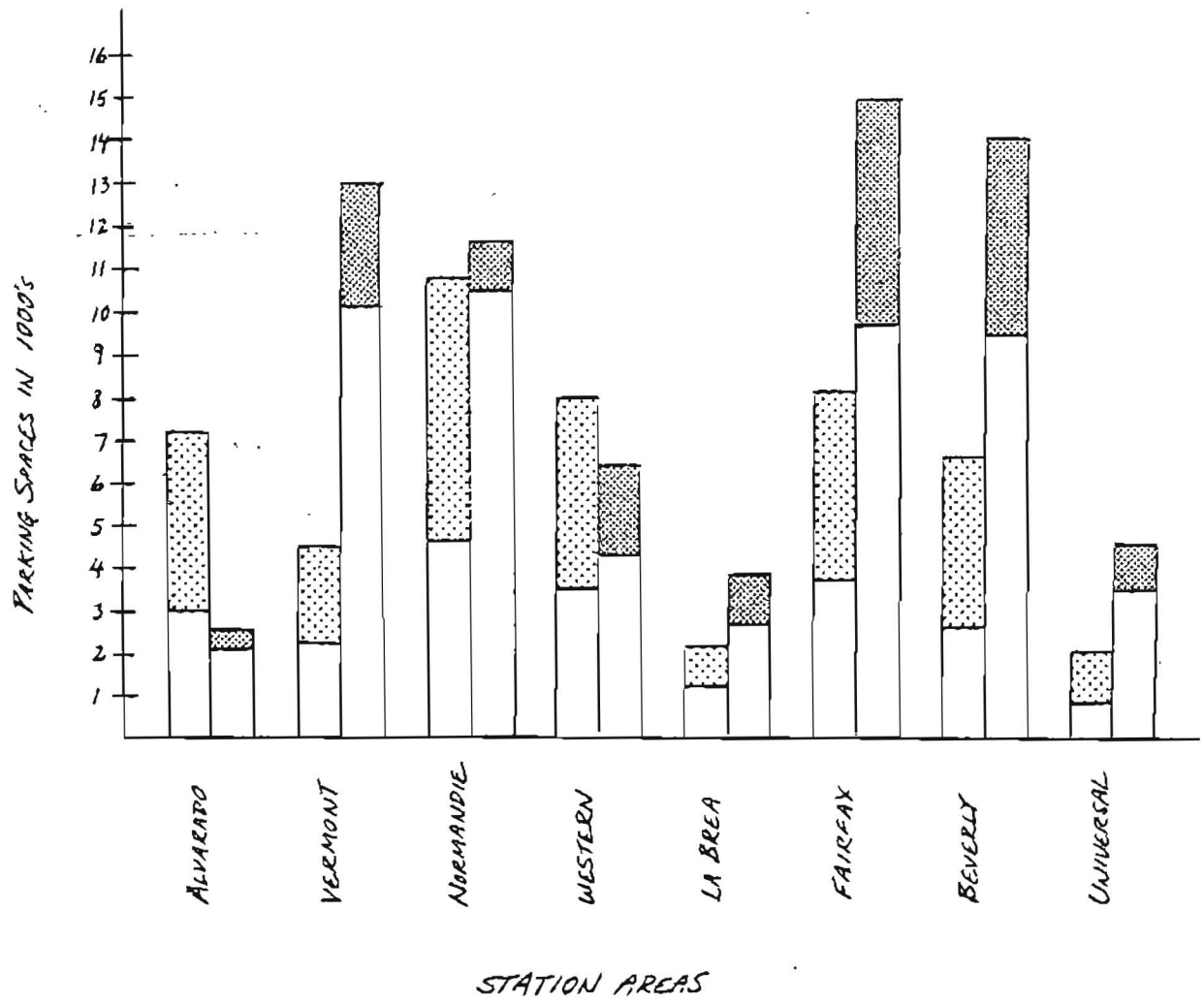
5. Calculated from existing supply added to projected supply, using the following parking requirement:

   2.00 spaces/1,000 sq. ft. of Commercial
   2.00 spaces/D.U.

6. Calculated from existing supply added to projected supply, using the following parking requirement:

   3.00 spaces/1,000 sq. ft. of Commercial
   2.00 spaces/D.U.

CHART 1
1995 Projected Total Demand & Supply of Parking
in Metro Rail Station Areas



Range of Projected Demand

Range of Projected Supply

Source: Table 1

7. In the Vermont, La Brea, Wilshire/Fairfax, Beverly/Fairfax and Universal City station areas, existing supply will accommodate both constrained and unconstrained demand.

Peripheral parking facilities will be most needed at the Alvarado Station Area, according to the findings above. They may also be needed at the Western Station Area. If existing parking supplies in other Station Areas, particularly Normandie, La Brea, and Wilshire/Fairfax, substantially diminish as a result of their replacement by new development, peripheral parking may be needed, and viable, at those stations as well. Supply of parking in the station areas must be at about the same level of demand, or lower, in order for prices and congestion to rise high enough for peripheral parking to be an acceptable alternative.

Peripheral parking spaces needed using Table 1 projections:

Alvarado Station Area - 221 to 5,141	(depending on the level of constraint on demand)
Western Station Area - 1,607 to 3,697	(but only if demand is largely unconstrained; if demand is constrained, 0 spaces will be needed)
Normandie Station Area - 244	(unlikely, unless demand is completely unconstrained)

These figures would increase in direct proportion to the number of parking spaces removed from the market as the result of new development.

Number of parking spaces a Station Area must lose before peripheral parking becomes viable:

Alvarado Station Area -	0
Vermont Station Area -	5,606 to 7,913
Normandie Station Area -	0 to 5,850
Western Station Area -	0 to 803
La Brea Station Area -	642 to 1,530
Wilshire/Fairfax Station Area -	1,589 to 6,007
Beverly/Fairfax Station Area -	2,904 to 6,846
Universal City Station Area -	1,326 to 2,568

Recommendations

1. Eliminate additional parking incentives in STARDs and substitute them with peripheral parking policies and programs.

2. Plan for a peripheral parking facility to accommodate at least 500 cars, with room for expansion, outside the Alvarado Station area.

3. Monitor subtraction and addition of parking spaces and market prices for parking in other Station Areas over time to assess when peripheral parking should be initiated.

4. Require and enforce transportation system management programs on new development in the Station Areas. These programs should reflect a mixture of transit, ridesharing and peripheral parking. Staggered work hours and flex time should be encouraged to move trips out of peak congestion hours.

MSC150/hb