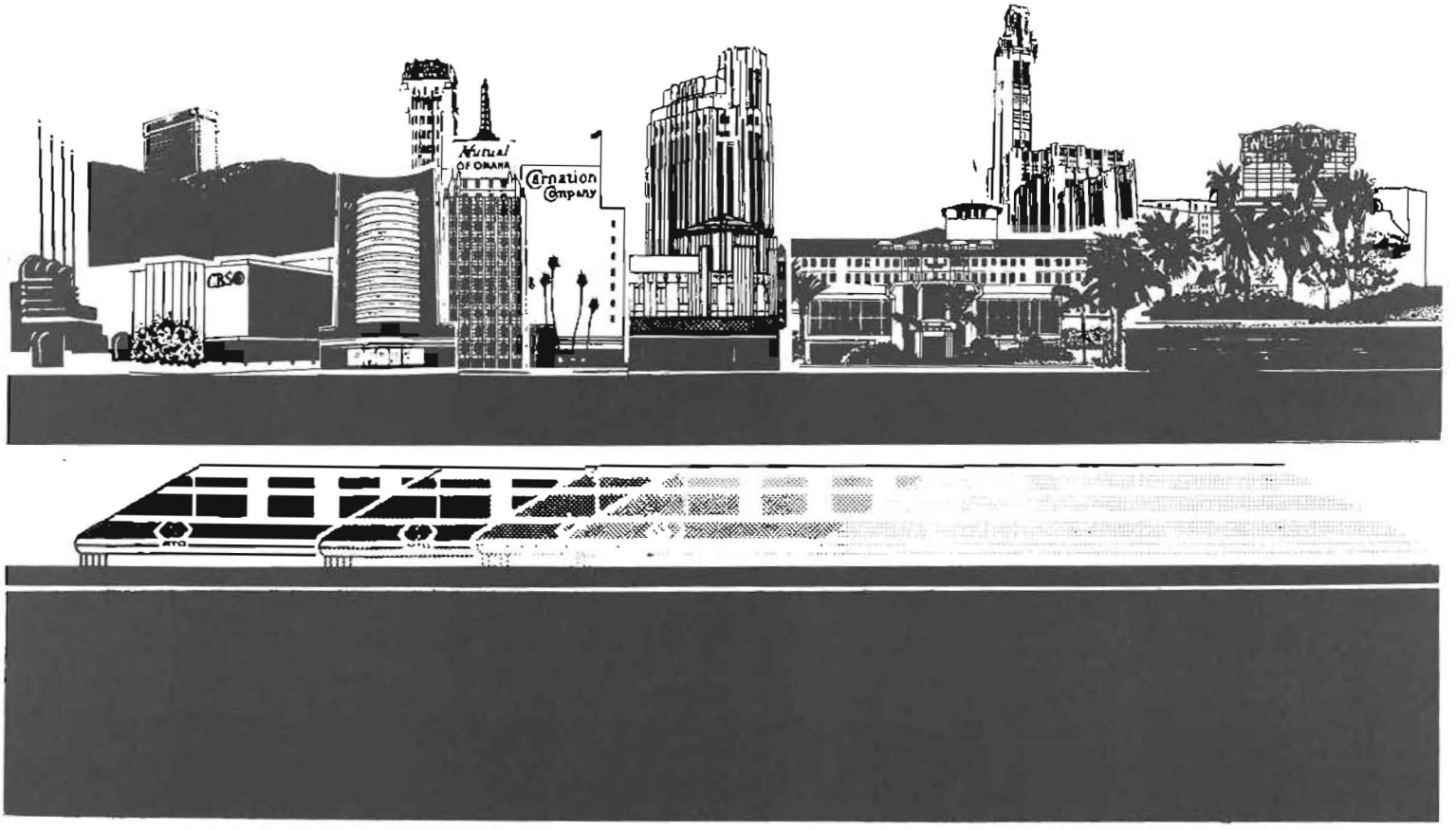
BACKGROUND REPORT



City of Los Angeles

Metro Rail

Station Area Development Plan

Wilshire / Fairfax

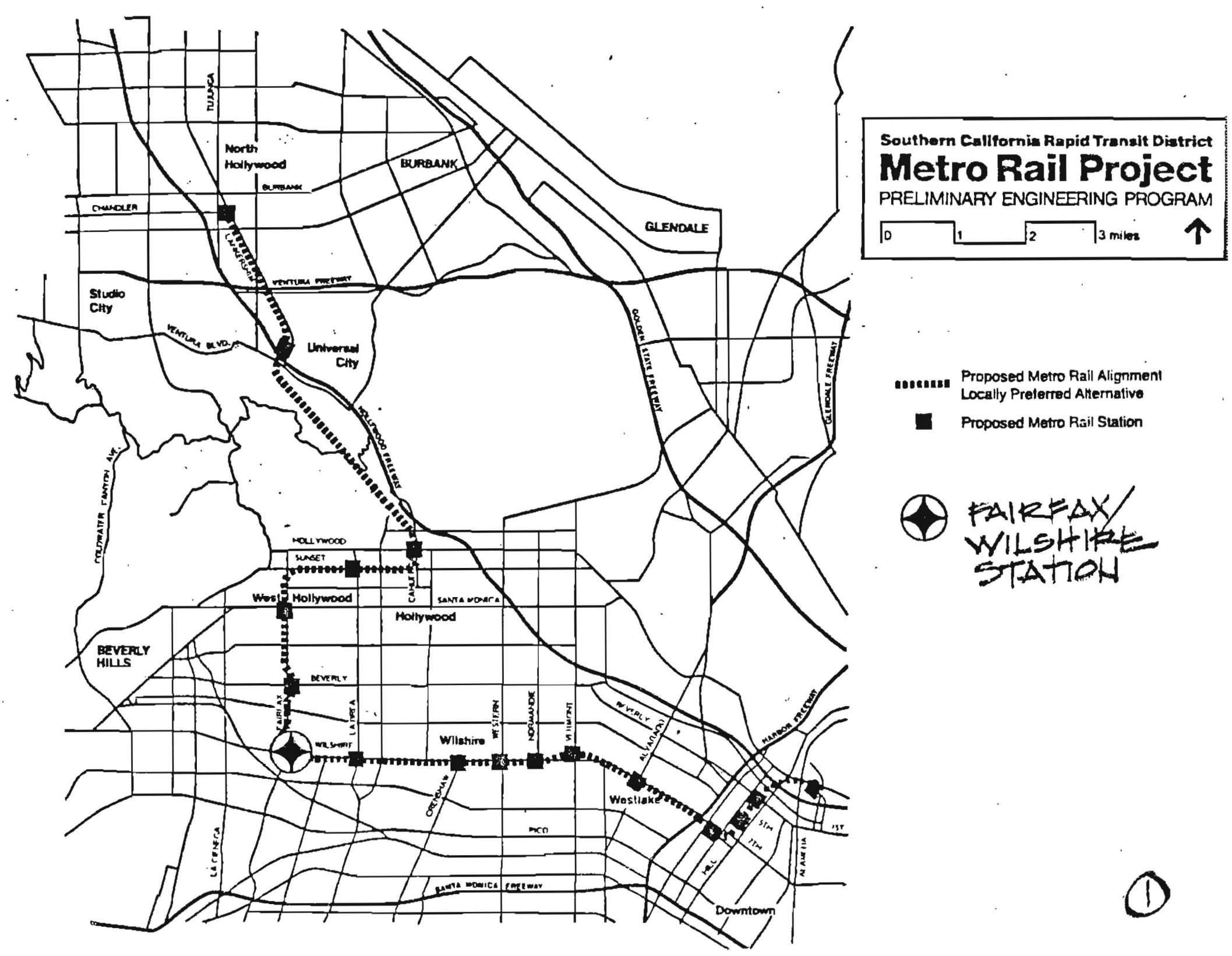
LOS ANGELES CITY PLANNING DEPARTMENT

JUNE 1986

WILSHIRE/FAIRFAX STATION AREA

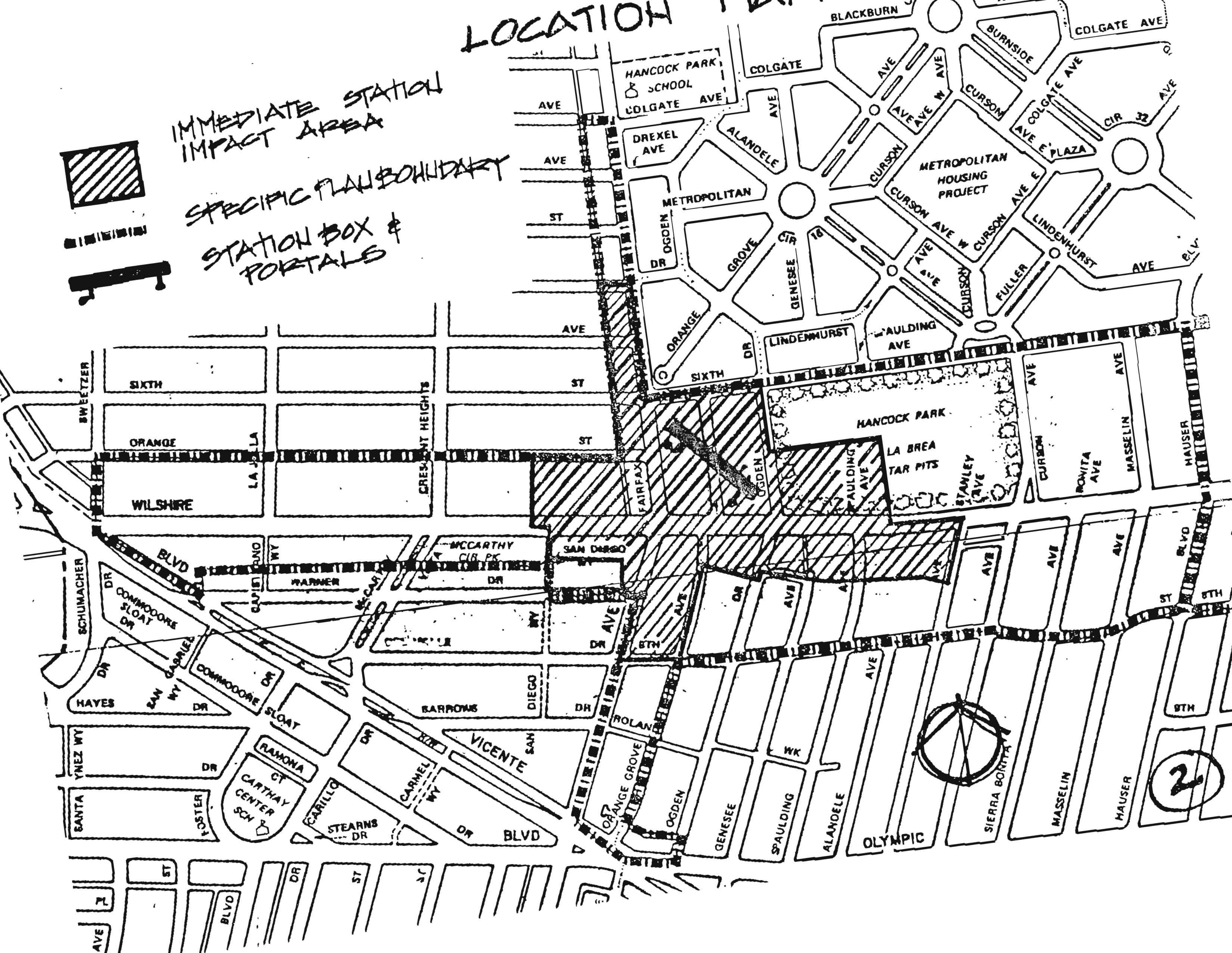
TABLE OF CONTENTS

(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
Proposed Metro Rail Alignment
Locally Preferred Alternative
Proposed Metro Rail Station
FAIRFAX/
WILSHIRE
STATION
North Hollywood
BURBANK
GLENDALE
Studio City
Universal City
Hollywood
West Hollywood
BEVERLY HILLS
Wilshire
Westlake
Downtown
TUJUNGA
CHANDLER
BURBANK
VENTURA FREEWAY
VENTURA BLVD.
HOLLYWOOD FREEWAY
GOLDEN STATE FREEWAY
GLENDALE FREEWAY
CAHUENGA
SUNSET
SANTA MONICA
BEVERLY
FAIRFAX
LA BREA
WILSHIRE
WESTERN
NORMANDIE
VERMONT
BEVERLY
ALVARADO
HARBOR FREEWAY
CRENSHAW
PICO
LA CIENEGA
SANTA MONICA FREEWAY
HILL
ALAMEDA
1ST
5TH
7TH

(1)

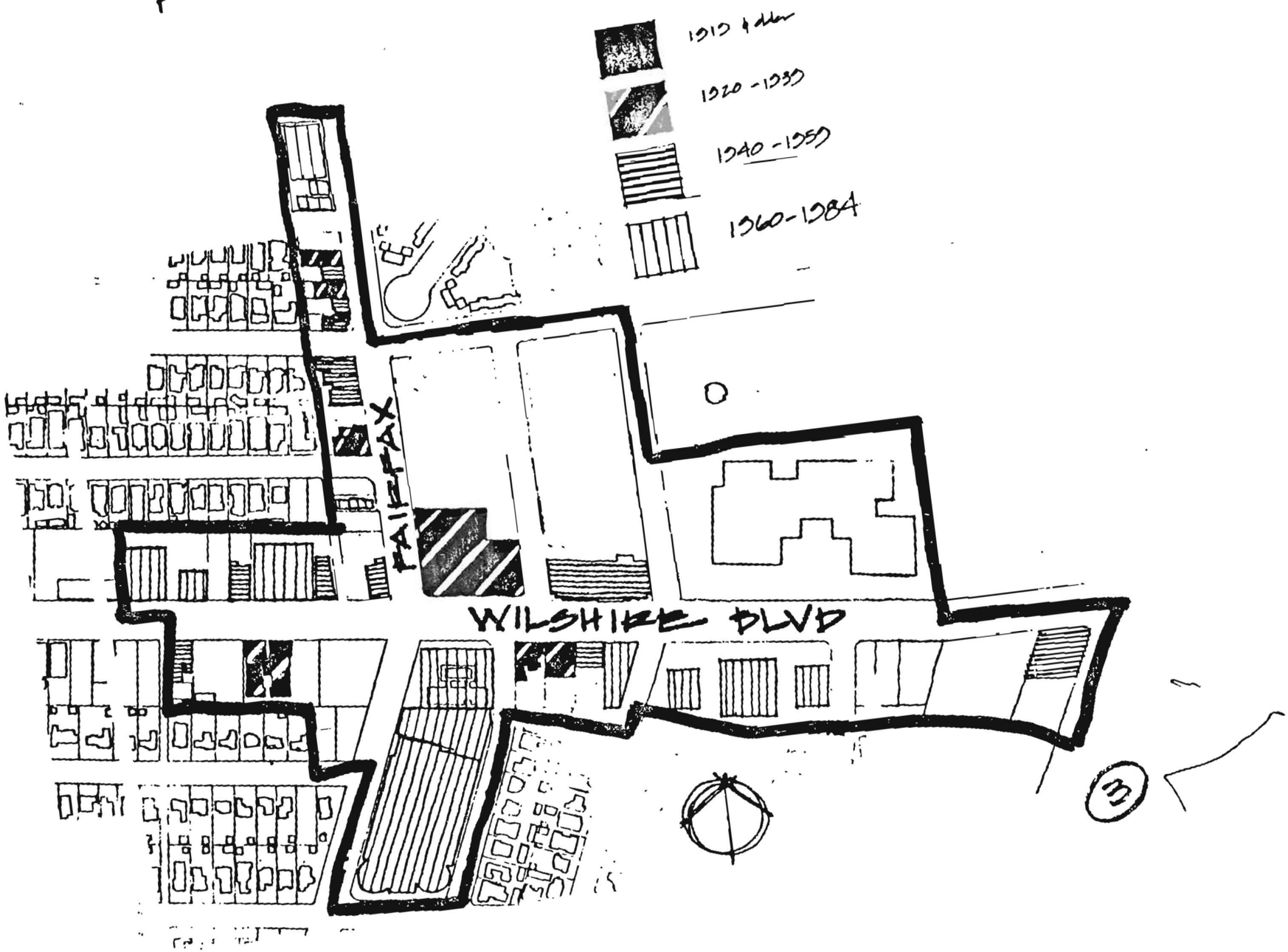
LOCATION


IMMEDIATE STATION IMPACT AREA
SPECIFIC PLAN BOUNDARY
STATION BOX & PORTALS
HANCOCK PARK SCHOOL
COLGATE AVE
DREXEL AVE
METROPOLITAN HOUSING PROJECT
HANCOCK PARK
LA BREA TAR PITS
WILSHIRE
BLVD
FAIRFAX
SAN DIEGO
OLYMPIC
SIXTH
ORANGE
SWEETZER
CRESCENT HEIGHTS
MCCARTHY CIR PK
WARNER
CAPISTRANO
COMMODORE SLOAT DR
SCHUMACHER
HAYES
SAN VICENTE
BARROWS
CARTHAY CENTER SCH
RAMONA CT
CARILLO
STEARNS DR
CARMEL WY
ORANGE GROVE
OGDEN
GENESEE
SPAULDING
ALANDELE
SIERRA BONITA
MASSELIN
HAUSER
CURSON
STANLEY AVE
BONITA AVE
LINDENHURST
FULLER
BURNSIDE
BLACKBURN
ROLAND
8TH
FOSTER
SANTA YNEZ WY
2

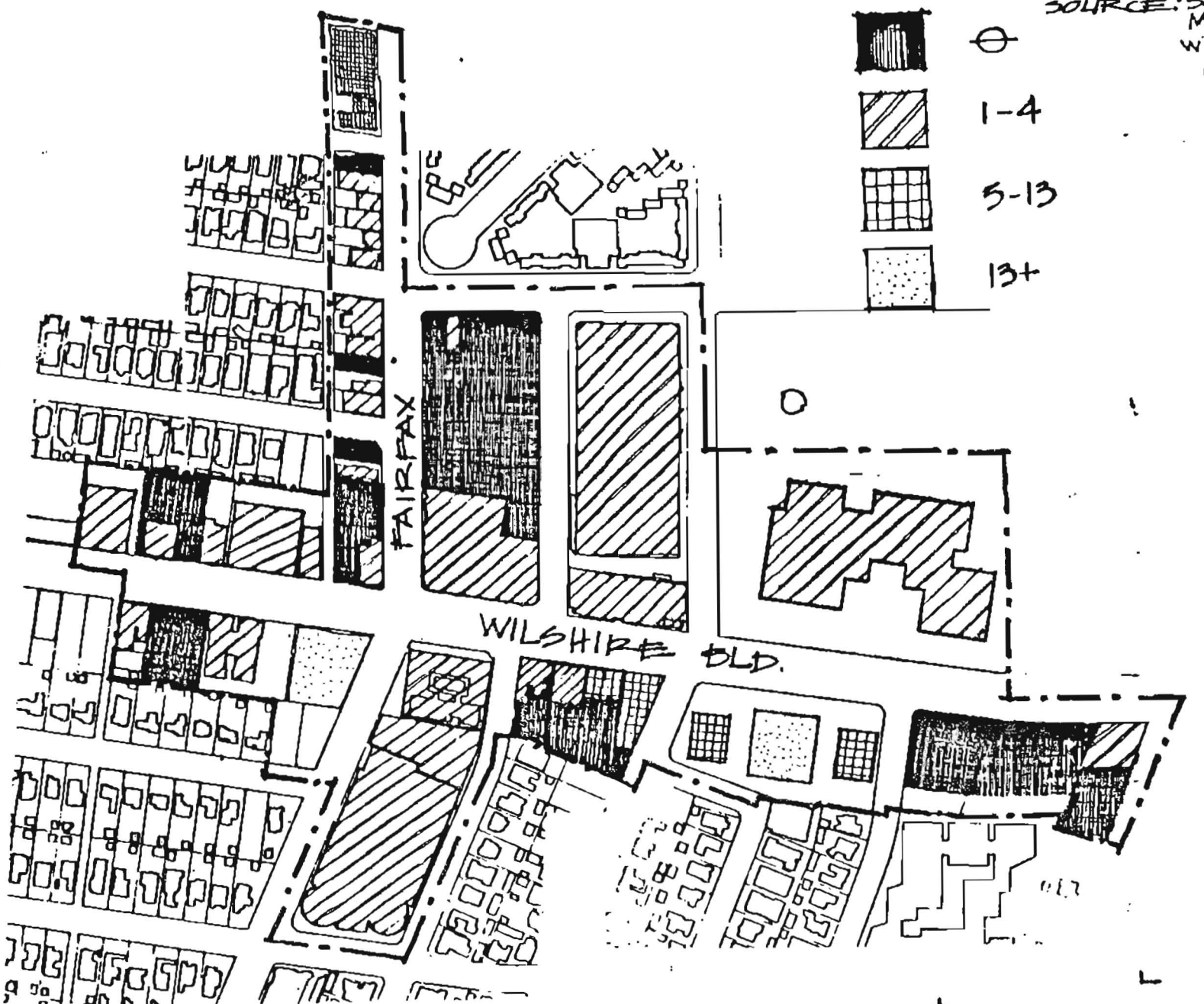
Building Inventory

BUILDING AGE

INFORMATION SOURCE:
LUPAMS, SANBORN MAPS

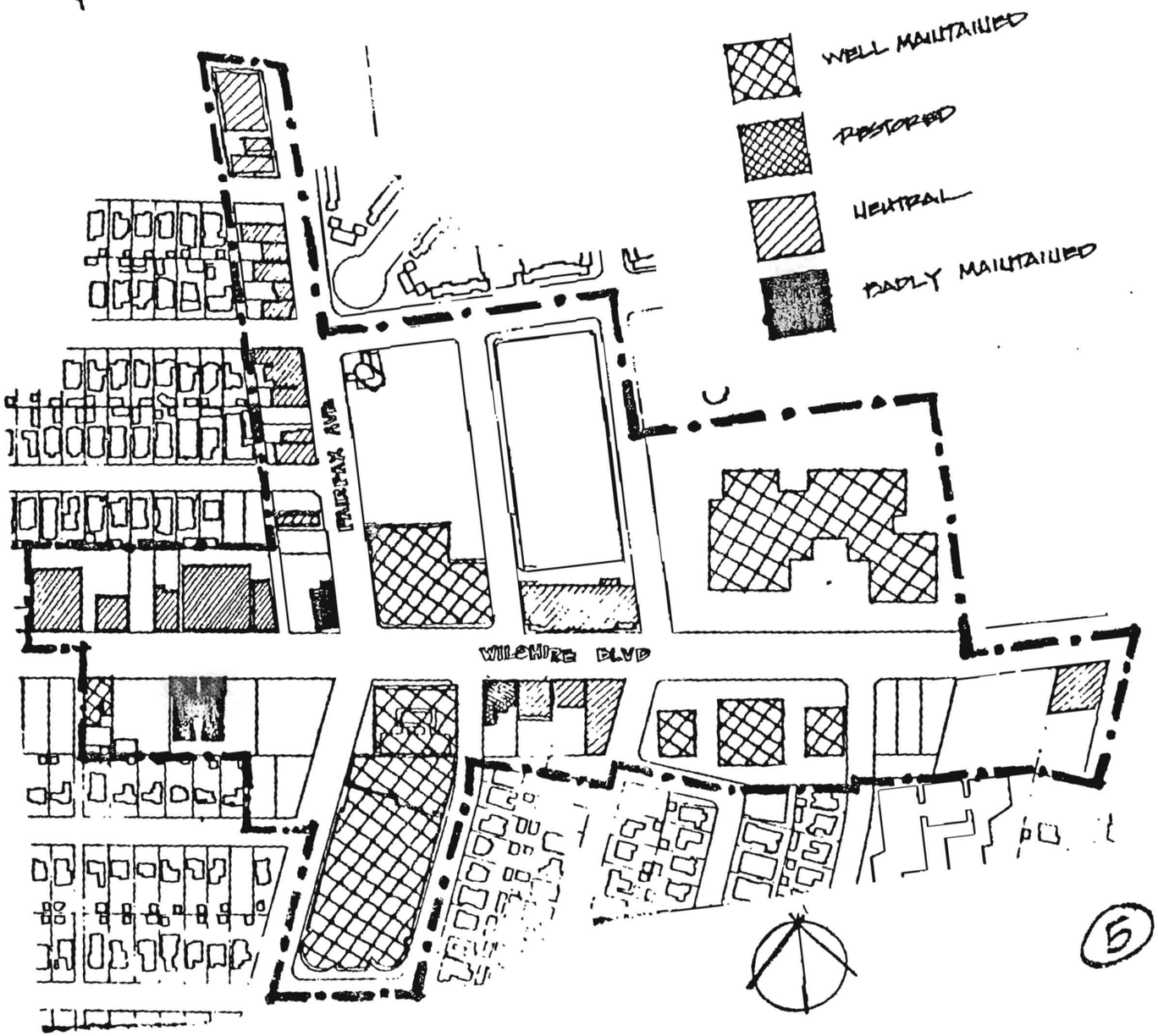


BHILDING HEIGHT

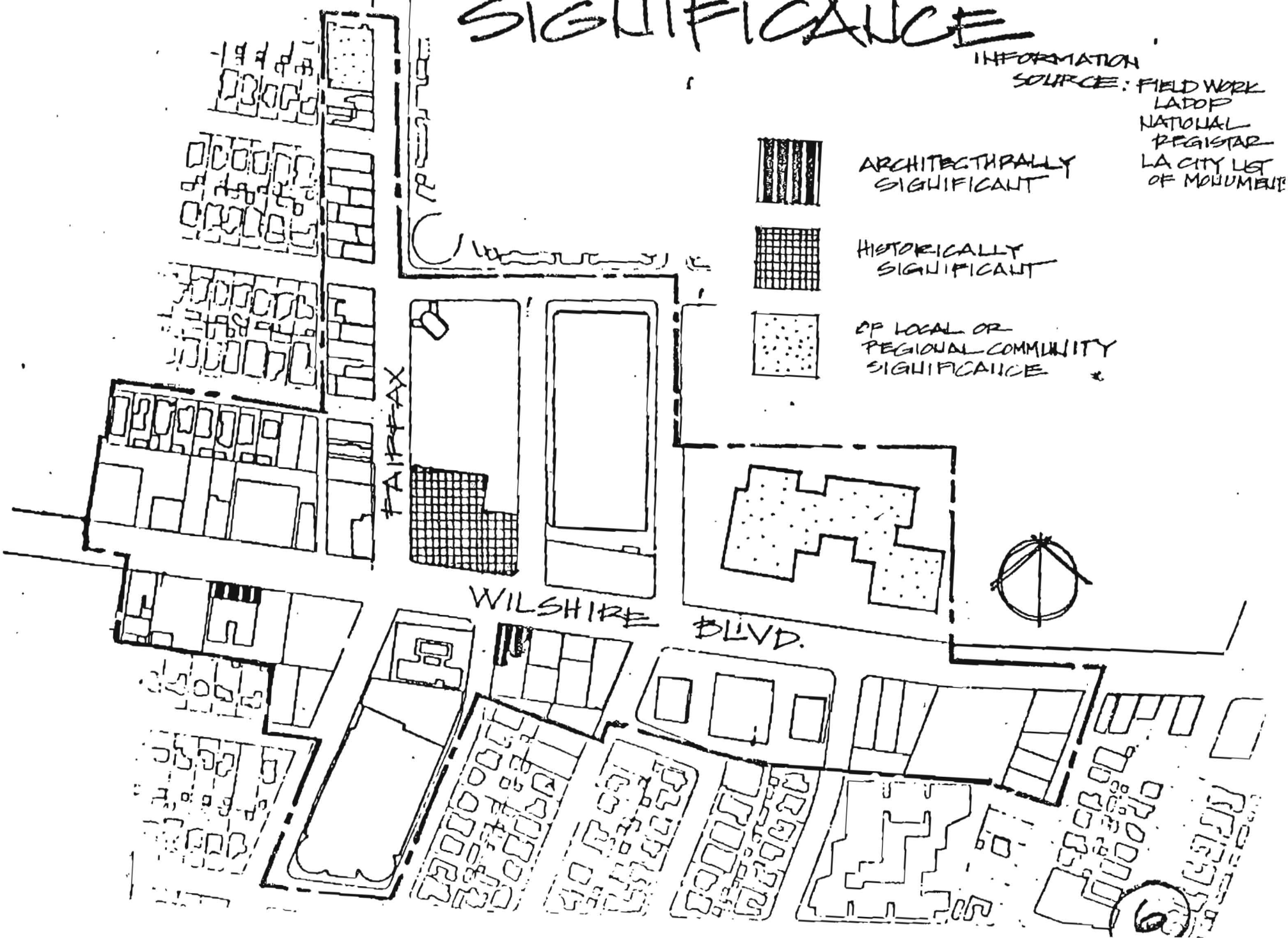


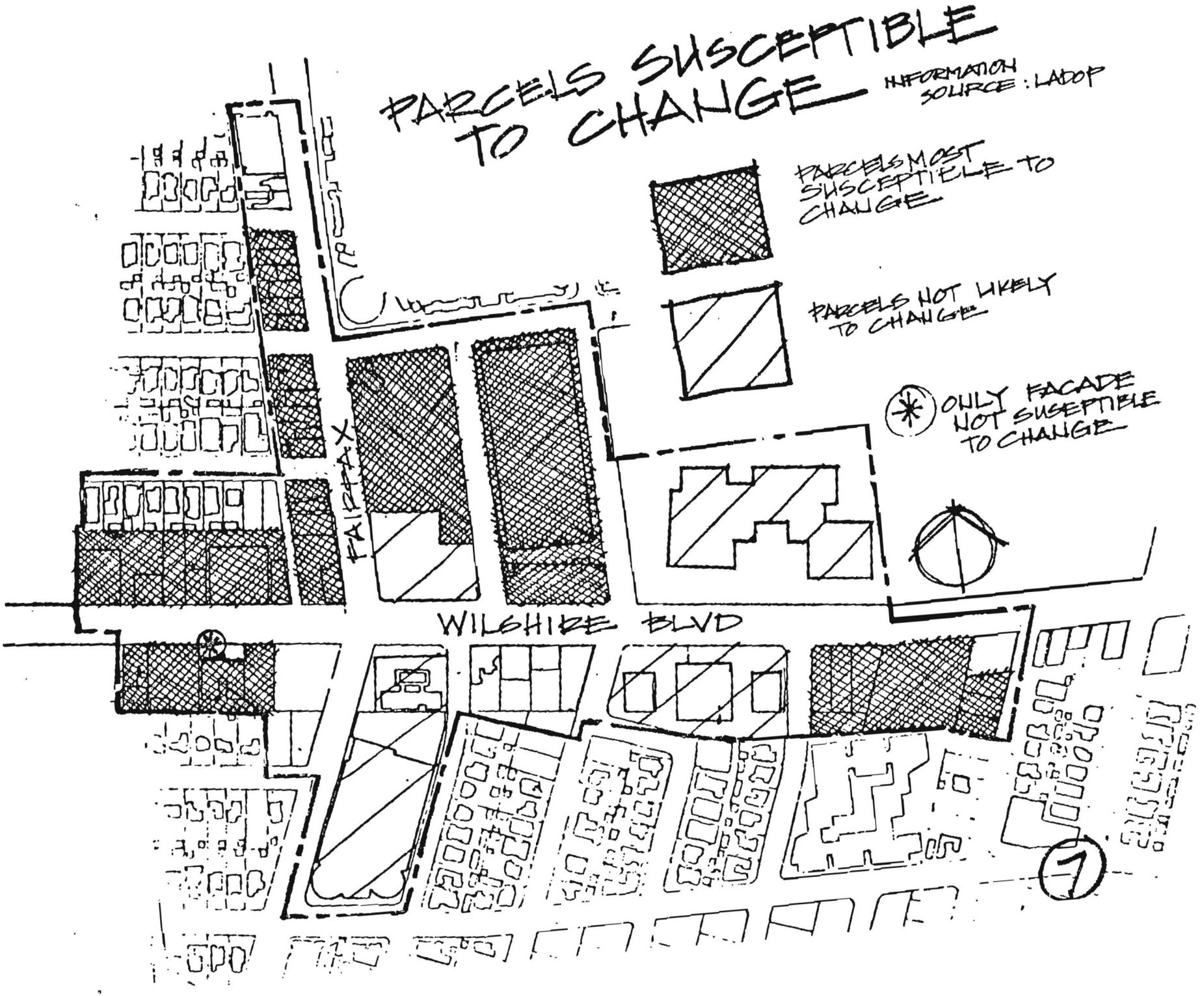
BUILDING COLDITION

INFORMATION SOURCE: FIELD WORK LADOP



BUILDINGS OF SIGNIFICANCE



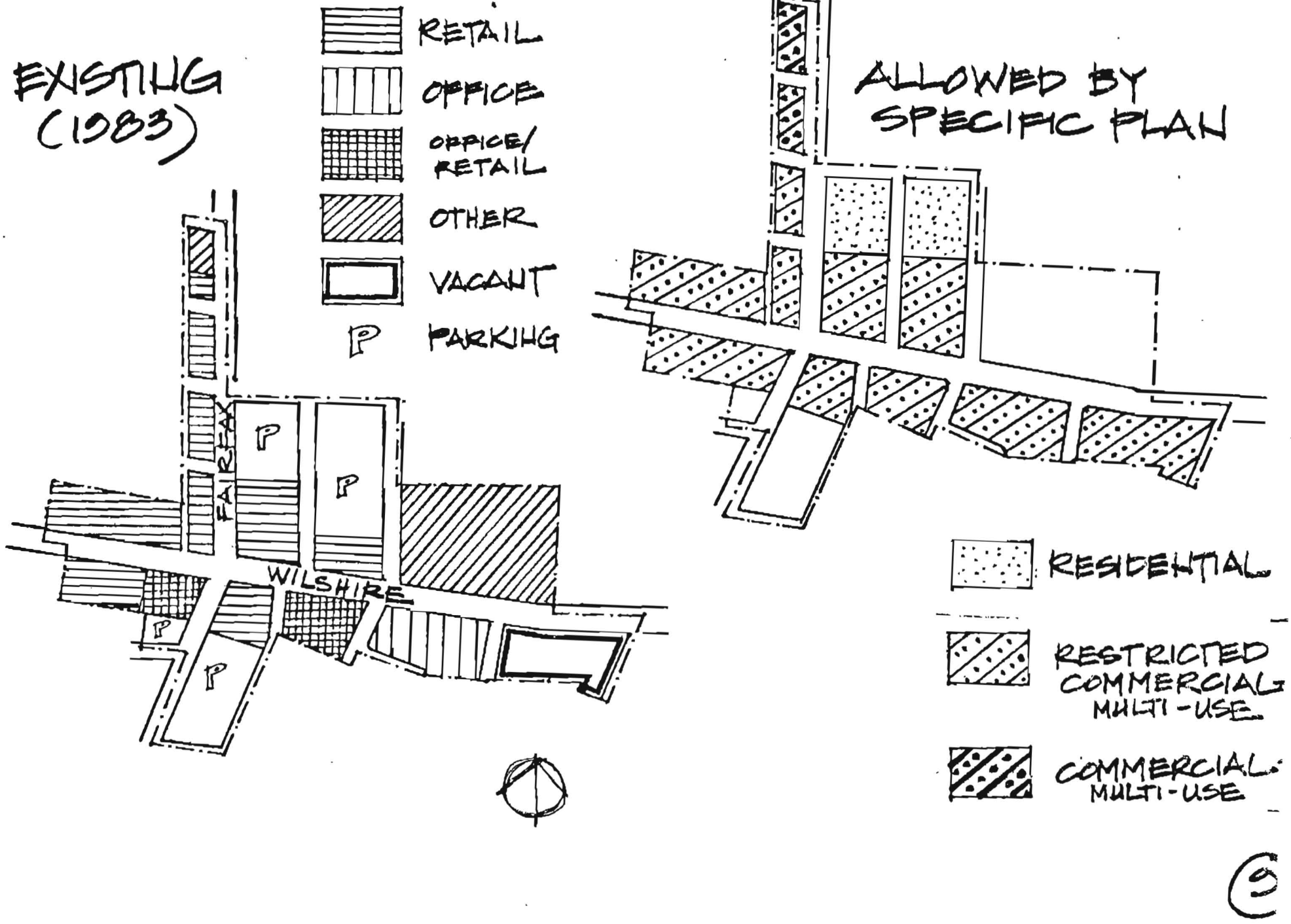

PARCELS SUSCEPTIBLE TO CHANGE
INFORMATION SOURCE: LADOP
PARCELS MOST SUSCEPTIBLE TO CHANGE
PARCELS NOT LIKELY TO CHANGE
ONLY FACADE NOT SUSCEPTIBLE TO CHANGE
FAIRFAX
WILSHIRE BLVD
7

Land Use


EXISTING LAND USE.
SOURCE : LADOP
RETAIL
RETAIL
RETAIL
PROFESSIONAL BLDG
RESTAURANT
MEDICAL
RETAIL
RETAIL
PARKING
RETAIL
PARKING
LA COUNTY ART MUSEUM
RETAIL
OFFICE
RETAIL
PARKING
RETAIL
RETAIL
OFFICE
MEDICAL OFFICE
OFFICE
PARKING
OFFICE
8

LAND USE

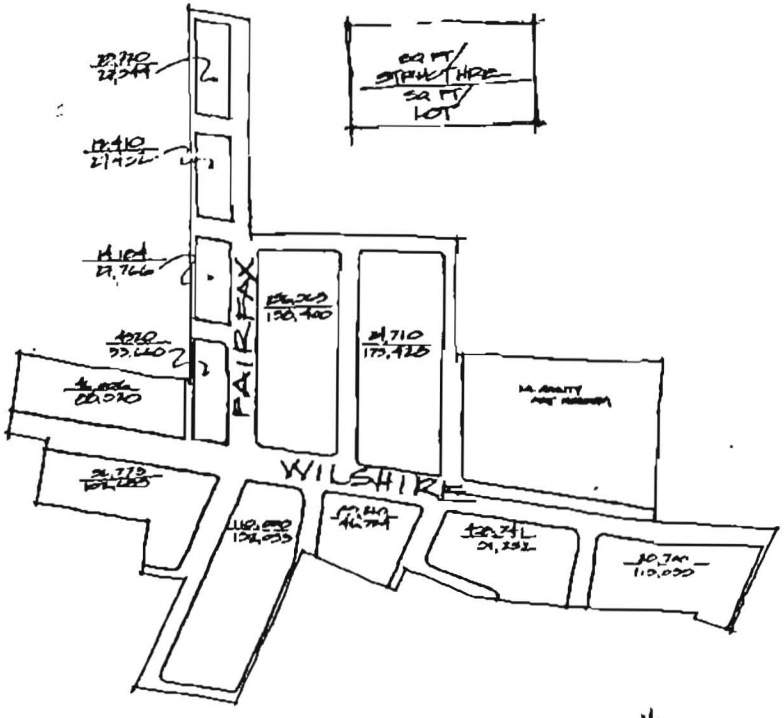
INFORMATION SOURCE : LADOP



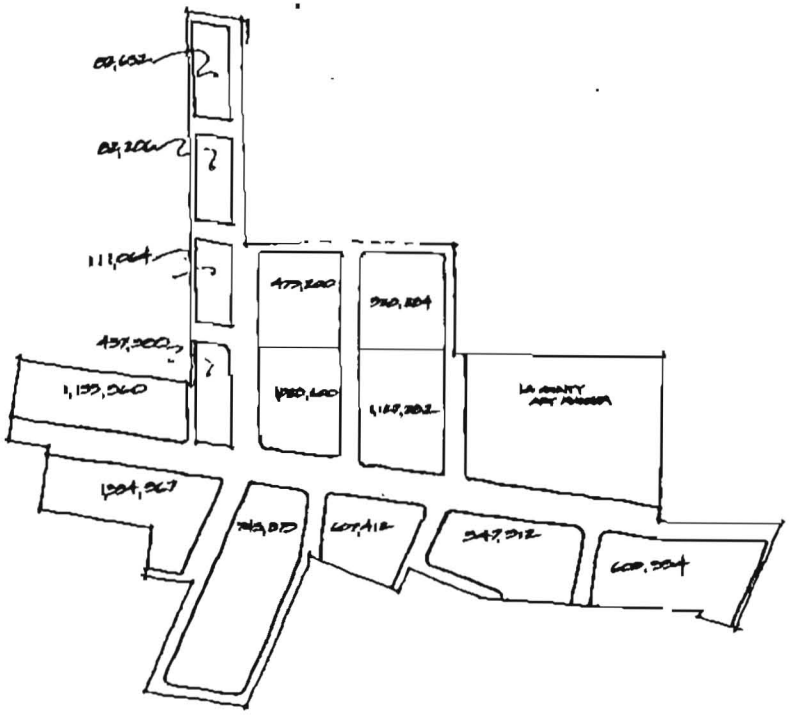
SQUARE FOOTAGE

INFORMATION SOURCE: LADOP

EXISTING SQUARE FOOTAGE



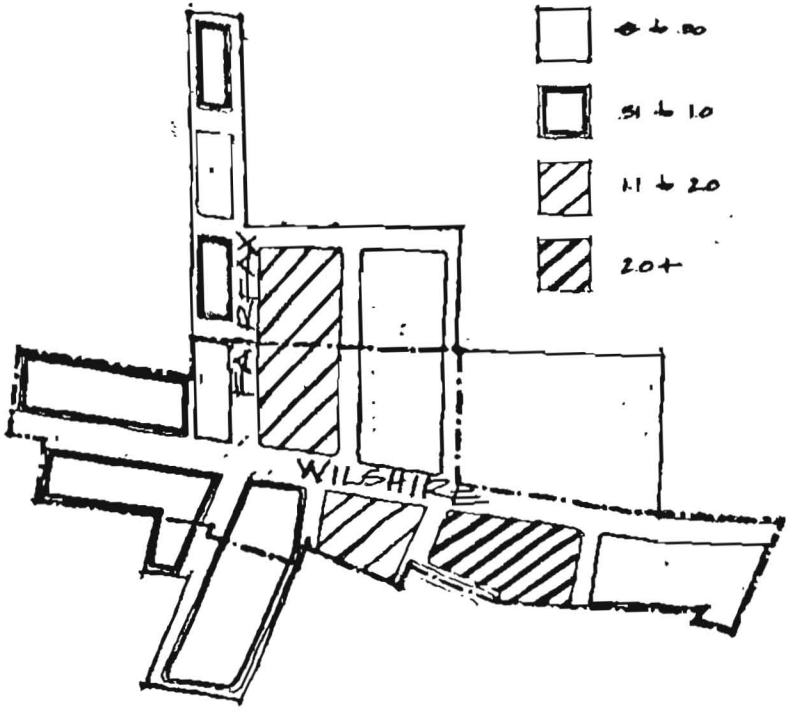
SQUARE FOOTAGE ALLOWED BY SPECIFIC SPECIFIC PLAN



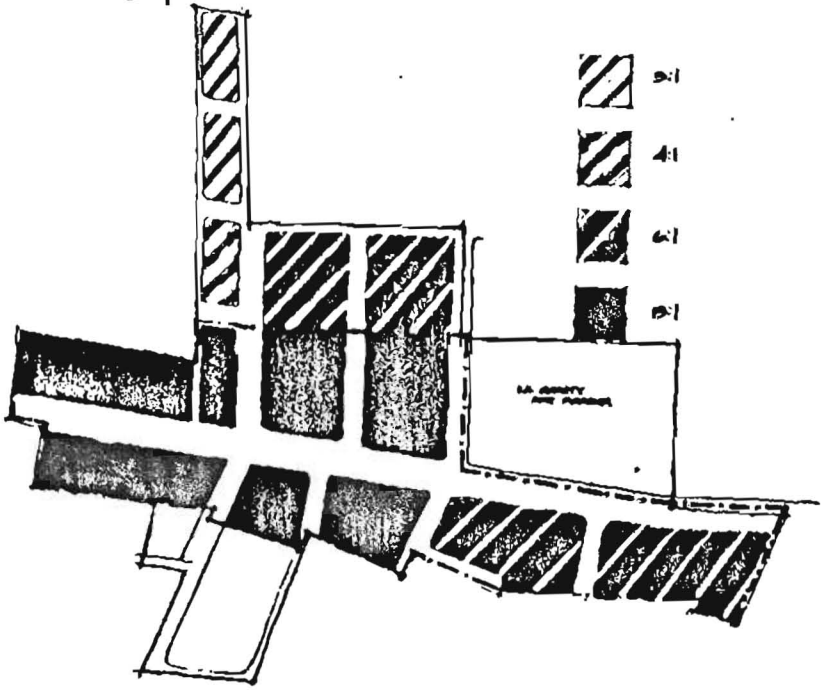
FLOOR AREA RATIOS

INFORMATION SOURCE: LADOP

EXISTING (1983)



LIMITS ALLOWED BY SPECIFIC PLAN*



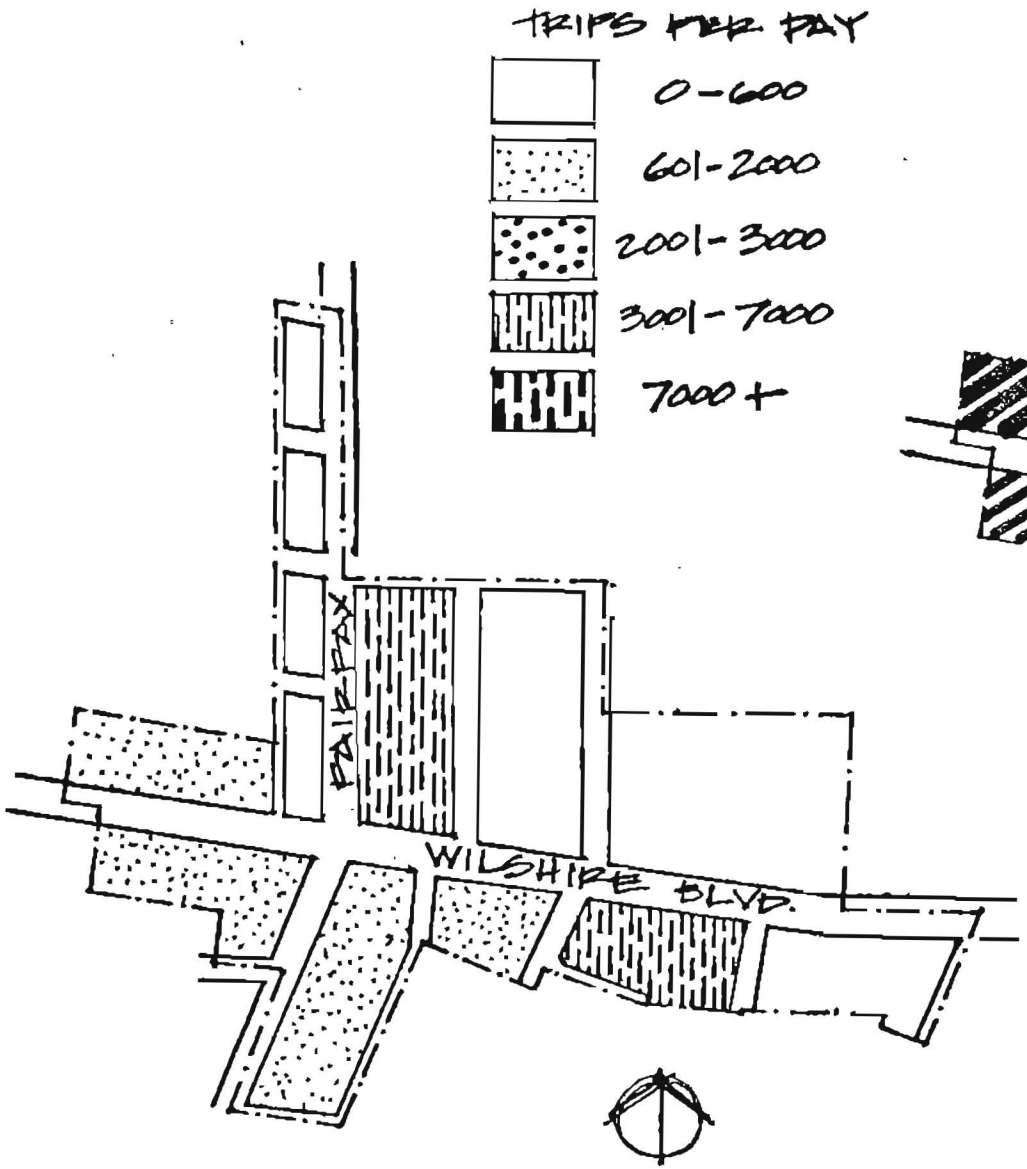
* THESE ARE MAXIMUM FAR's WITH BONUS, TDR & DIRECT CONNECTION

Circulation

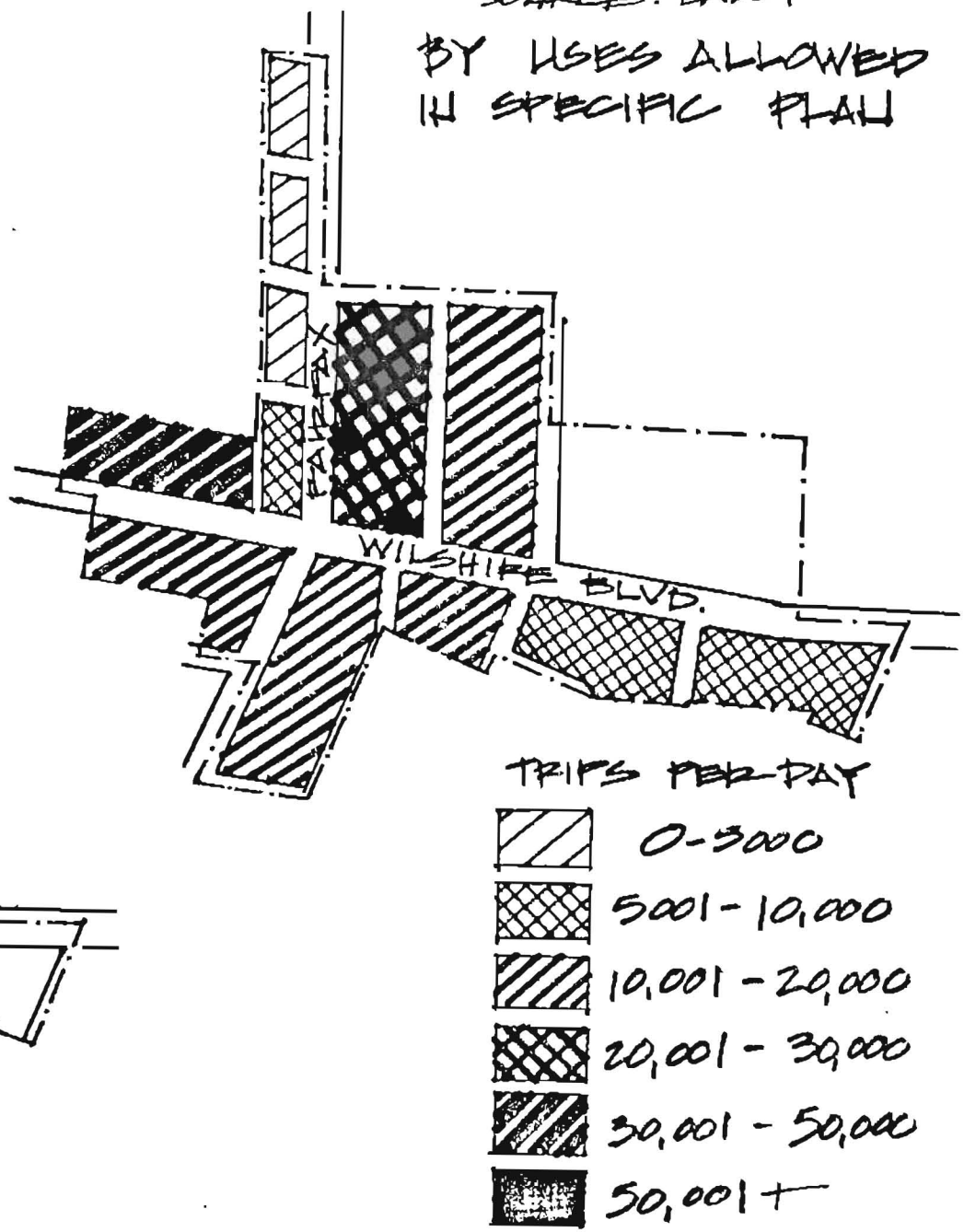
TRIPS GENERATED PER BLOCK

INFORMATION SOURCE: LADOT

BY EXISTING (1983) USES



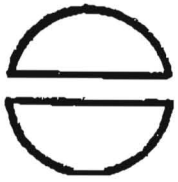
BY USES ALLOWED IN SPECIFIC PLAN



CONGESTION LEVELS AT KEY INTERSECTIONS

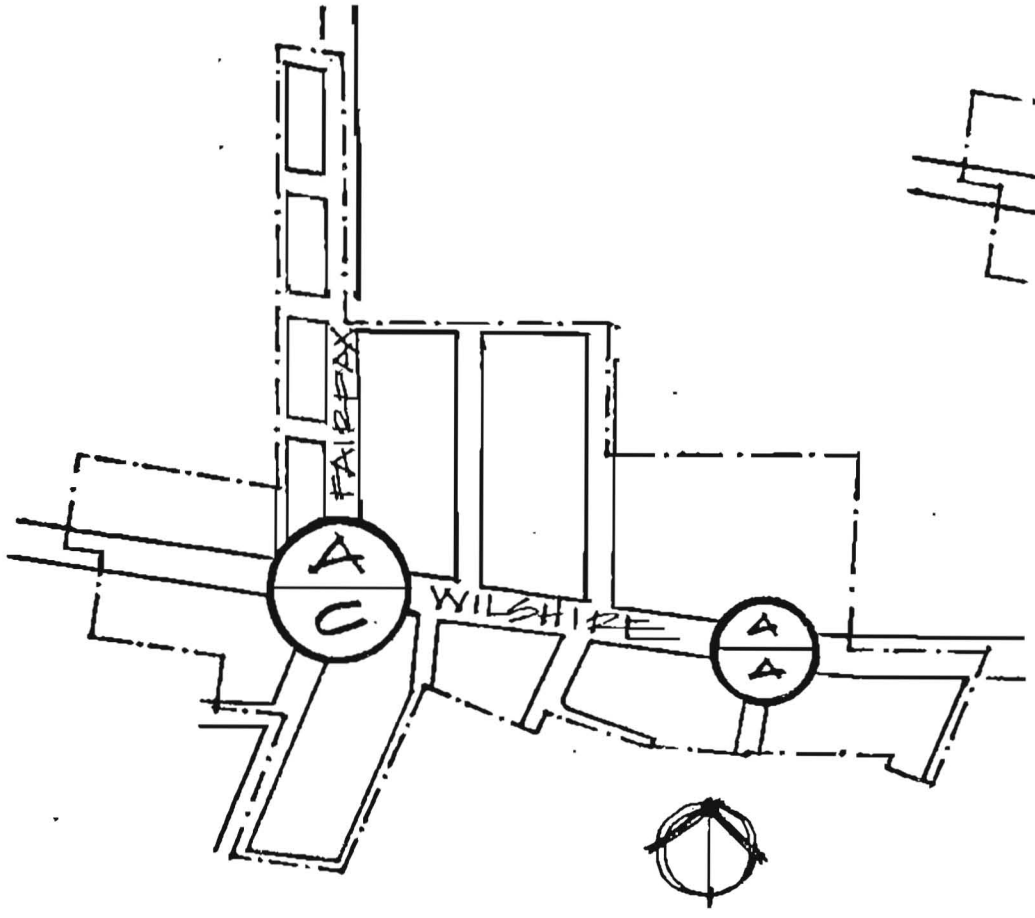
INFORMATION SOURCE: LADOT

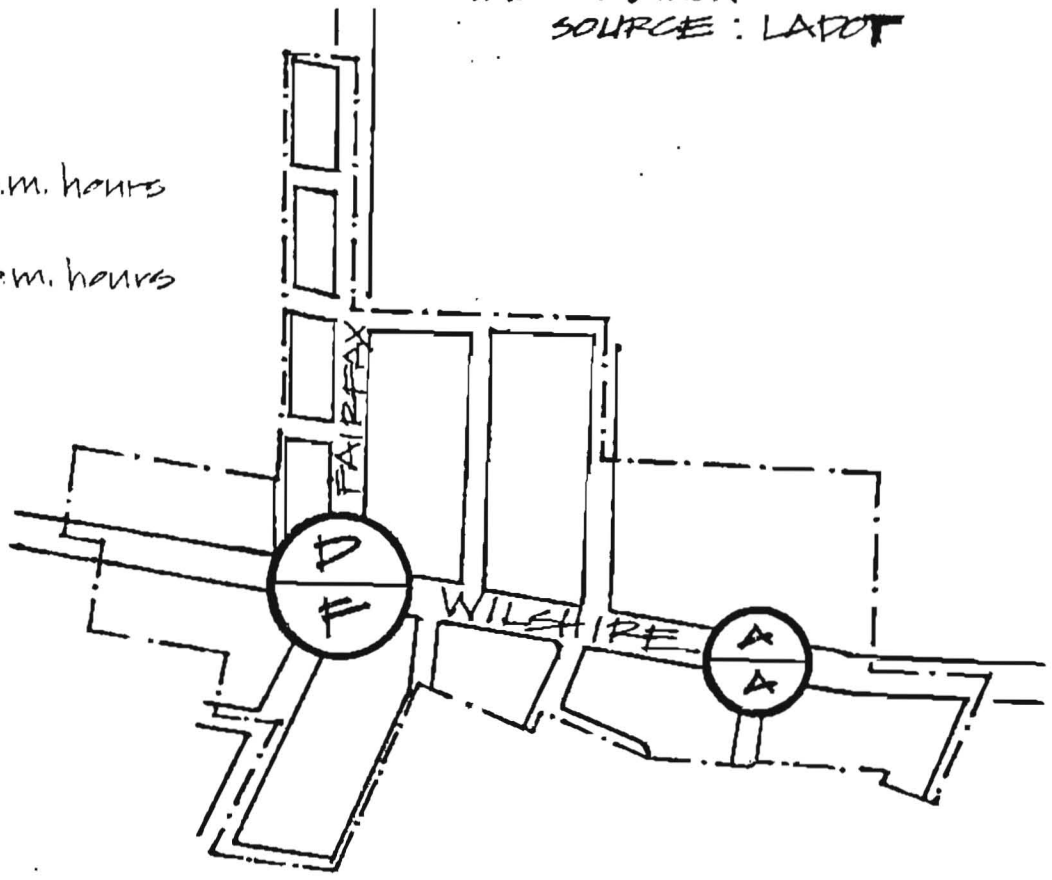
EXISTING LEVELS (1980)



at peak a.m. hours

at peak p.m. hours



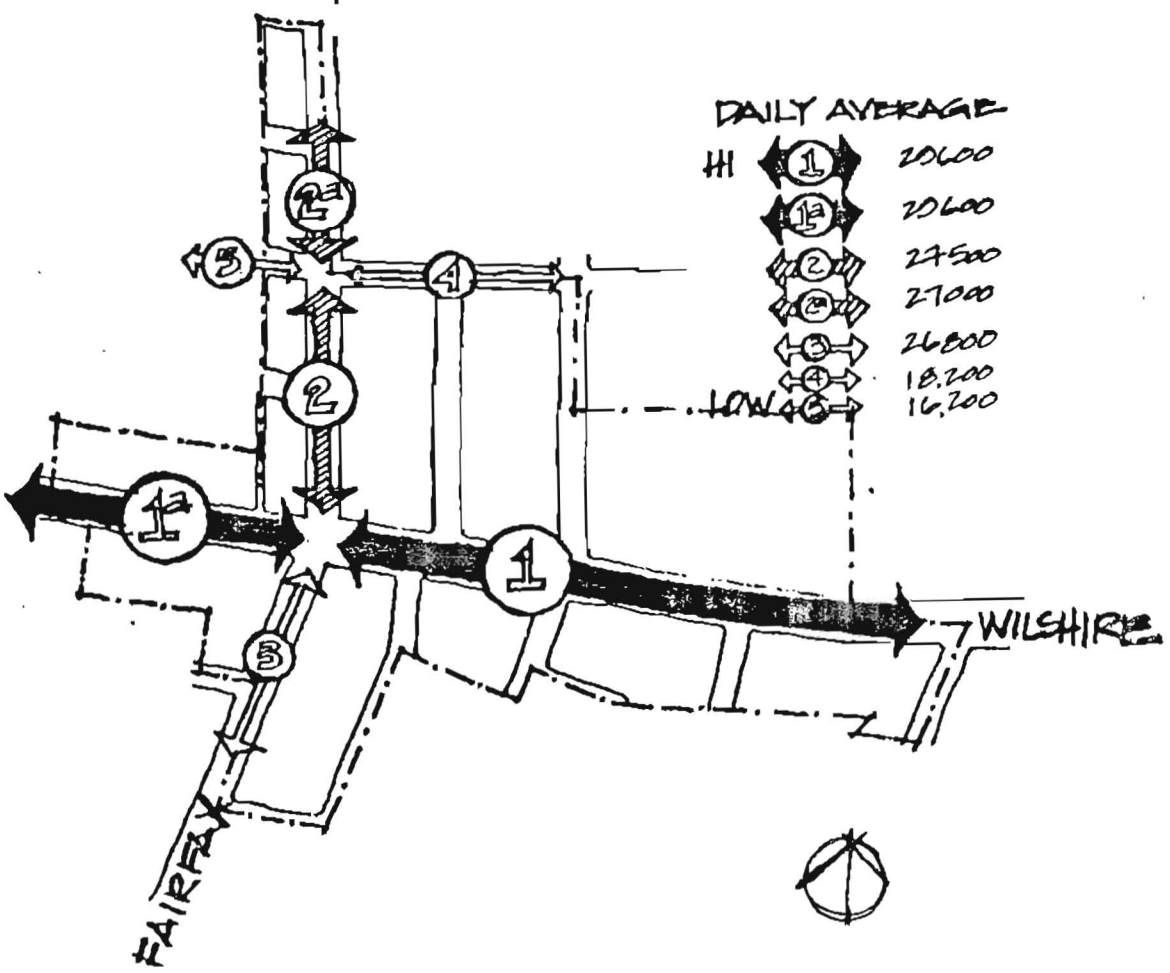


PROJECTED CONGESTION LEVELS for the year 2000

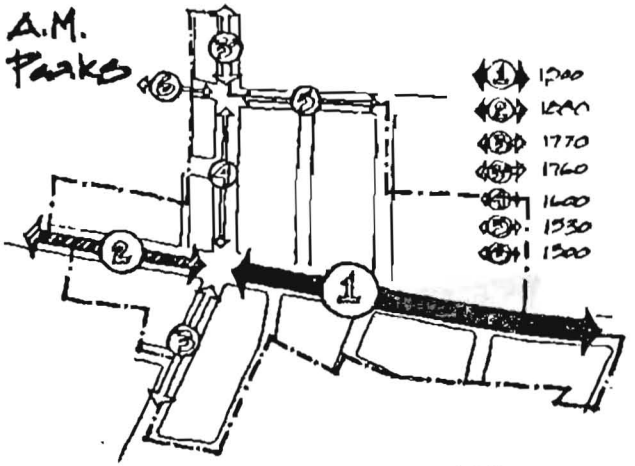
Designations Explanation

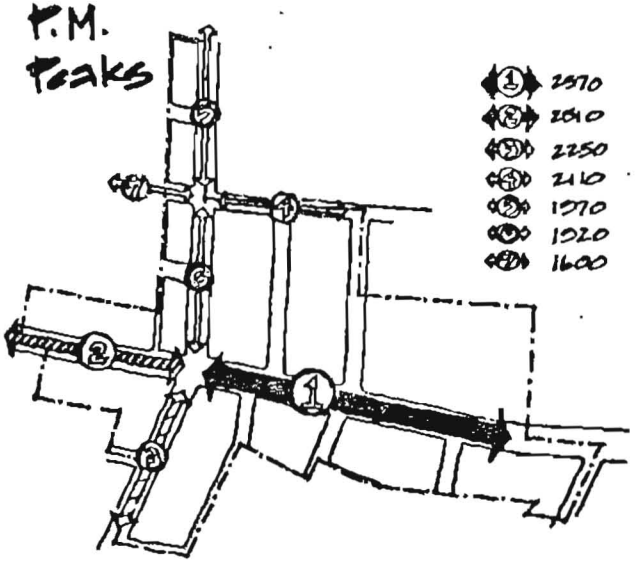
A = very light
B = light
C = desirable
D = near capacity
E = at capacity
F = overloaded

EXISTING TRAFFIC COUNTS (1980)



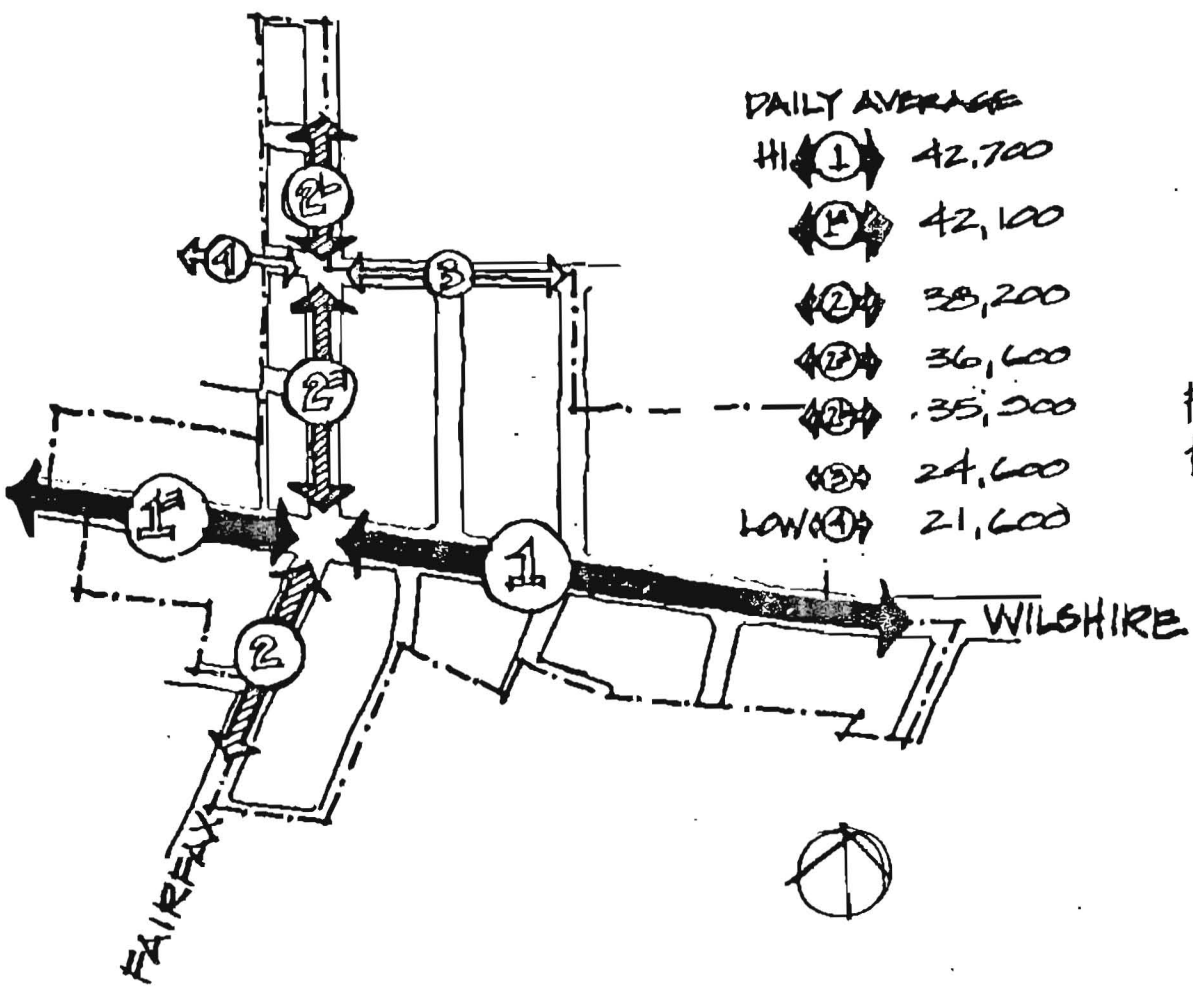
INFORMATION SOURCE: LADOT



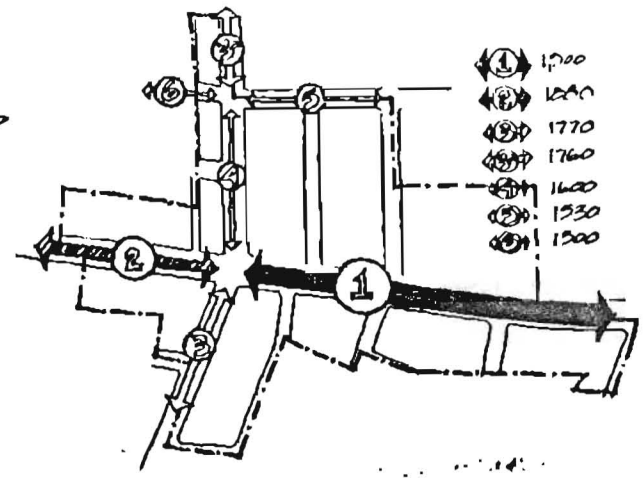


INFORMATION SOURCE: LADOT

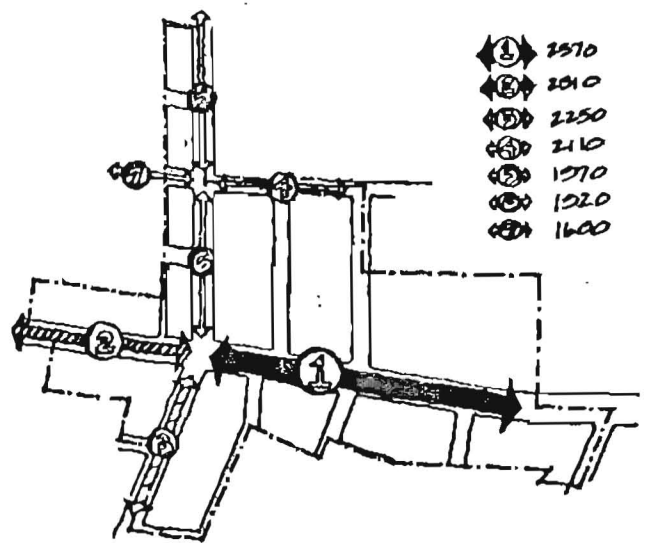
TRAFFIC COUNTS - YEAR 2000



A.M. Peaks

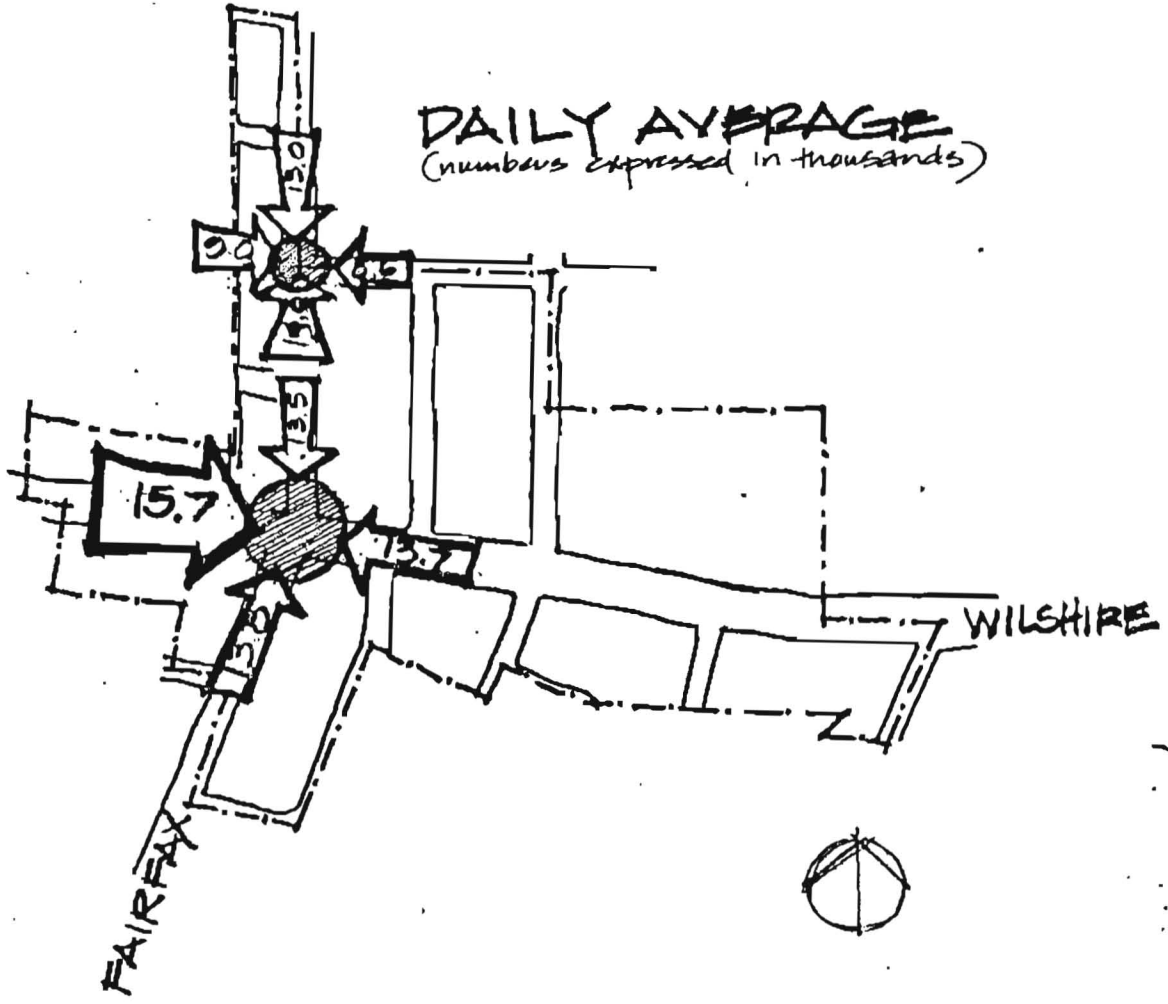


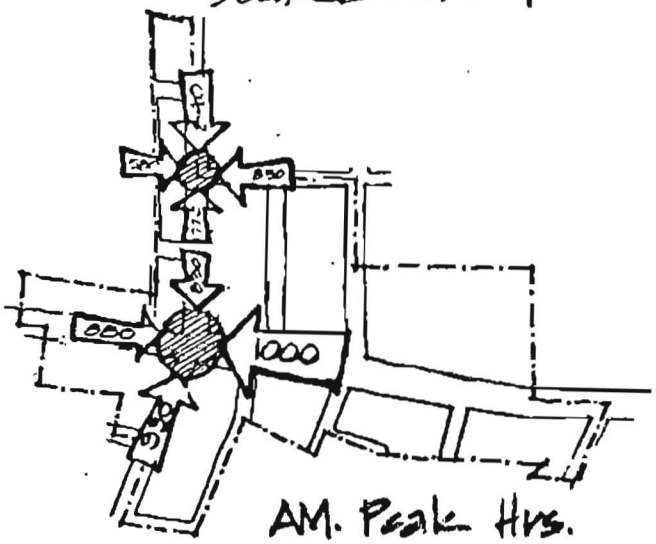
P.M. Peaks

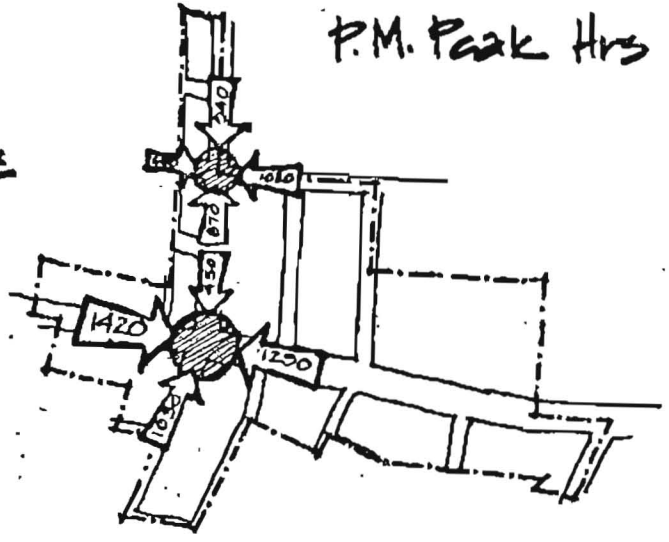


TRAFFIC CONVERGING AT INTERSECTIONS - 1980

INFORMATION SOURCE: LADOT

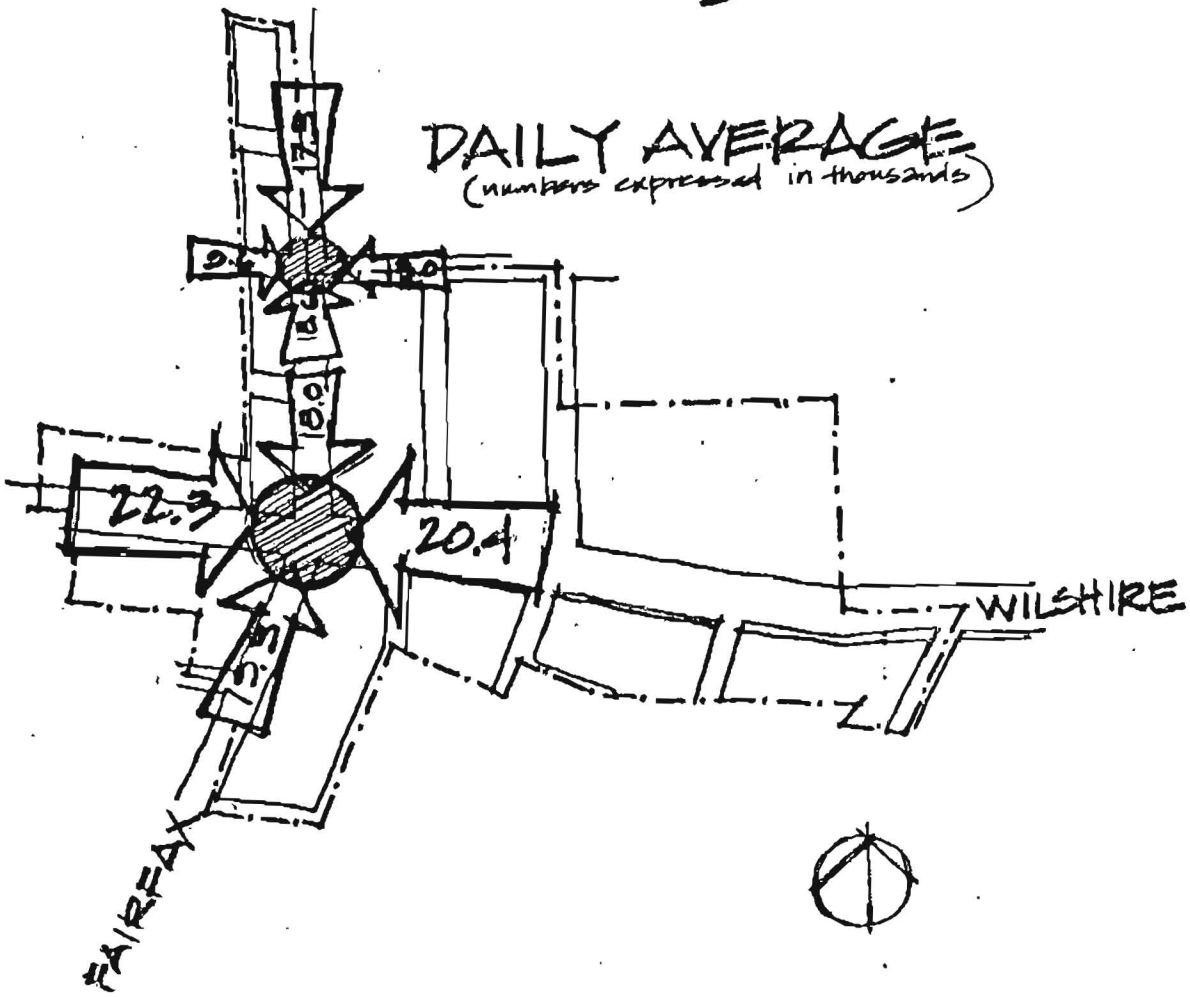




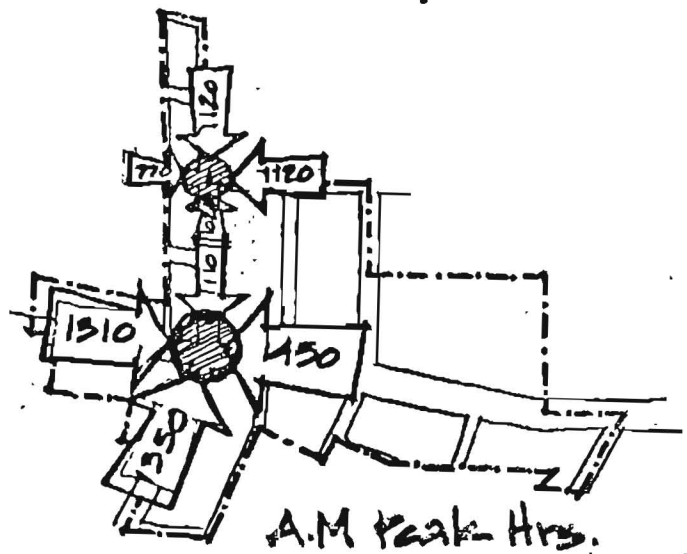


TRAFFIC CONVERGING AT INTERSECTIONS - projections for the year 2000

DAILY AVERAGE
(numbers expressed in thousands)

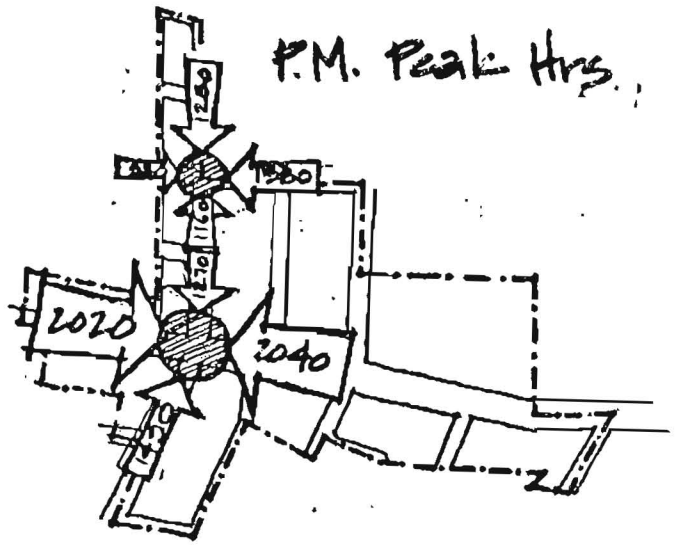


INFORMATION SOURCE : LADOT



A.M Peak Hrs.

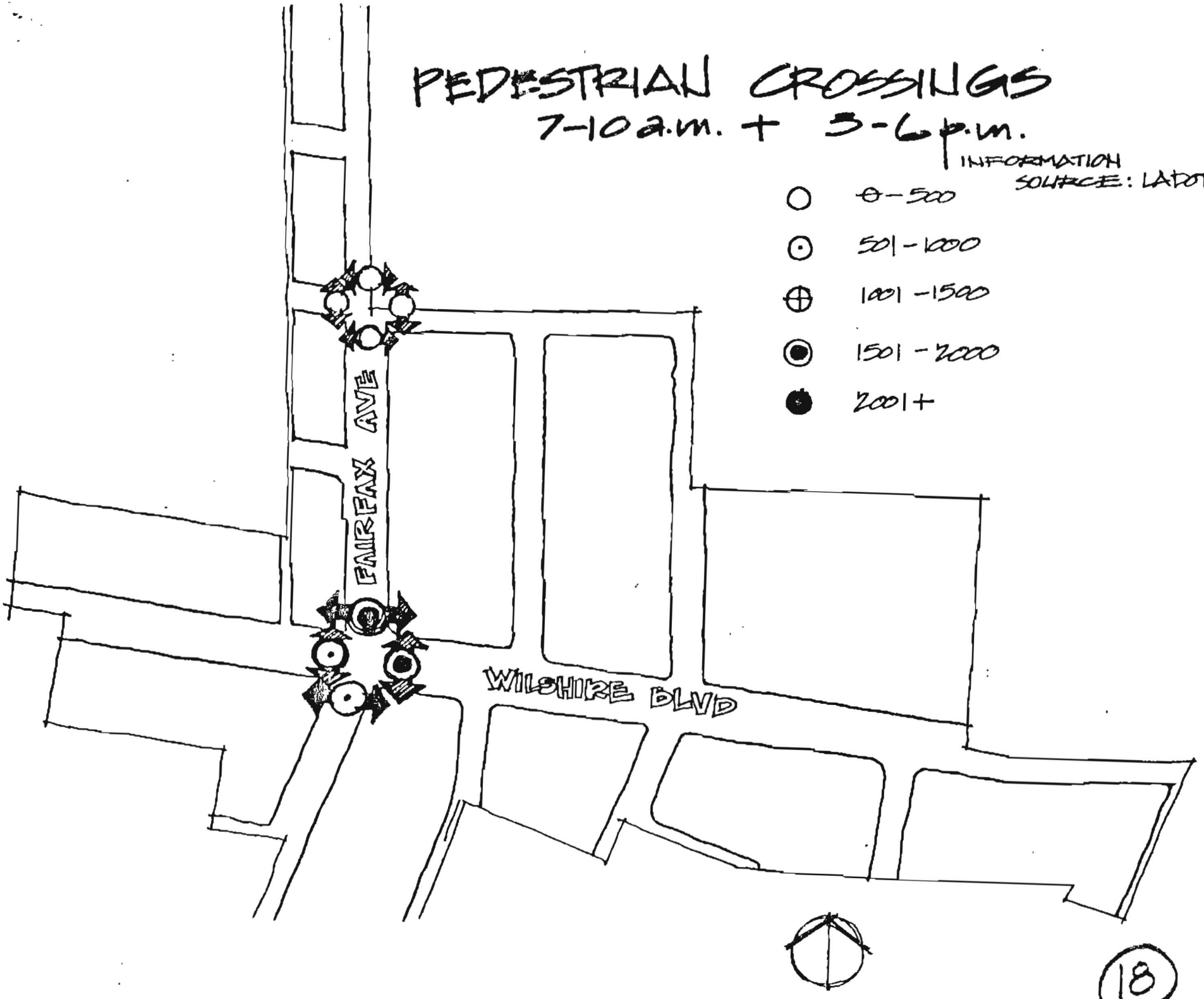
P.M. Peak Hrs.

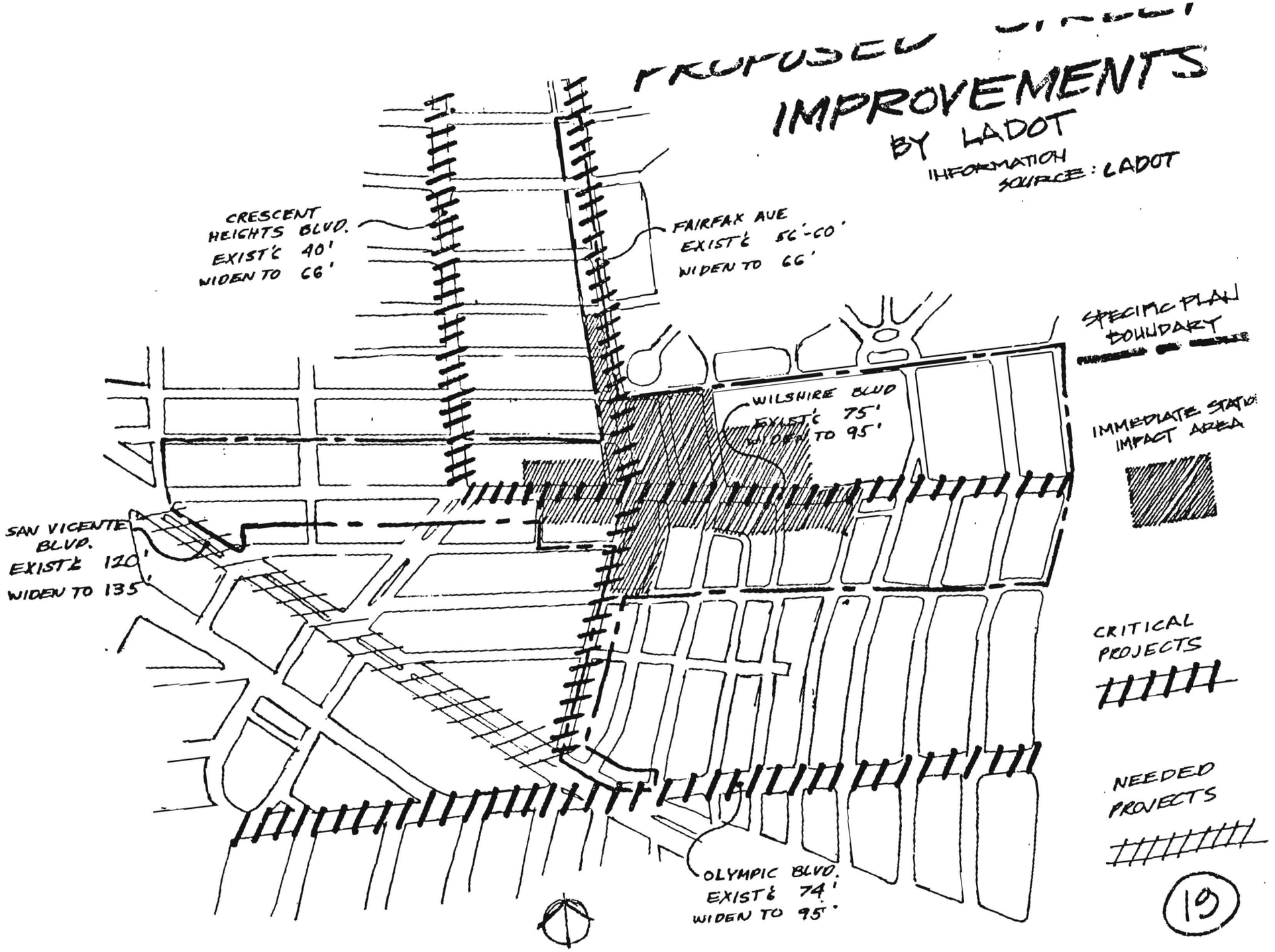


PEDESTRIAN CROSSINGS
7-10 a.m. + 3-6 p.m.

INFORMATION SOURCE: LADOT

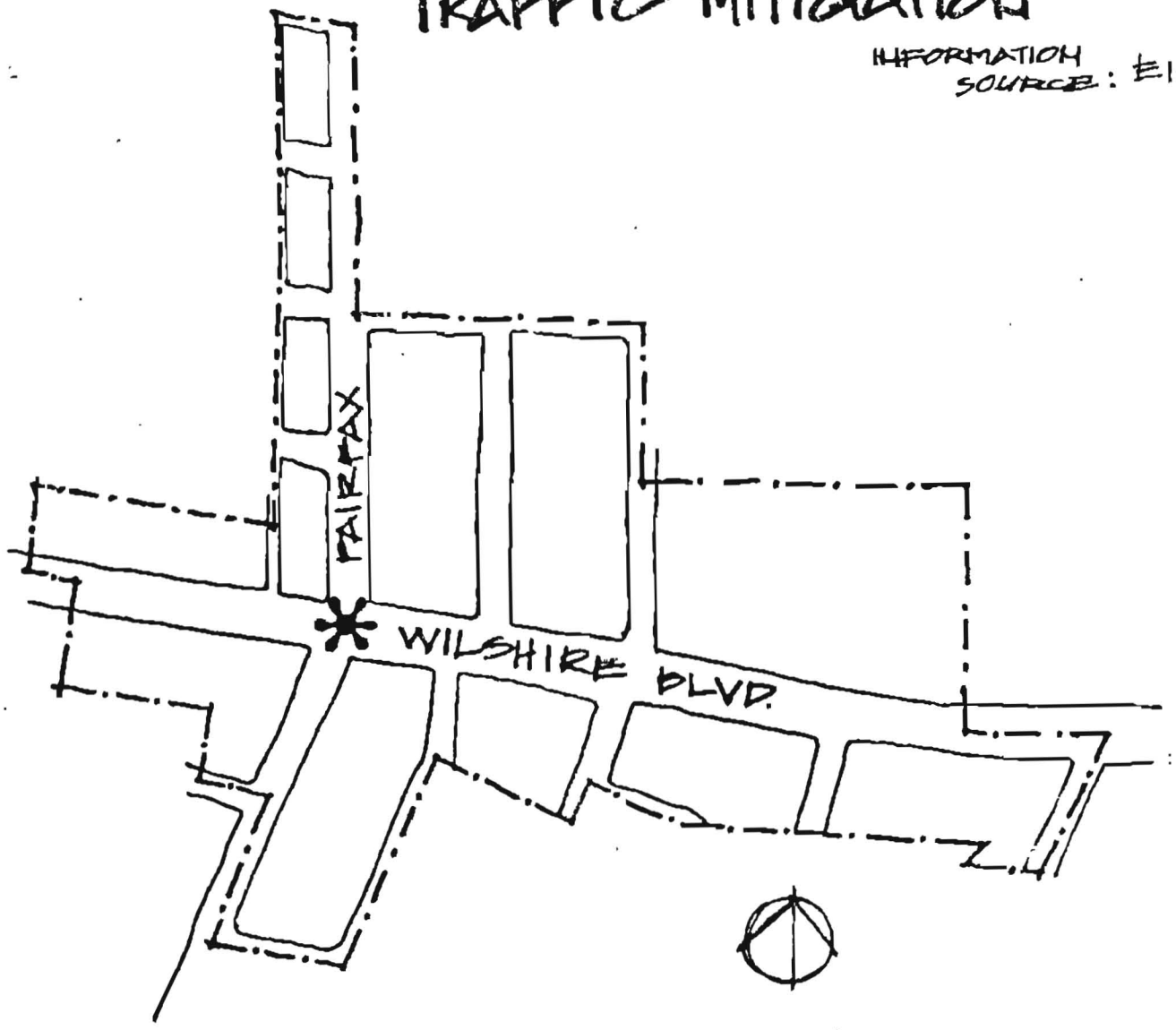
- 0-500
- 501-1000
- 1001-1500
- 1501-2000
- 2001+




PROPOSED
IMPROVEMENTS
BY LADOT
INFORMATION SOURCE: LADOT
CRESCENT HEIGHTS BLVD.
EXIST'S 40'
WIDEN TO 66'
FAIRFAX AVE
EXIST'S 56'-60'
WIDEN TO 66'
SPECIFIC PLAN BOUNDARY
WILSHIRE BLVD
EXIST'S 75'
WIDEN TO 95'
IMMEDIATE STATION IMPACT AREA
SAN VICENTE BLVD.
EXIST'S 120'
WIDEN TO 135'
CRITICAL PROJECTS
NEEDED PROJECTS
OLYMPIC BLVD.
EXIST'S 74'
WIDEN TO 95'
19

TRAFFIC MITIGATION

INFORMATION SOURCE: EIS

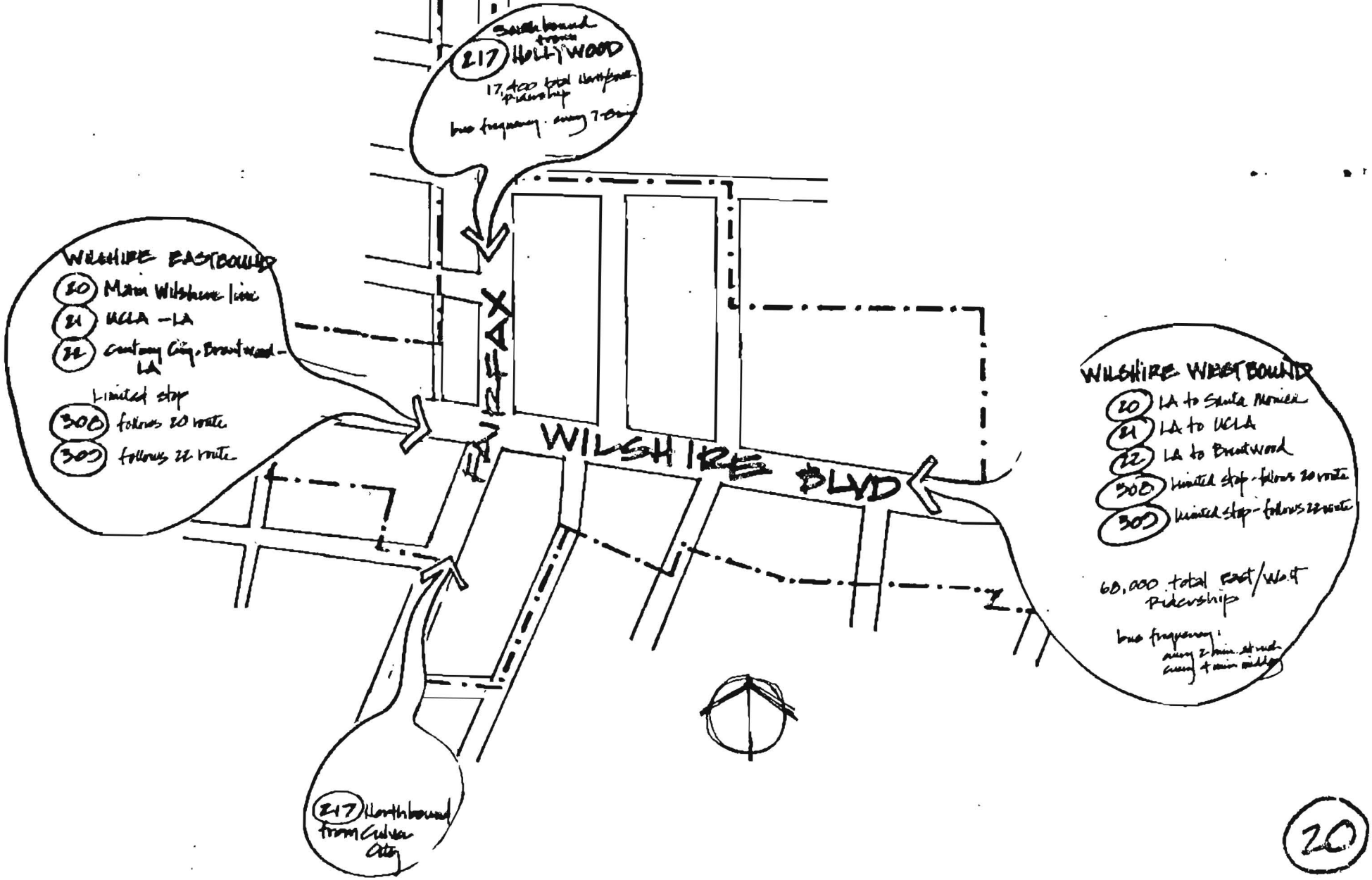


* NO left turn from WILSHIRE at Fairfax intersection during a.m./p.m. peak hrs.

EXISTING BUS TRAFFIC - 1990

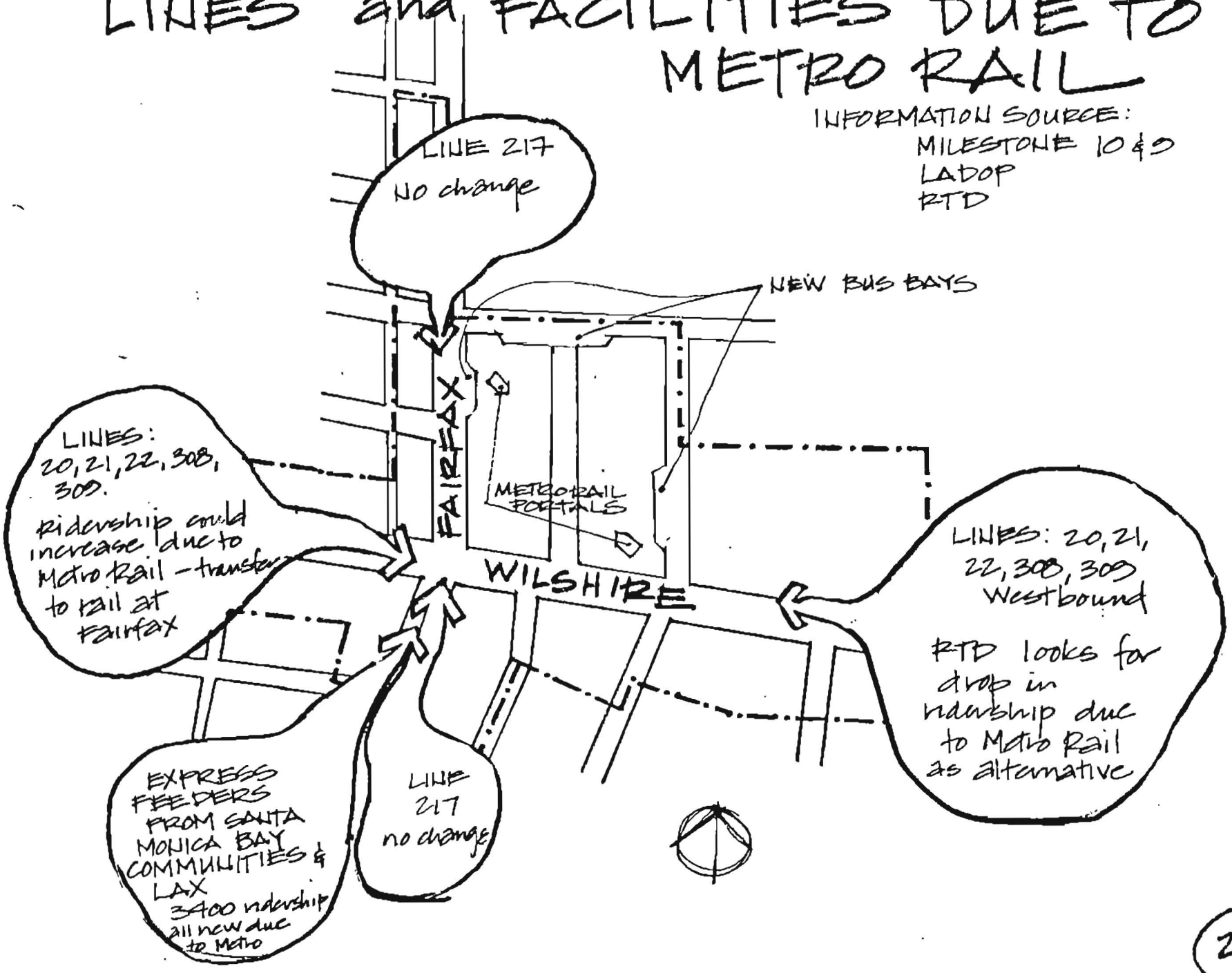
IMMEDIATE STATION IMPACT AREA

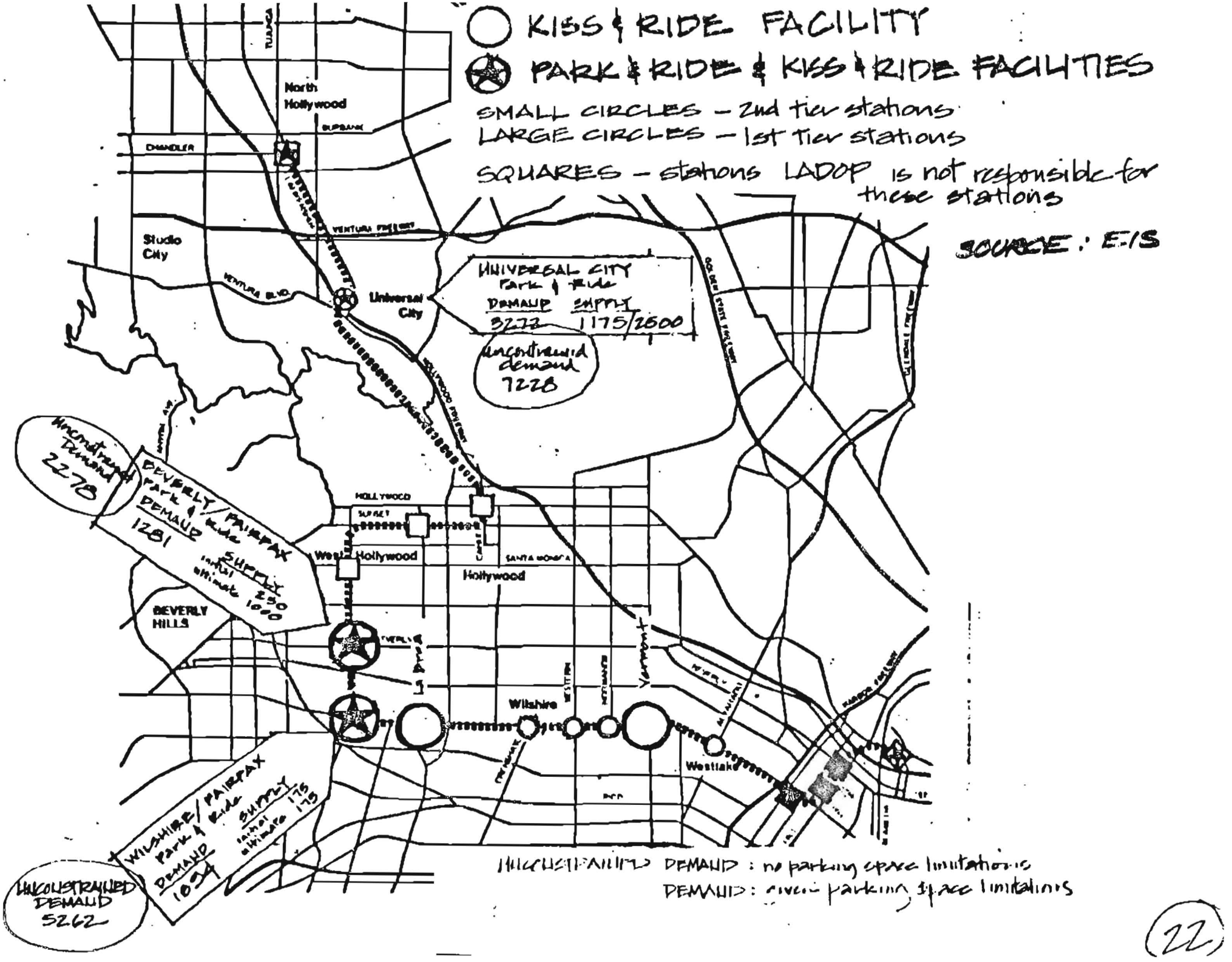
INFORMATION SOURCE: MILESTONE 5



CHANGES IN BUS RIDERSHIP, LINES and FACILITIES DUE TO METRO RAIL

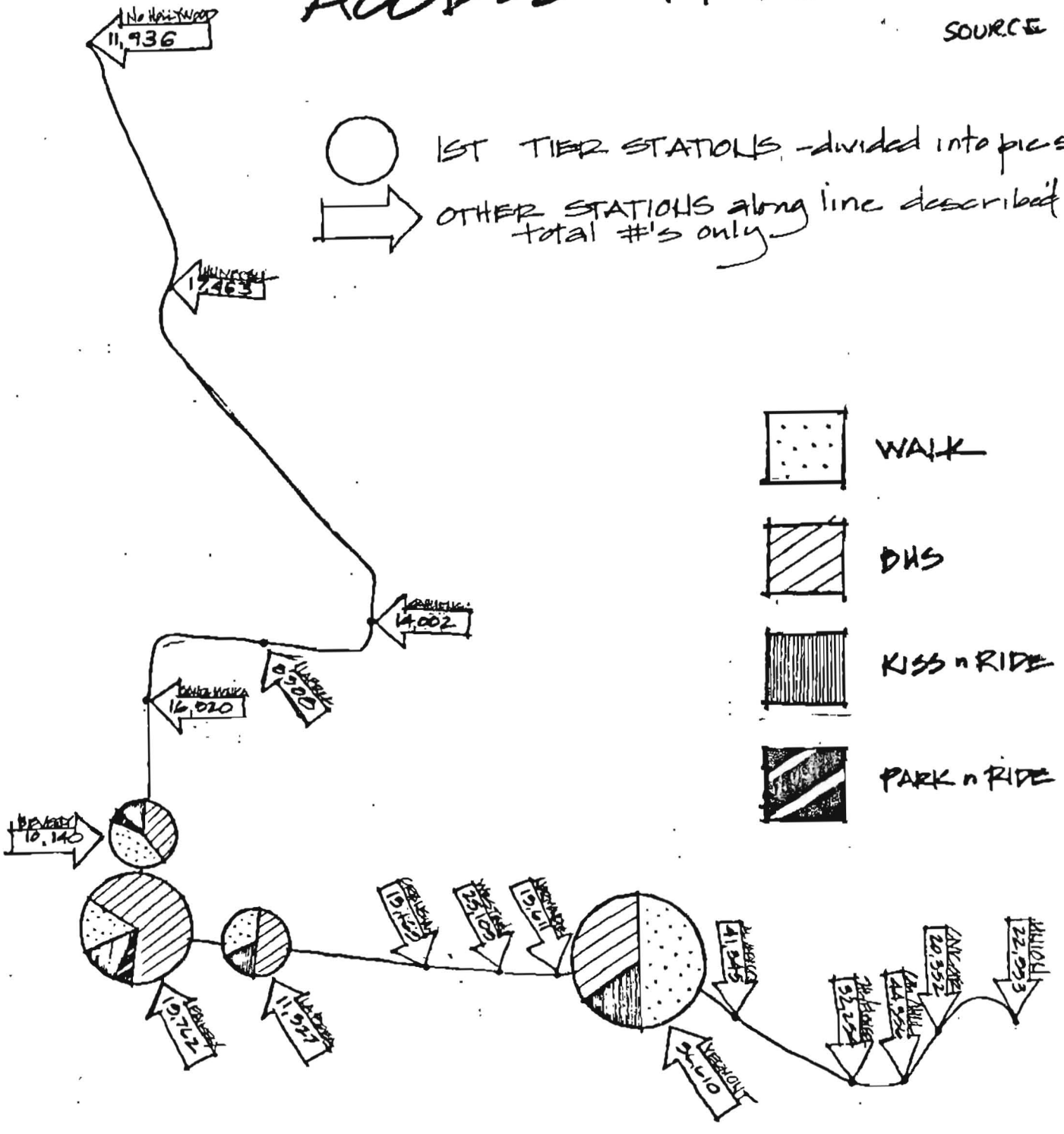
INFORMATION SOURCE:
MILESTONE 10 & 9
LADOP
RTD




KISS & RIDE FACILITY
PARK & RIDE & KISS & RIDE FACILITIES
SMALL CIRCLES – 2nd tier stations
LARGE CIRCLES – 1st Tier stations
SQUARES – stations LADOT is not responsible for these stations
SOURCE: EIS
UNIVERSAL CITY Park & Ride
DEMAND 3273
SUPPLY 1175/2500
unconstrained demand 7228
unconstrained Demand 2278
BEVERLY/FAIRFAX Park & Ride
DEMAND 1281
SUPPLY initial 250 ultimate 1000
unconstrained DEMAND 5262
WILSHIRE/FAIRFAX Park & Ride
DEMAND 1054
SUPPLY initial 175 ultimate 175
North Hollywood
Universal City
Studio City
Hollywood
West Hollywood
BEVERLY HILLS
Wilshire
Westlake
HIGHEST FAIRLY DEMAND : no parking space limitations
DEMAND : given parking space limitations

ACCESS MODE

SOURCE : EIS

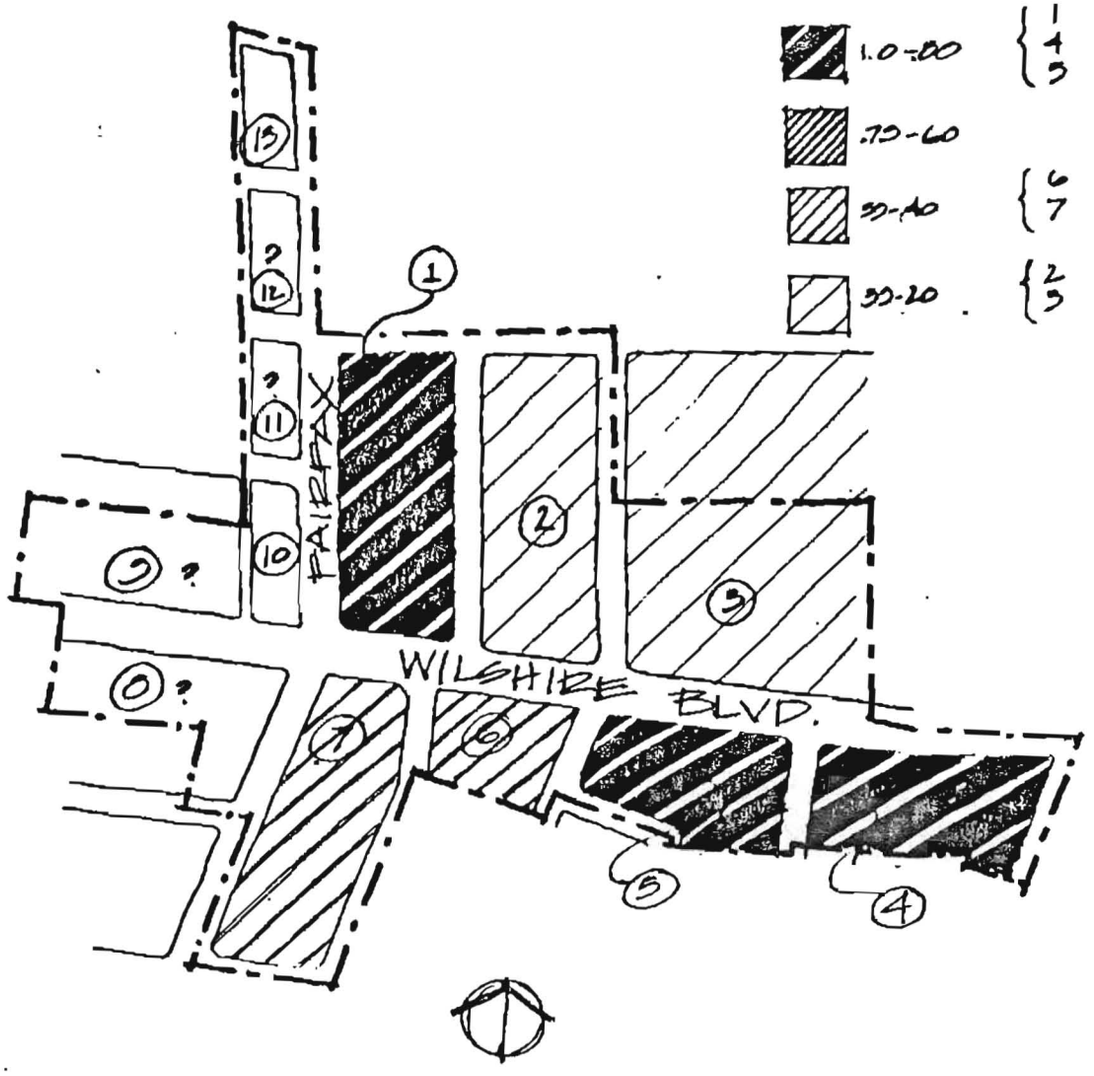


1ST TIER STATIONS - divided into pie sections

OTHER STATIONS along line described with total #'s only

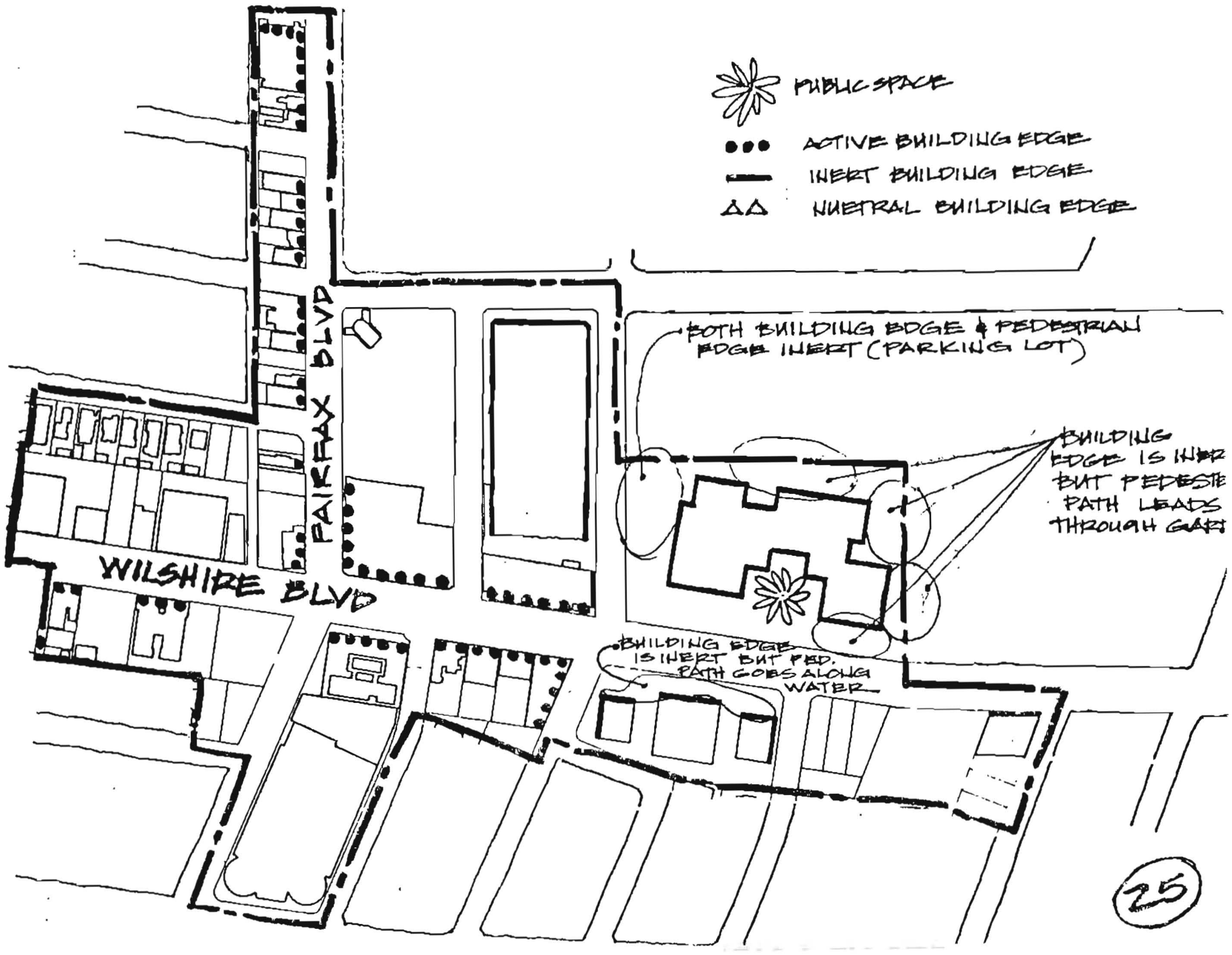
EXISTING PARKING USAGE

INFORMATION SOURCE: LADOT



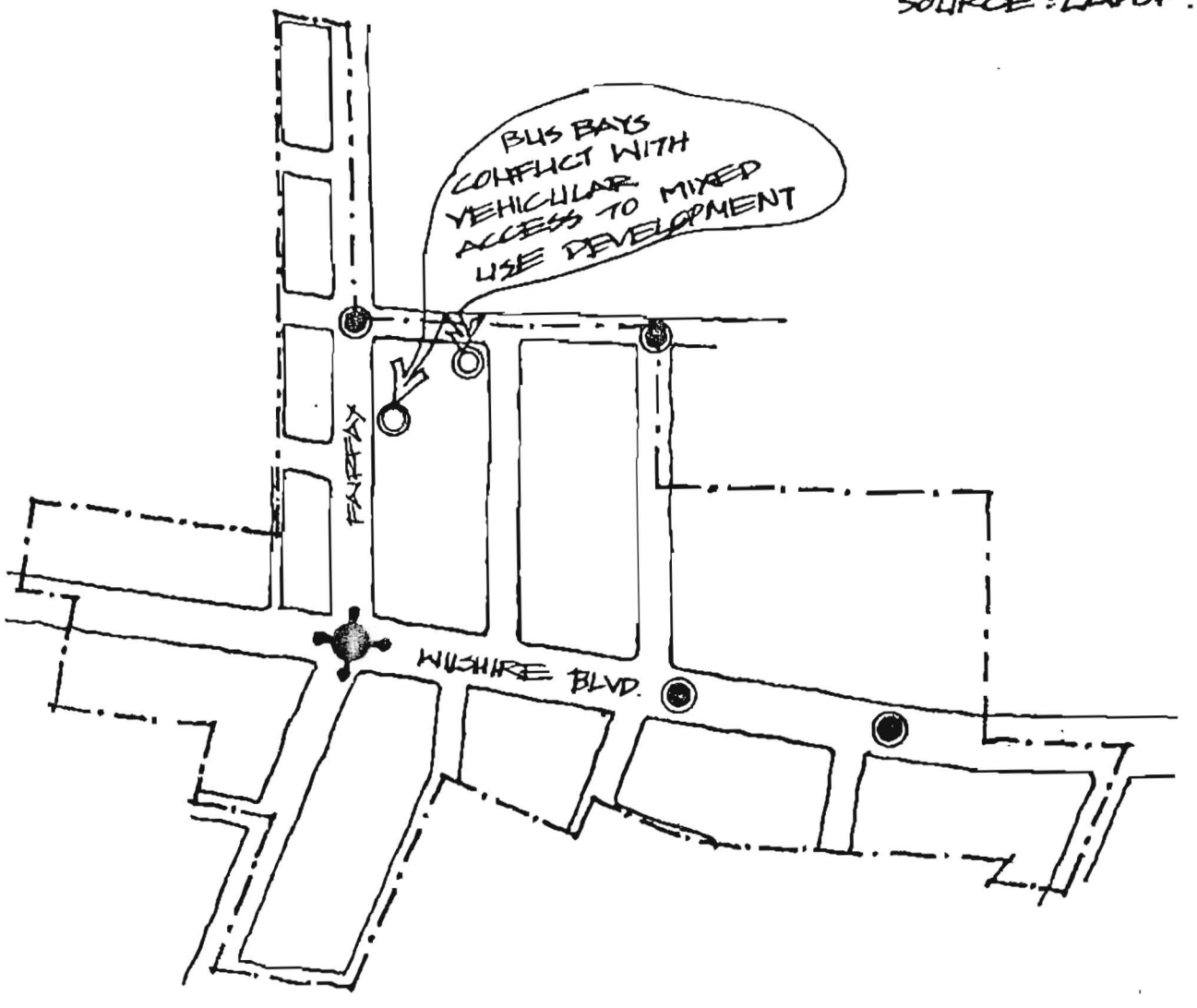
EDGE CONDITIONS

INFORMATION SOURCE: LADOP



CONFLICTS.

INFORMATION SOURCE : LADOP.



● CONFLICT BETWEEN VEHICULAR AND PEDESTRIAN TRAFFIC

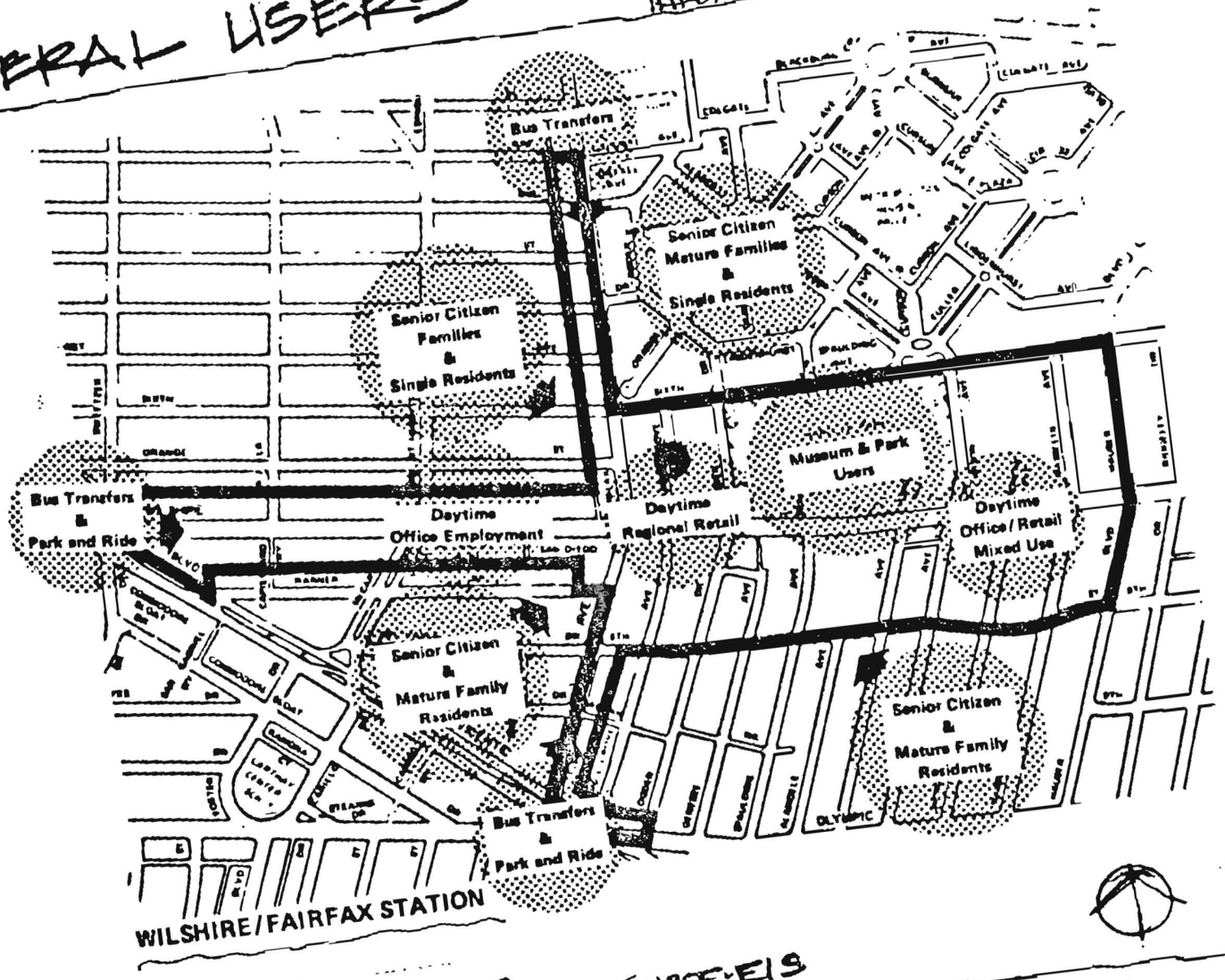
◎ CONFLICT BETWEEN BUS BAYS AND VEHICULAR ACCESS INTO MIXED USE DEVELOPMEN

✚ NO LEFT TURN ON WILSHIRE AT FAIRFAX INTERSECTION DURING AM - PM PEAK HRS

Users

GENERAL USERS

INFORMATION SOURCE:



SPECIAL USERS

SOURCE: EIS

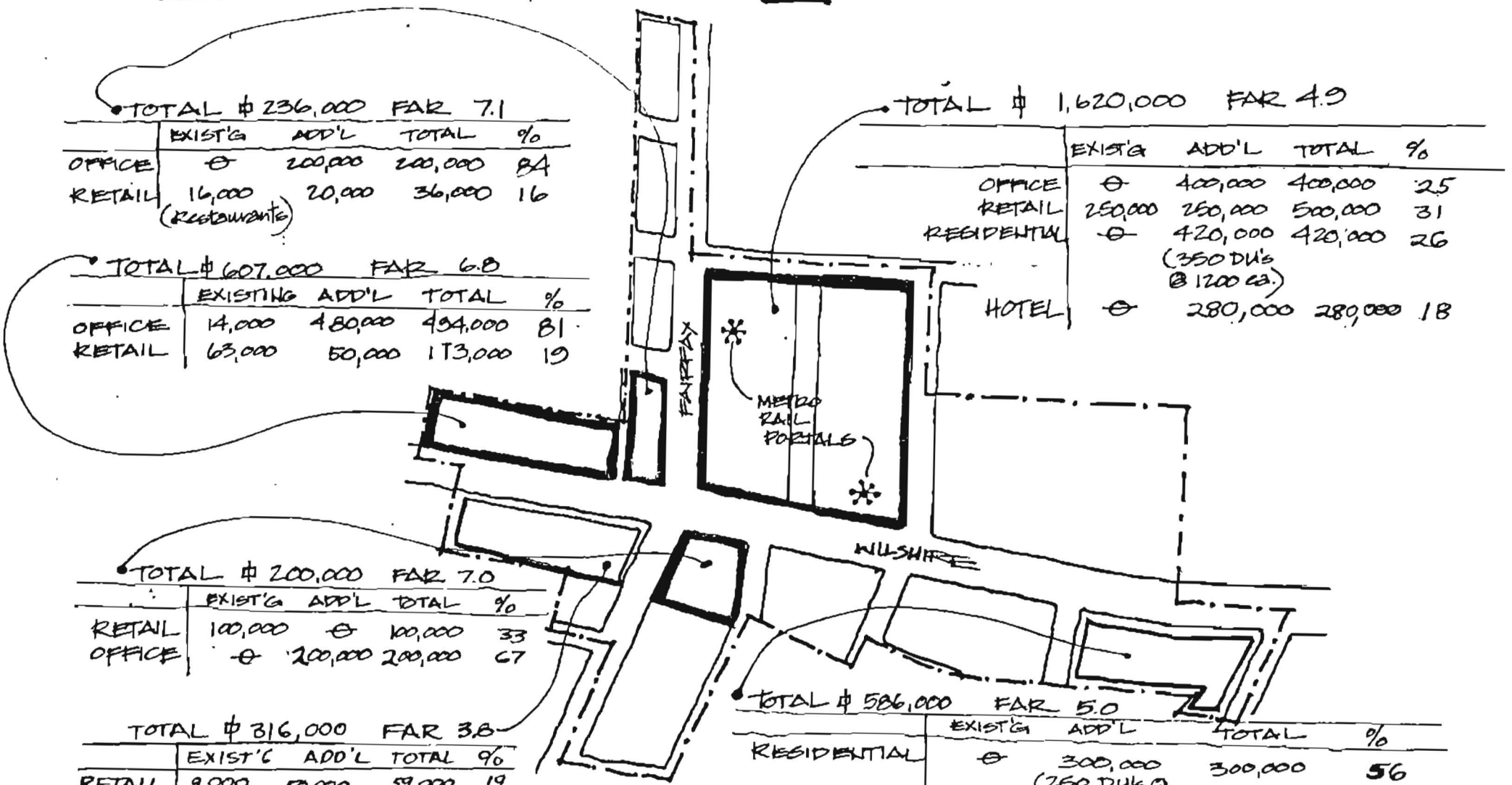
* THIS DOES NOT REPRESENT TOTAL POPULATION WITHIN THE IMMEDIATE IMPACT STATION AREA, BUT POP. OF LARGER AREA SURROUNDING THE STATION

TOTAL POPULATION*	PERCENT MINORITY	PERCENT AGED 5-9 YRS	PERCENT AGED 65+	PERCENT TRANSIT DISABLED	PERCENT HOUSEHOLDS WITHOUT VEHICLE ACCESS	MEDIAN ANUAL FAMILY INCOME
13,905	22%	7%	42%	8.0%	27%	22,040

Development

TOTAL* PROJECTED DEVELOPMENT FOR SELECTED BLOCKS by 1995**

PRIMARILY RESIDENTIAL PRIMARILY OFFICE/RETAIL



TOTAL ϕ 236,000 FAR 7.1

	EXIST'G	ADD'L	TOTAL	%
OFFICE	0	200,000	200,000	84
RETAIL	16,000 (Restaurants)	20,000	36,000	16

TOTAL ϕ 607,000 FAR 6.8

	EXISTING	ADD'L	TOTAL	%
OFFICE	14,000	480,000	494,000	81
RETAIL	63,000	50,000	113,000	19

TOTAL ϕ 1,620,000 FAR 4.9

	EXIST'G	ADD'L	TOTAL	%
OFFICE	0	400,000	400,000	25
RETAIL	250,000	250,000	500,000	31
RESIDENTIAL	0	420,000 (350 DU's @ 1200 ca.)	420,000	26
HOTEL	0	280,000	280,000	18

TOTAL ϕ 200,000 FAR 7.0

	EXIST'G	ADD'L	TOTAL	%
RETAIL	100,000	0	100,000	33
OFFICE	0	200,000	200,000	67

TOTAL ϕ 316,000 FAR 3.8

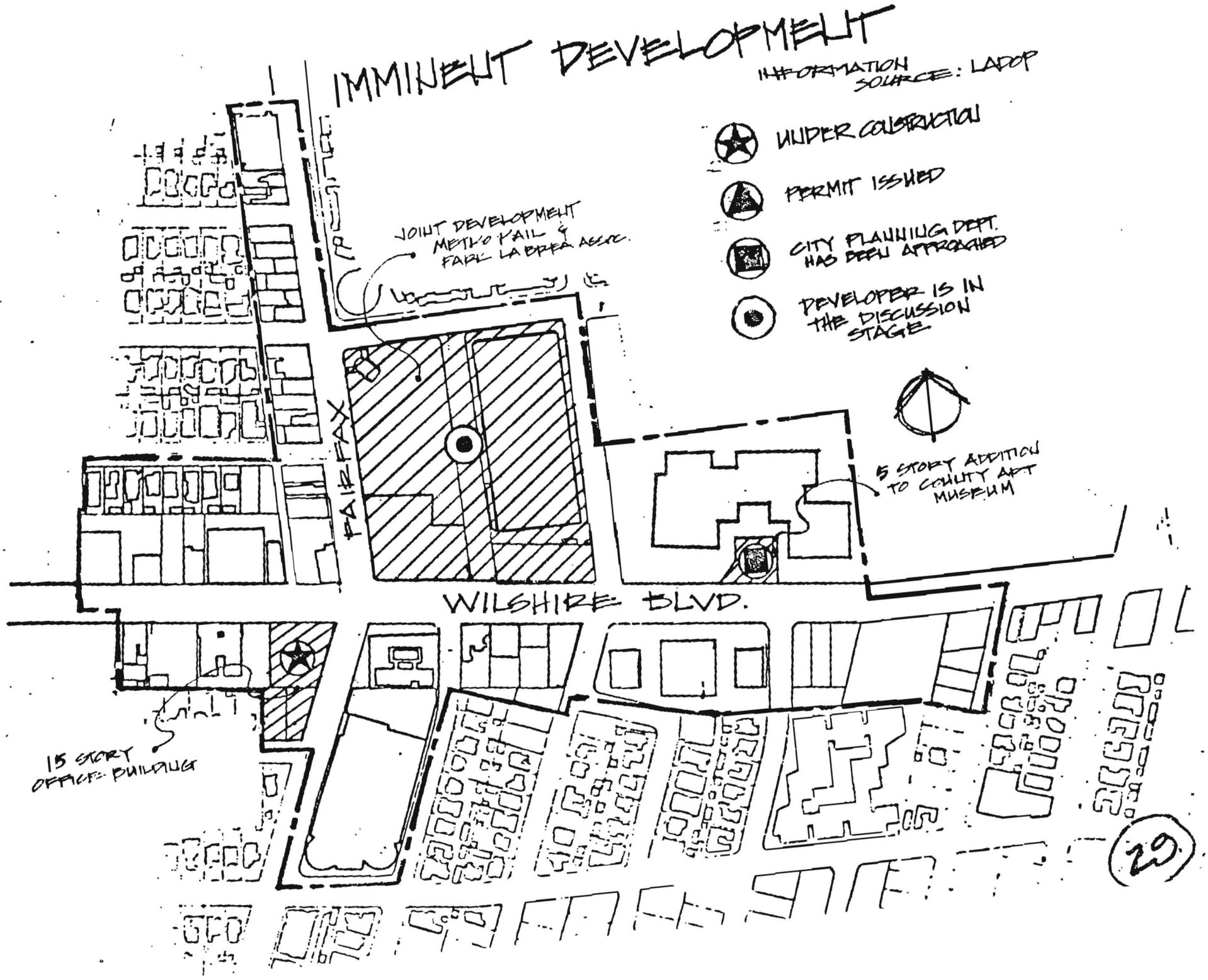
	EXIST'G	ADD'L	TOTAL	%
RETAIL	9,000	50,000	59,000	19
OFFICE	32,000	225,000	257,000	81

TOTAL ϕ 586,000 FAR 5.0

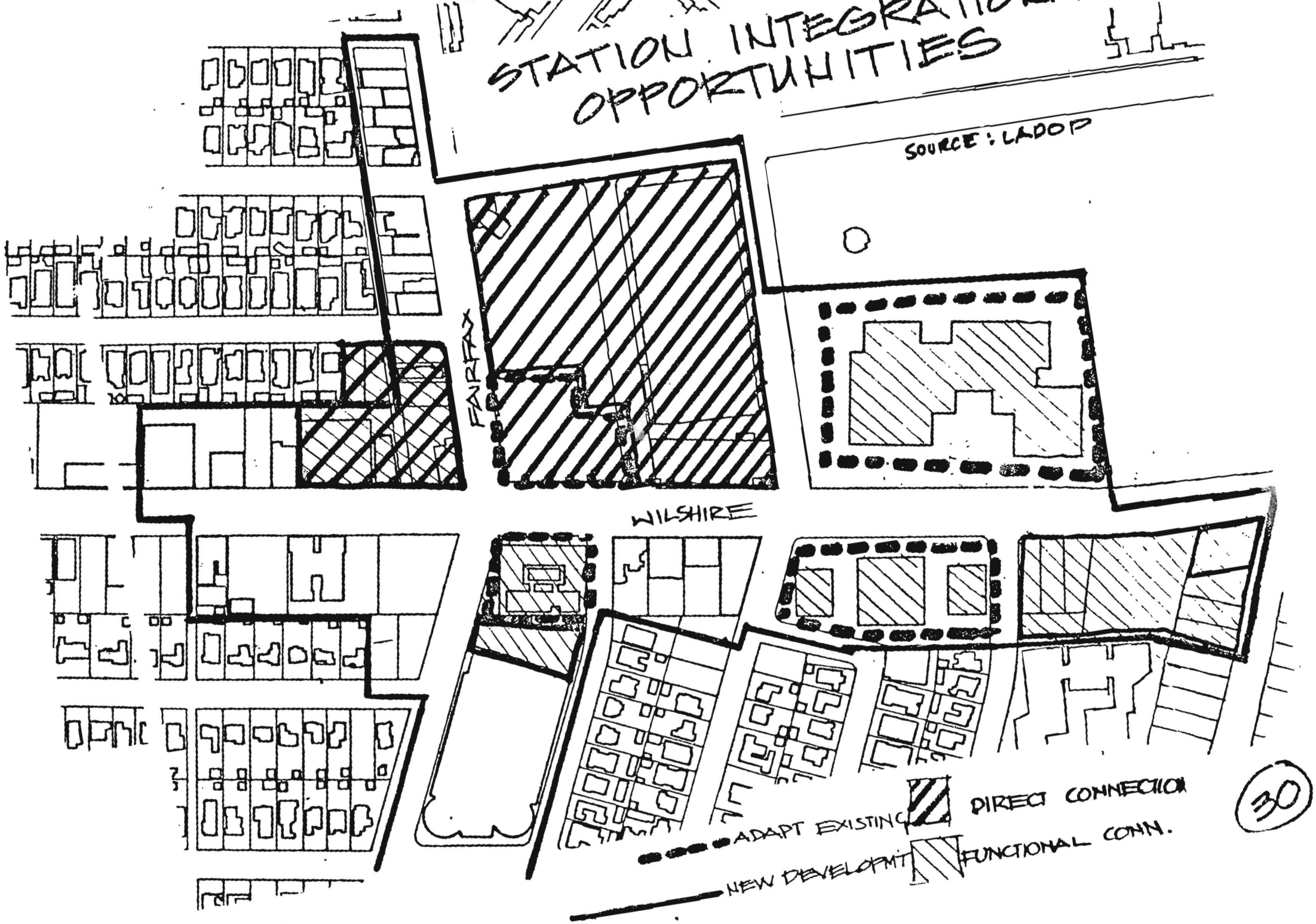
	EXIST'G	ADD'L	TOTAL	%
RESIDENTIAL	0	300,000 (250 DU's @ 1200 ϕ ca.)	300,000	56
OFFICE/ RETAIL	11,000	145,000	156,000	29
		80,000	80,000	15

* SQUARE FOOTAGE INCLUDES ASSUMPTION FOR RETAINING OR REPLACING EXISTING DEVELOPMENT

** BASED ON ERA


IMMINENT DEVELOPMENT
INFORMATION SOURCE: LADOP
UNDER CONSTRUCTION
PERMIT ISSUED
CITY PLANNING DEPT. HAS BEEN APPROACHED
DEVELOPER IS IN THE DISCUSSION STAGE
JOINT DEVELOPMENT METRO RAIL & FARL LA BREA ASSOC.
FAIRFAX
5 STORY ADDITION TO COUNTY ART MUSEUM
WILSHIRE BLVD.
15 STORY OFFICE BUILDING
29

STATION INTEGRATION OPPORTUNITIES

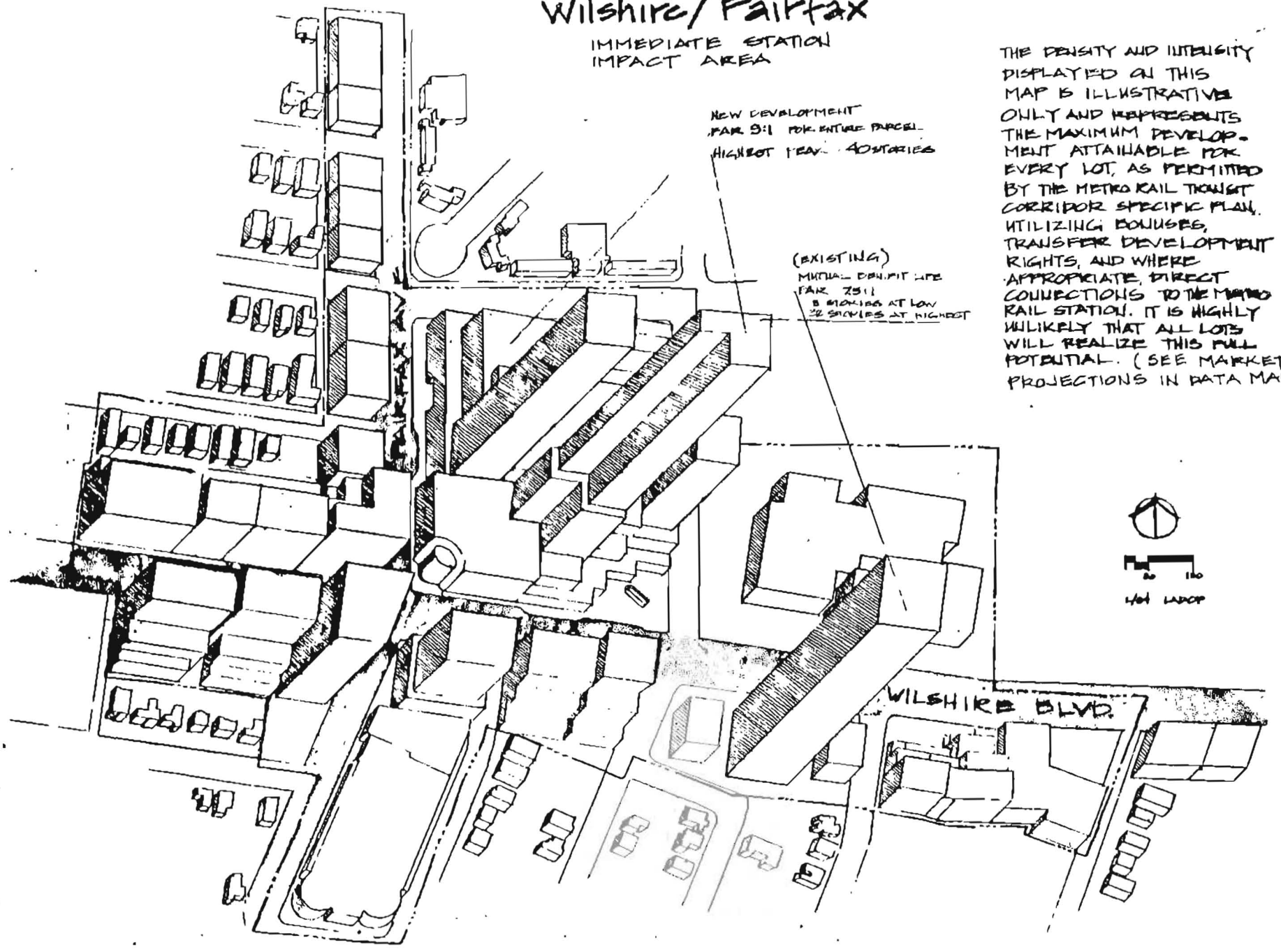


Miscellaneous

ILLUSTRATIVE MASSING AXONOMETRIC

Wilshire/ Fairfax

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

COUNTY PARKING LOT EXAMPLE
SPECIFIC PLAN PHASES I & II

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

STEP 1 IDENTIFY PARCEL & PHASE

ADDRESS:	SE CORNER WILSHIRE/SPAULDING (COUNTY PARKING LOT)
BOOK-PAGE-PARCEL #:	5089-011-013,015,017,033,034
SPECIFIC PLAN SECTOR:	MIRACLE MILE
STATION:	WILSHIRE/FAIRFAX
SUBAREAS:	2
PHASE:	I & II

STEP 2 CALCULATE RESIDENTIAL BUILDABLE AREA

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

STEP 3 CALCULATE DEVELOPMENT ON RESIDENTIALLY-ZONED PORTION

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

STEP 4 CALCULATE COMMERCIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA
2	C4-2	90000	0	90000

STEP 5 CALCULATE MAXIMUM TRIPS PERMITTED BY SPECIFIC PLAN

SUBAREA	ALLOCATION TYPE	TRIPS/1000 SQFT. BUILDABLE AREA	TRIPS PERMITTED
2	INITIAL ALLOCATION	42 TRIPS	3780
2	BONUS/TDR ALLOCATION	42 TRIPS	3780
TOTAL		84 TRIPS	7560

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

USE	TRIPS GENERATED	EXISTING SQFT.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.		115000	1610	116	13340000	230	2576000
RETAIL	35/1000 SQFT.		10000	350	77	770000	20	224000
MEDICAL	75/1000 SQFT.			0	127	0	0	0
RESTAURANT	45/1000 SQFT.		6000	270	135	810000	12	134400
FAST FOOD	164/1000 SQFT.			0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.			0	95	0	0	0
ENTERTNMENT	14/1000 SQFT.		30000	420	123	3690000	857	9600000
HOTEL	10/ROOM			0	93	0	0	0
RESIDENTIAL	7.55/D.U.		110	831	82	9020000	165	1848000
TOTAL SQ.FT		0	161000					
TOTAL HOTEL ROOMS		0	0					
TOTAL D.U.'S		0	110					
TOTAL TRIPS USED				3481				
MAX. TRIPS PERMITTED				3780				
REQUIRED PARKING							1291	
ADDITIONAL PARKING							550	10e4000
TOTAL COSTS						27630000		14382400
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....						5263240		

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		14/1000 B.A.	0
(1)	OFF-ST.BUS TERMINAL		14/1000 B.A.	0
(1)	OFF-ST.PARKING		14/1000 B.A.	0
(1,2)	FUNCTIONAL CONNECTION	1	5/1000 B.A.	450
	STREET ENVIRONMENT:			
(1,2)	GROUND FLOOR RETAIL	10000	7/100 SQFT.	700
(1,2)	GROUND FLOOR RESTURANT	6000	7/100 SQFT.	420
(1,2)	OUTDOOR CAFE		7/100 SQFT.	0
	CULTURAL:			
(1,2)	CULTURAL/ENTERTAINMENT	30000	5.6/100 SQFT.	1680
	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	20000	4.2/100 SQFT.	840
(1,2)	RECREATIONAL USE		4.2/100 SQFT.	0
(1,2)	ROOFTOP GARDEN	10000	4.2/100 SQFT.	420
	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	75000	5.6/100 SQFT.	4200
(1,2)	CONDOMINIUMS	75000	2.8/100 SQFT.	2100
	TOTALS	226000		10810
	MAX. TRIPS PERMITTED			3780

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

-7030

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)	REQUIRED PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	14/1000 SQFT.	265000	3710	116	30740000	530	5936000
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.		265000					
TOTAL HOTEL ROOMS		0					
TOTAL D.U.'S		0					
TOTAL TRIPS USED			3710				
MAX. TRIPS PERMITTED			3780				
REQUIRED PARKING						530	
TOTAL COSTS					30740000		5936000
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					36676000		

* B.A. - BUILDABLE AREA

EP 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)	REQUIRED PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	380000	0	5320	116	44080000	760	8512000
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	6000	0	270	135	810000	12	134400
FAST FOOD	0	0	0	95	0	0	0
DRIVE-THRU	0	0	0	95	0	0	0
ENTERTAINMENT							
CULTURAL	30000	0	420	123	3690000	857	9600000
OPTIONAL	0	0	0	123	0	0	0
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	55	0	415	82	4510000	83	924000
CONDOMINIUMS	55	0	415	82	4510000	83	924000
OPTIONAL	0	0	0	82	0	0	0
TOTAL SQFT.	426000	0					
TOTAL HOTEL ROOMS	0	0					
TOTAL D.U.'S	110	0					
TOTAL TRIPS USED			7191				
MAX. TRIPS PERMITTED			7560				
REQUIRED PARKING						1814	
ADDITIONAL PARKING						950	10640000
TOTAL COSTS					58370000		20218400
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					89328400		

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

	COMMERCIALLY-ZONED PORTION	RESIDENTIALLY-ZONED PORTION	TOTAL
TOTAL SQFT. (NOTE 2)	536000	0	536000
SUBSET:HOTEL ROOMS	0	0	0
SUBSET:D.U.'S	110	0	110
REQUIRED PARKING	1814	0	1814
ADDITIONAL PARKING	950	0	950
F.A.R.	5.96	0.00	5.96

PPENDIX

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

OTES

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".

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.

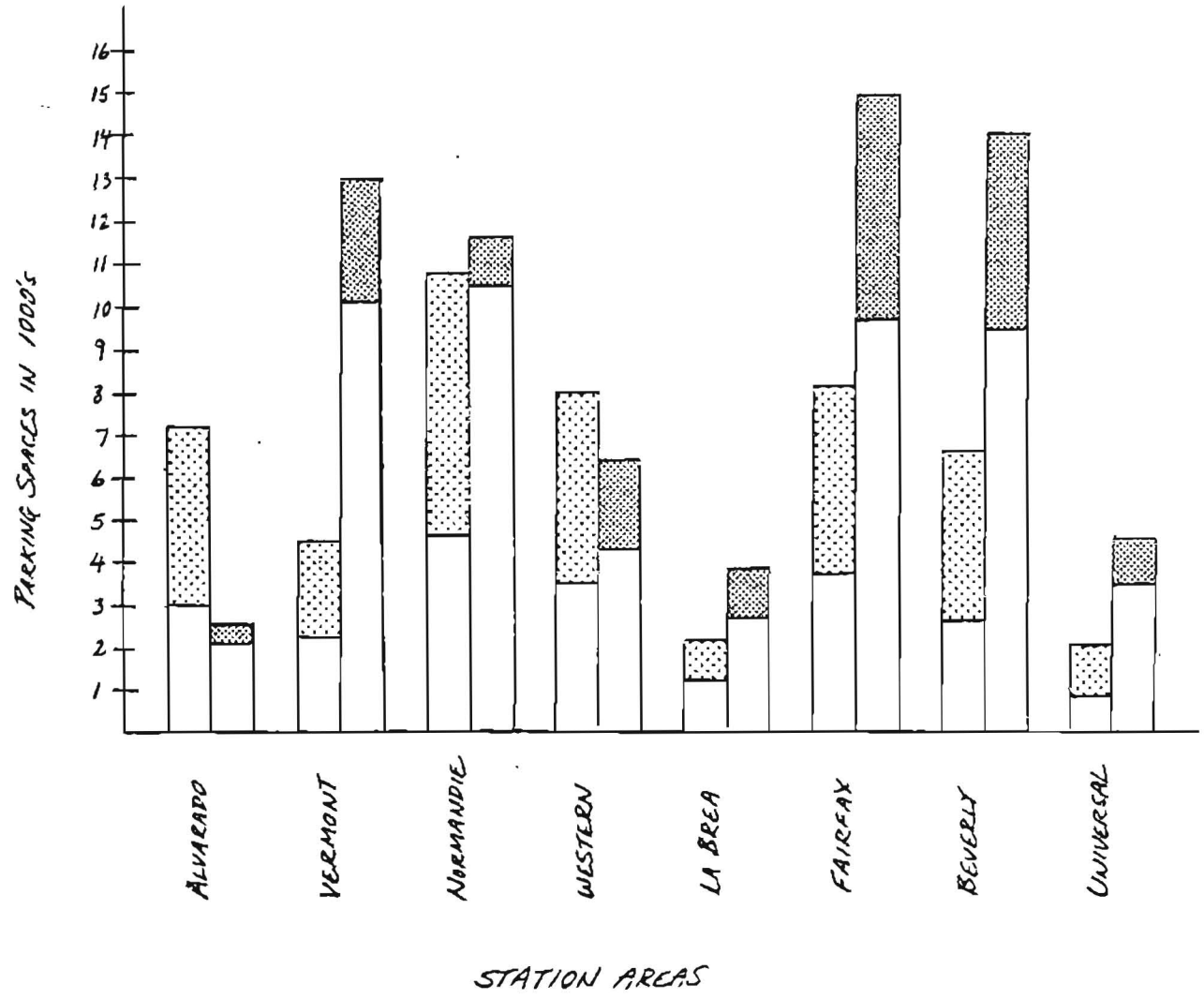
5. Calculated from existing supply added to projected supply, using the following parking requirement:

   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



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