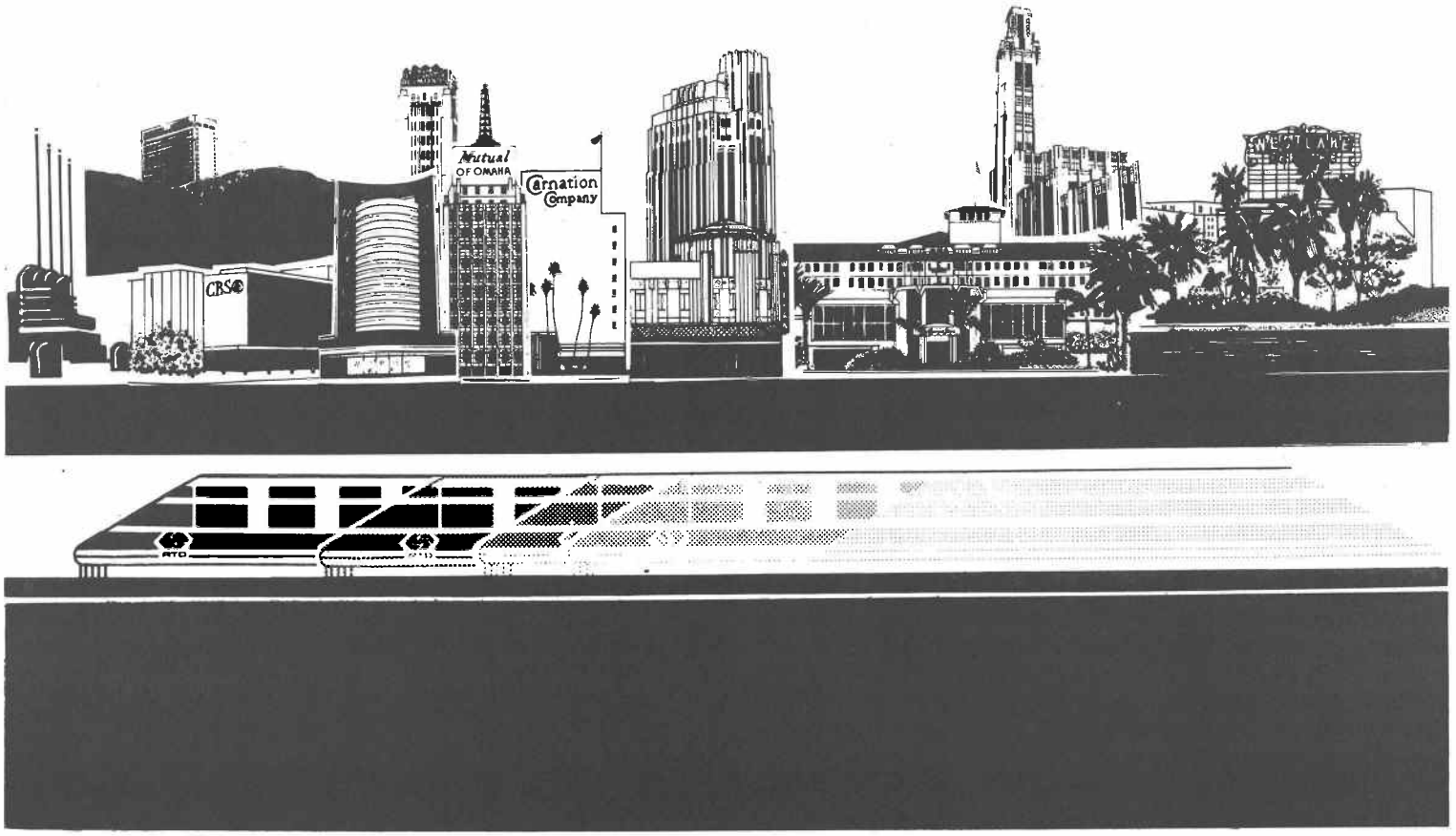
BACKGROUND REPORT



City of Los Angeles

Metro Rail

Station Area Development Plan

Wilshire / Normandie

LOS ANGELES CITY PLANNING DEPARTMENT

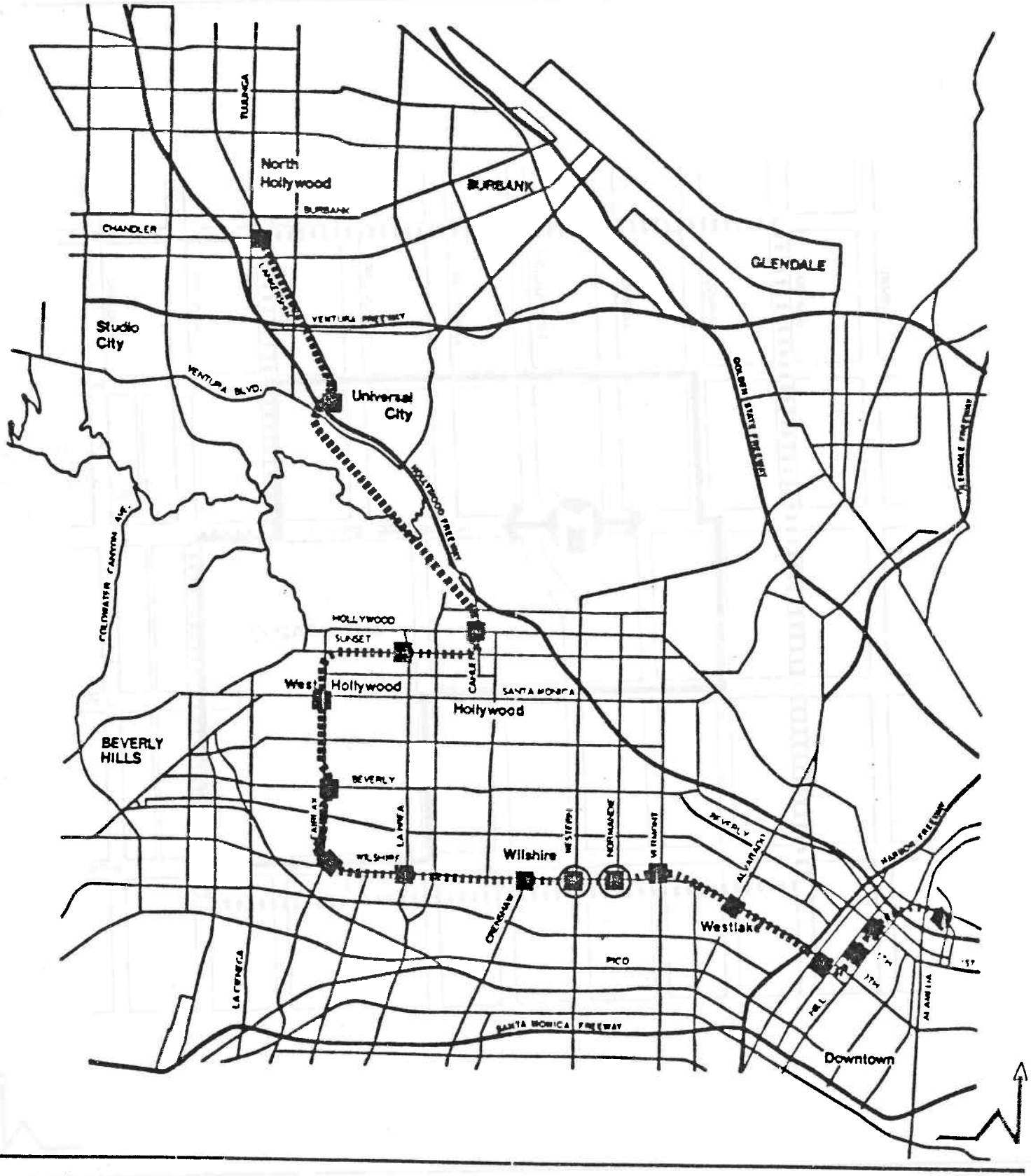
JUNE 1986

WILSHIRE/NORMANDIE STATION AREA

TABLE OF CONTENTS

MISCELLANEOUS

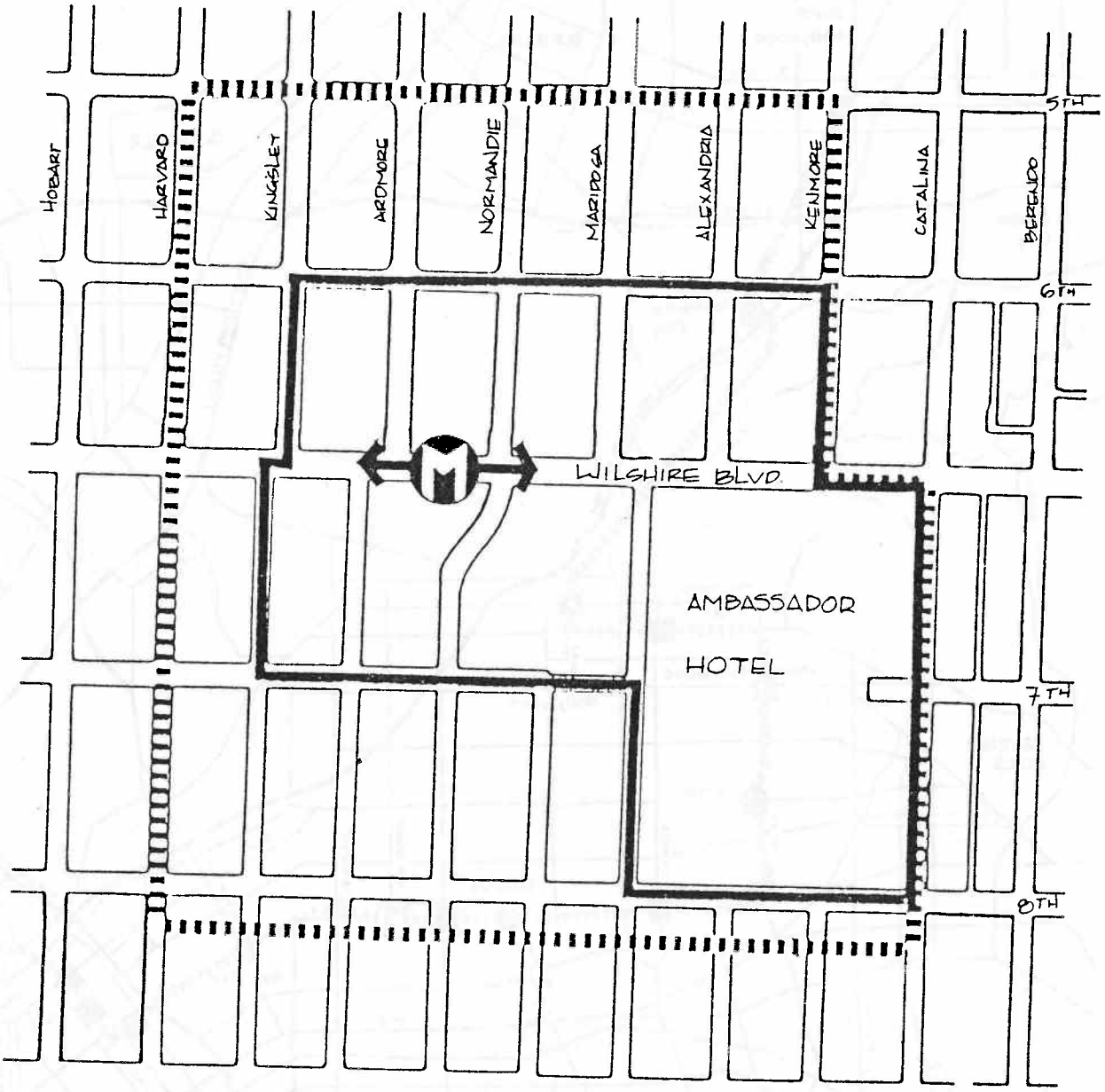
(NOTE: THE MAPS ON THE FOLLOWING PAGES ARE NOT TO SCALE)



PROPOSED METRO RAIL ALIGNMENT LOCALLY PREFERRED ALT.

PROPOSED METRO RAIL STATION

METRO RAIL PROJECT



METRO RAIL STATION

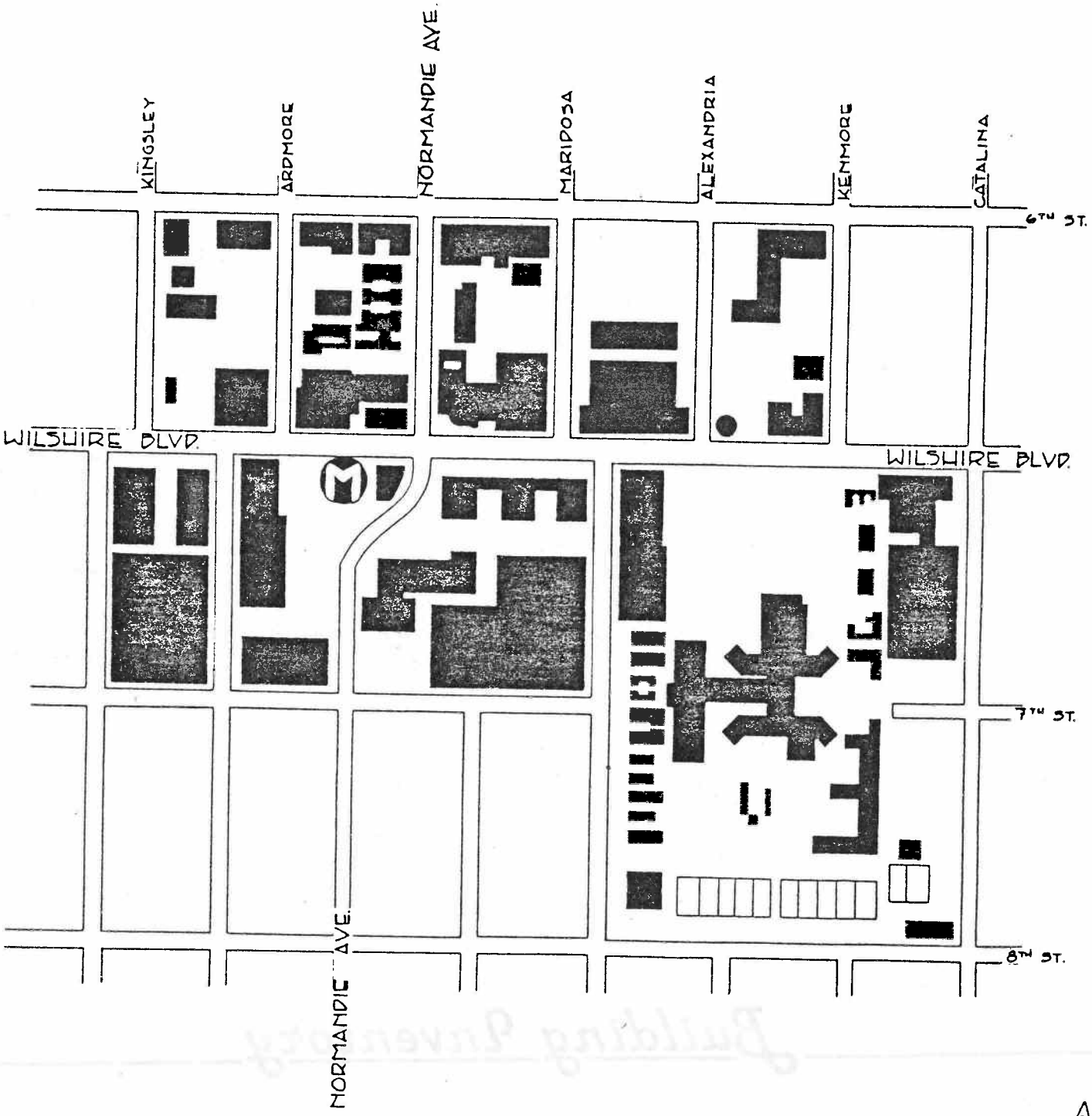
METRO RAIL DIRECTION

IMMEDIATE STATION IMPACT AREA

SPECIFIC PLAN

LOCATION MAP

Building Inventory



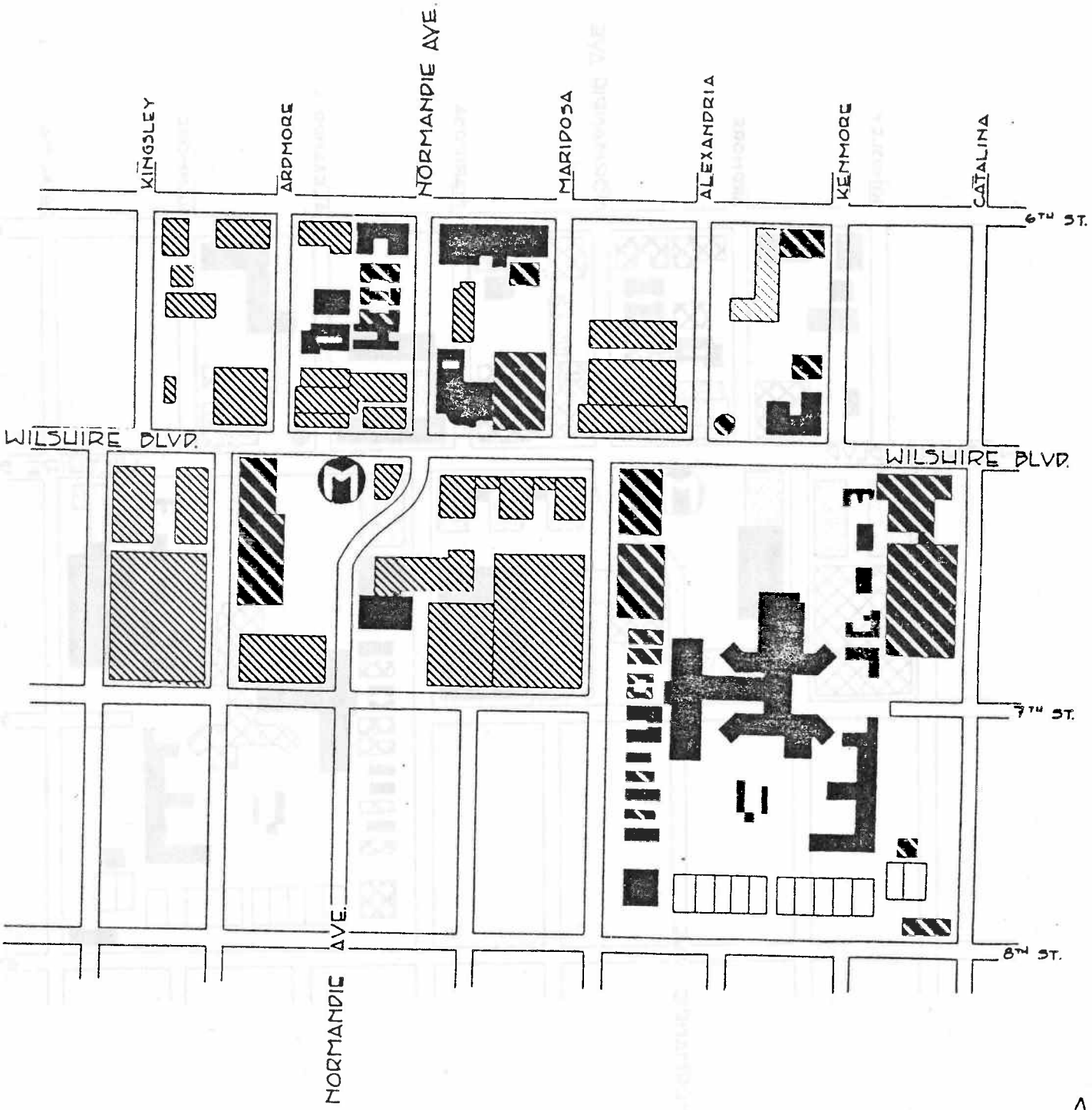
BUILT FORMS

PARKING OR OPEN SPACE

SOURCE:

FIELD WORK

URBAN FABRIC



1920'S - 1930'S

1940'S - 1950'S

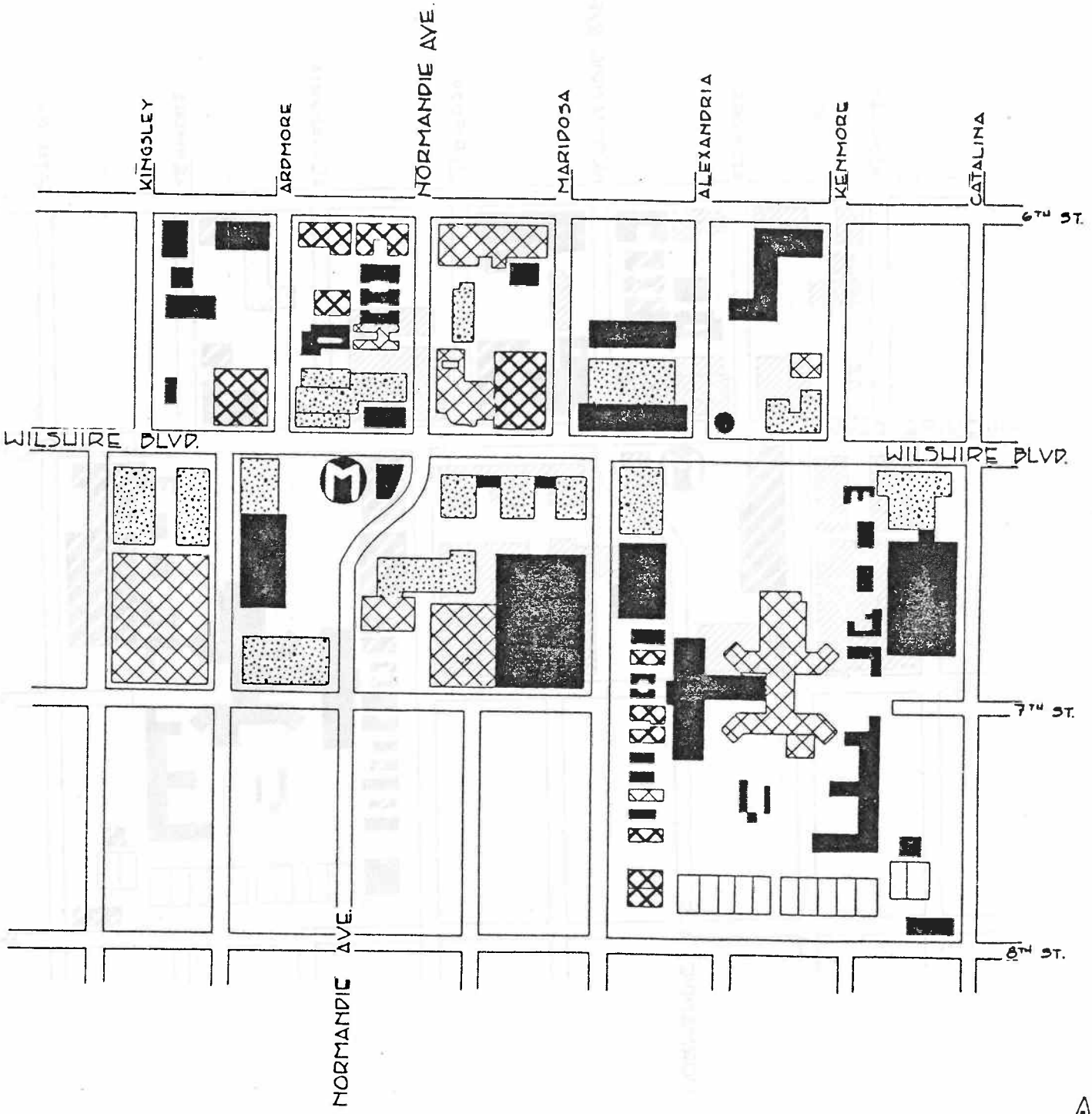
1960 S - 1970'S

1980'S

SOURCE:

- FIELD WORK
- SANBORN MAPS

AGE OF BUILDINGS



1-2 STORIES

3-4 STORIES

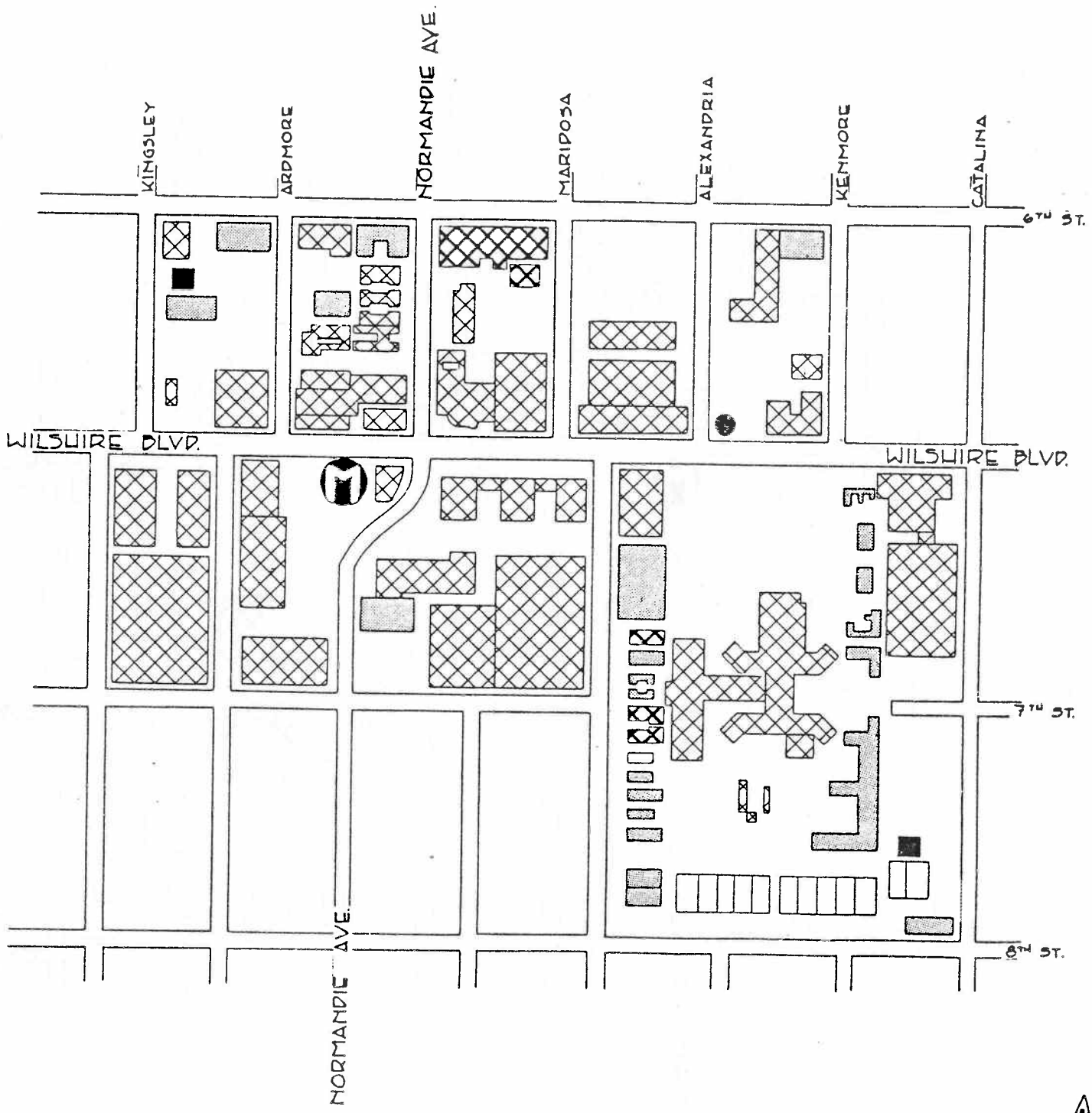
5-10 STORIES

10 +

SOURCE:

· FIELD WORK

HEIGHT OF STRUCTURES



WELL MAINTAINED

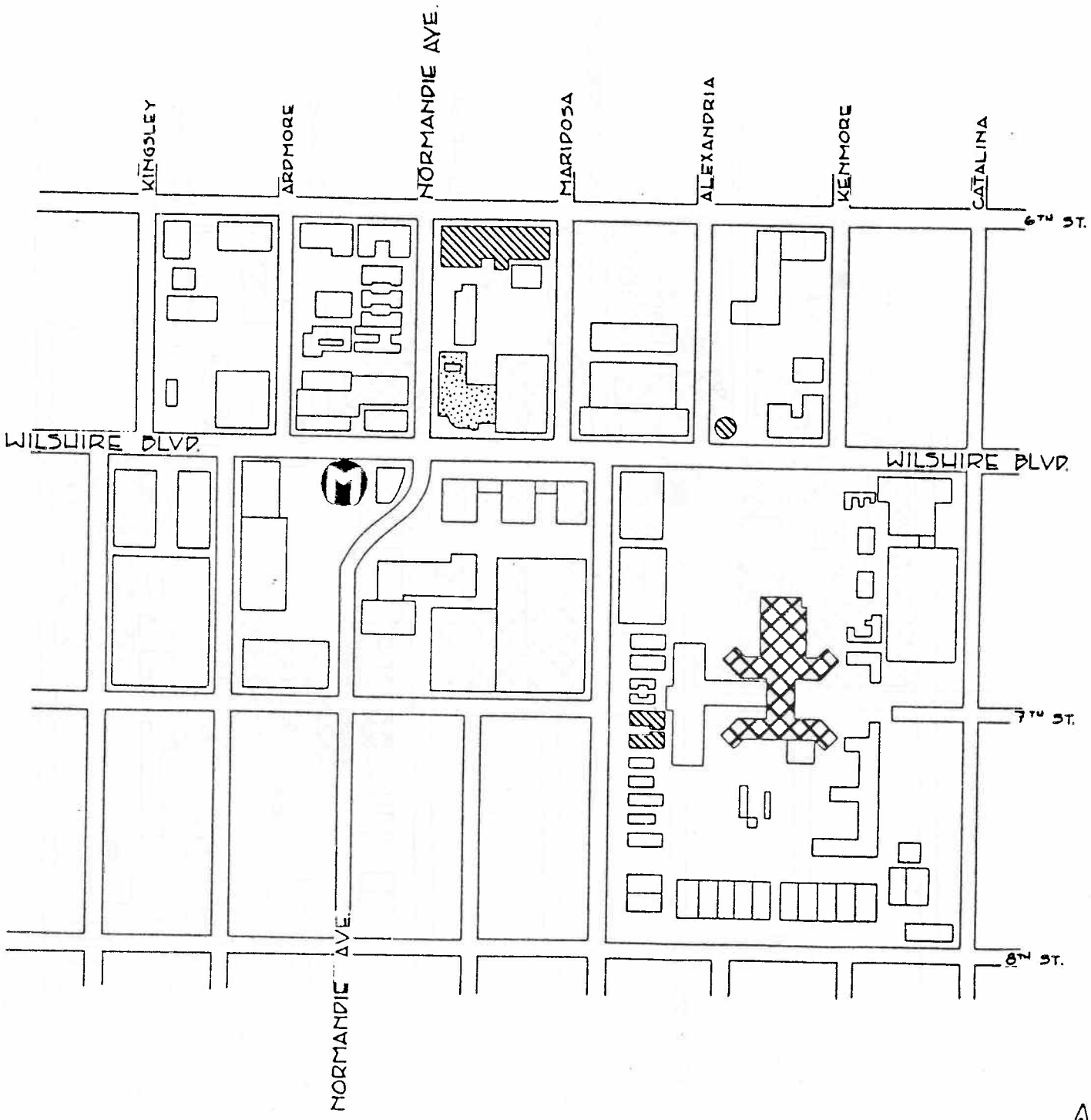
RESTORED

NEUTRAL

BADLY MAINTAINED

SOURCE:
· FIELD WORK

CONDITION OF BUILDINGS



HISTORICAL SIGNIFICANCE

ARCHITECTURAL SIGNIFICANCE

COMMUNITY-RELATED SIGNIFICANCE

SOURCE:

- FIELD WORK
- LADOP
- CITY OF L.A. HISTORICAL CULTURAL MONUMENTS

SIGNIFICANCE OF PROPERTIES

CRITERIA FOR SUSCEPTIBILITY TO CHANGE

Most Susceptible

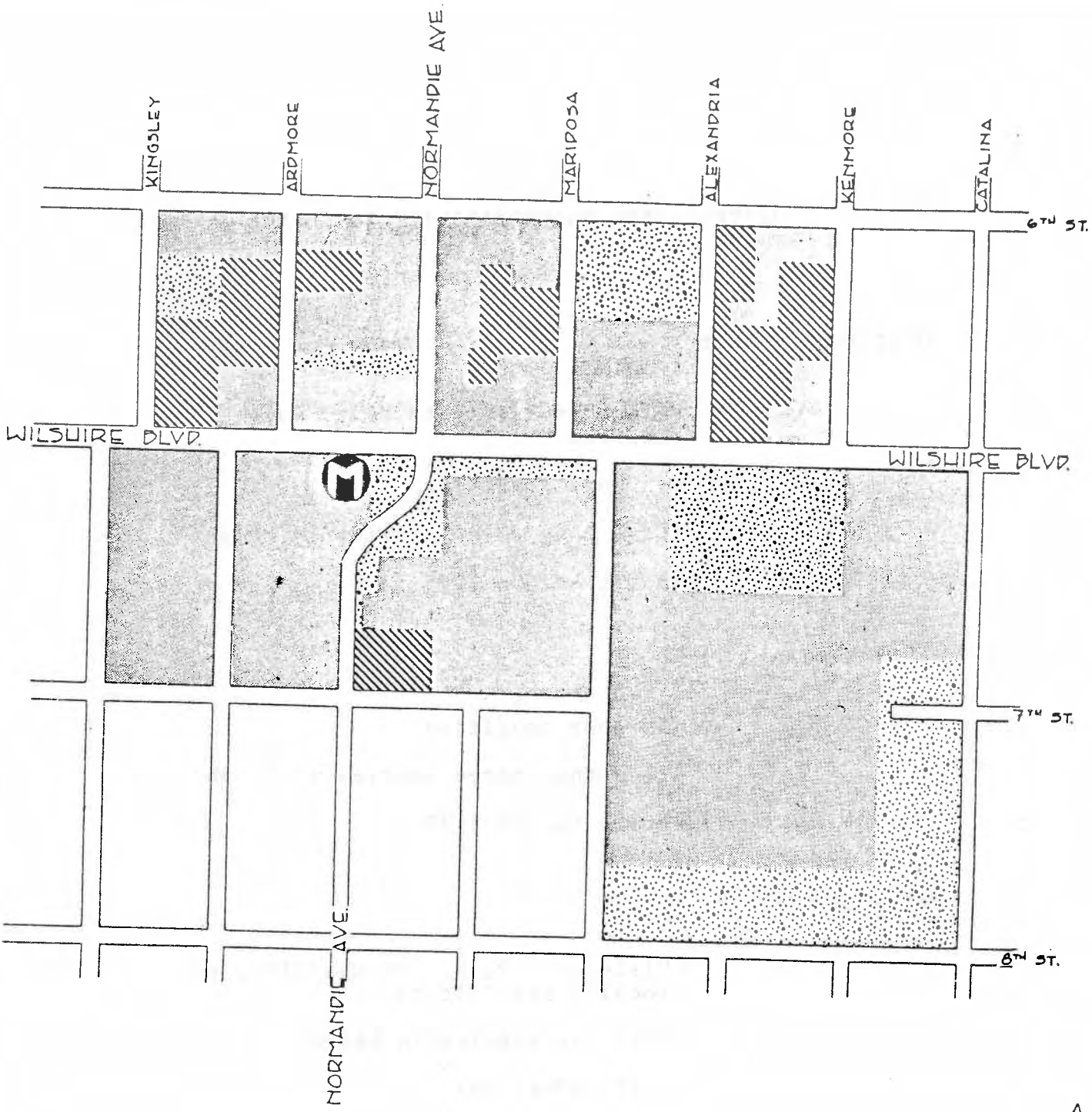
- Close proximity to Metro Rail Station
- In poor condition
- Less than three stories in height
- Built before 1945

Susceptible

- In poor condition
- Less than three stories in height
- Built before 1945

Not Susceptible

- Historically, architecturally, or locally significant
- Over two stories in height
- Built after 1945



MOST SUSCEPTIBLE TO CHANGE

SUSCEPTIBLE TO CHANGE

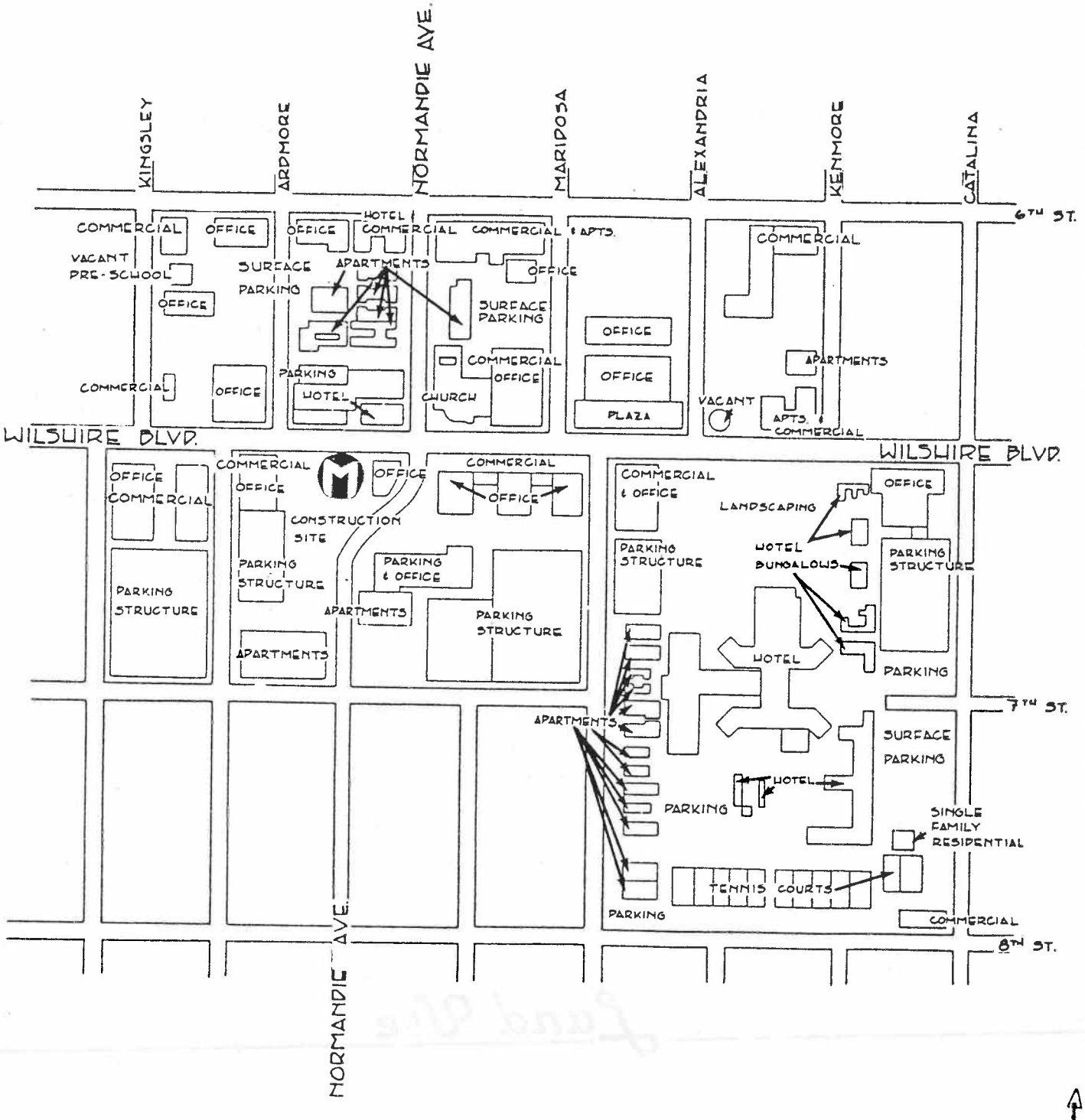
NOT SUSCEPTIBLE TO CHANGE

SOURCE:

· LADOP

BUILDINGS & PARCELS SUSCEPTIBLE TO TO CHANGE

Land Use



SOURCE:

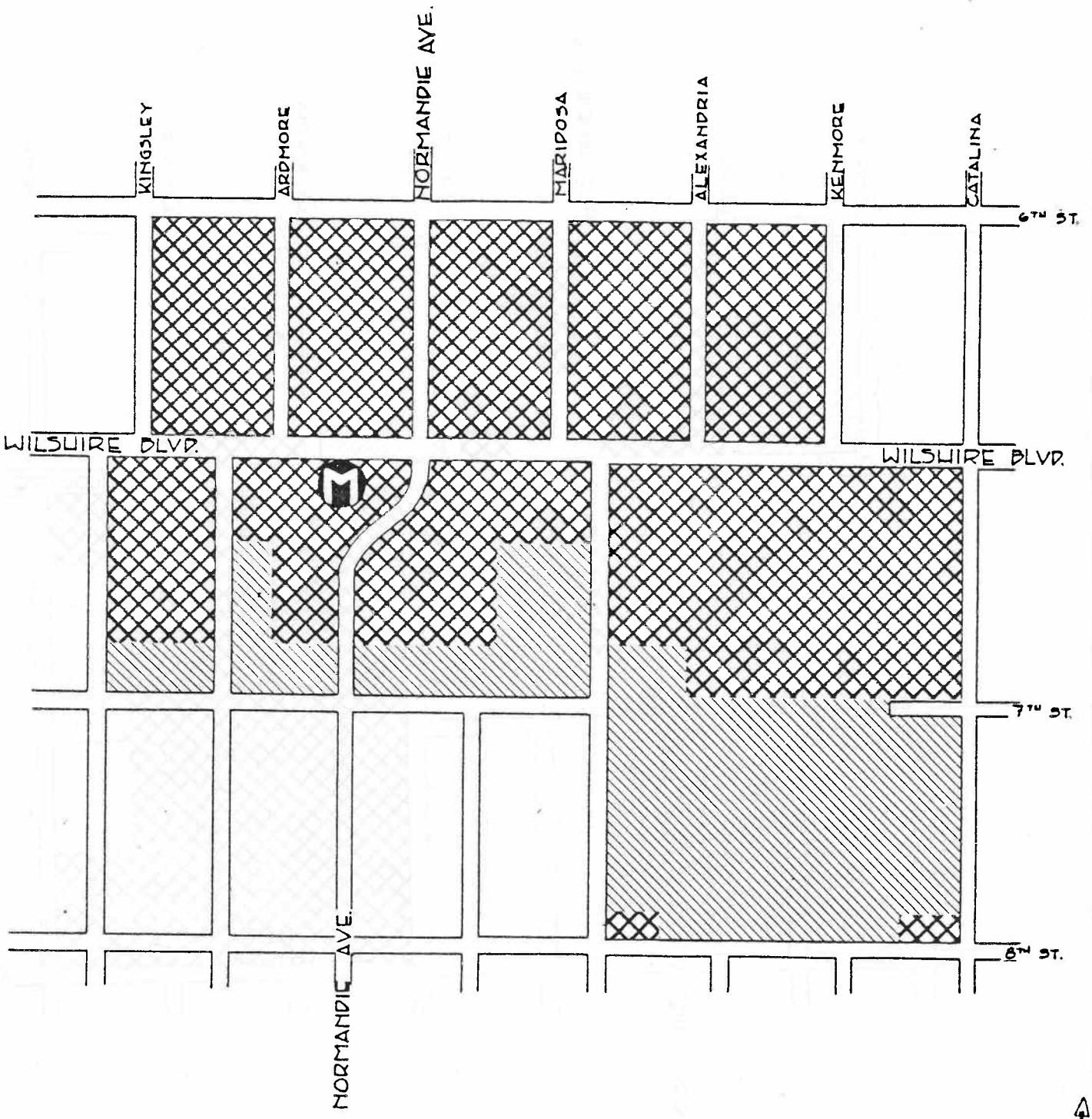
FIELD WORK

EXISTING LAND USE

OFFICE/COMMERCIAL
MIXED
RESIDENTIAL
PARKING
PUBLIC OR OPEN SPACE
R RELIGIOUS

SOURCE:
FIELD WORK

LAND USE
EXISTING



COMMERCIAL

RESIDENTIAL

SOURCE:

- LADOP

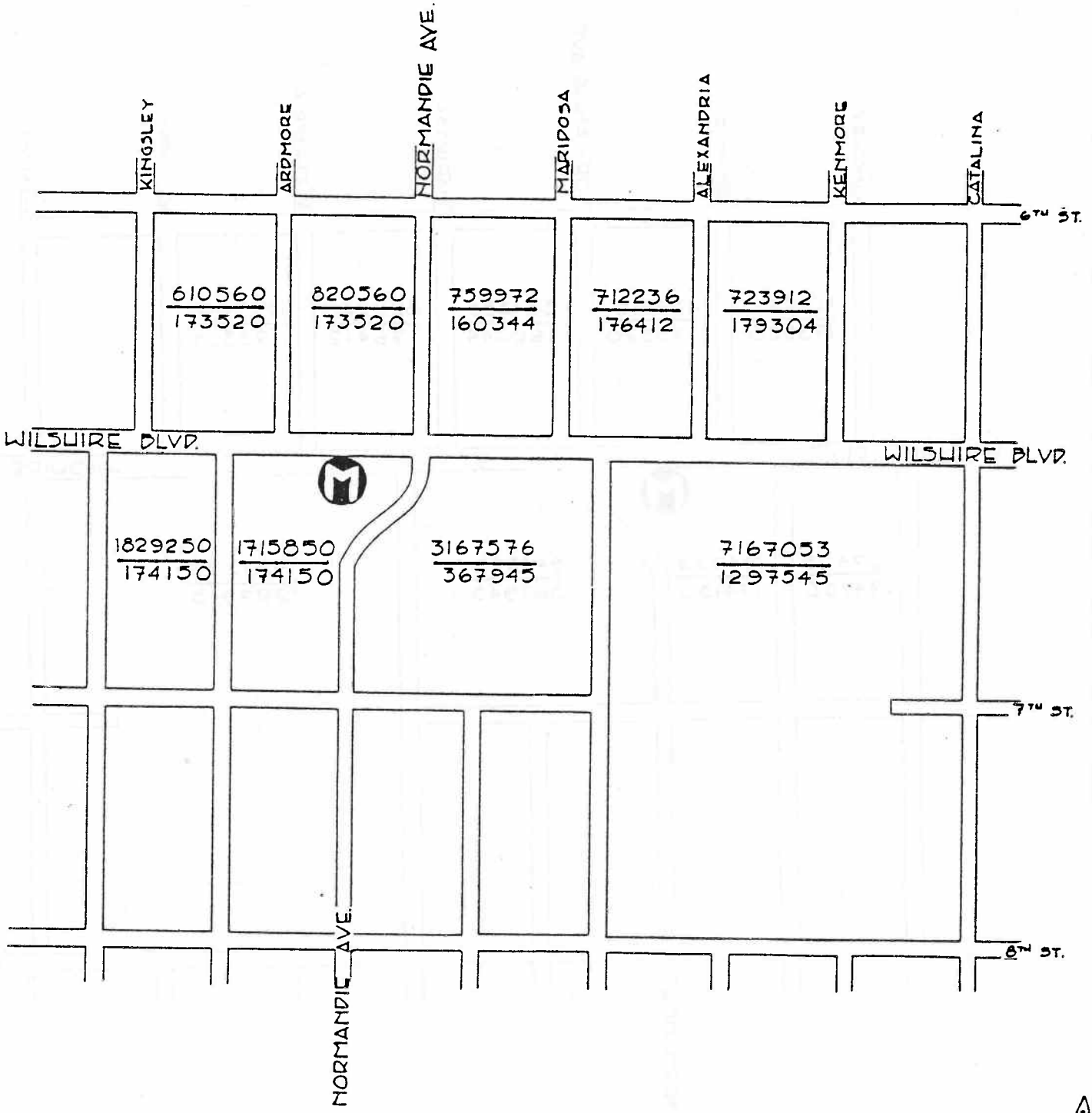
LAND USE

ALLOWED BY SPECIFIC PLAN

SQ. FT.
BLOCK AREA

SOURCE:
· LADOP

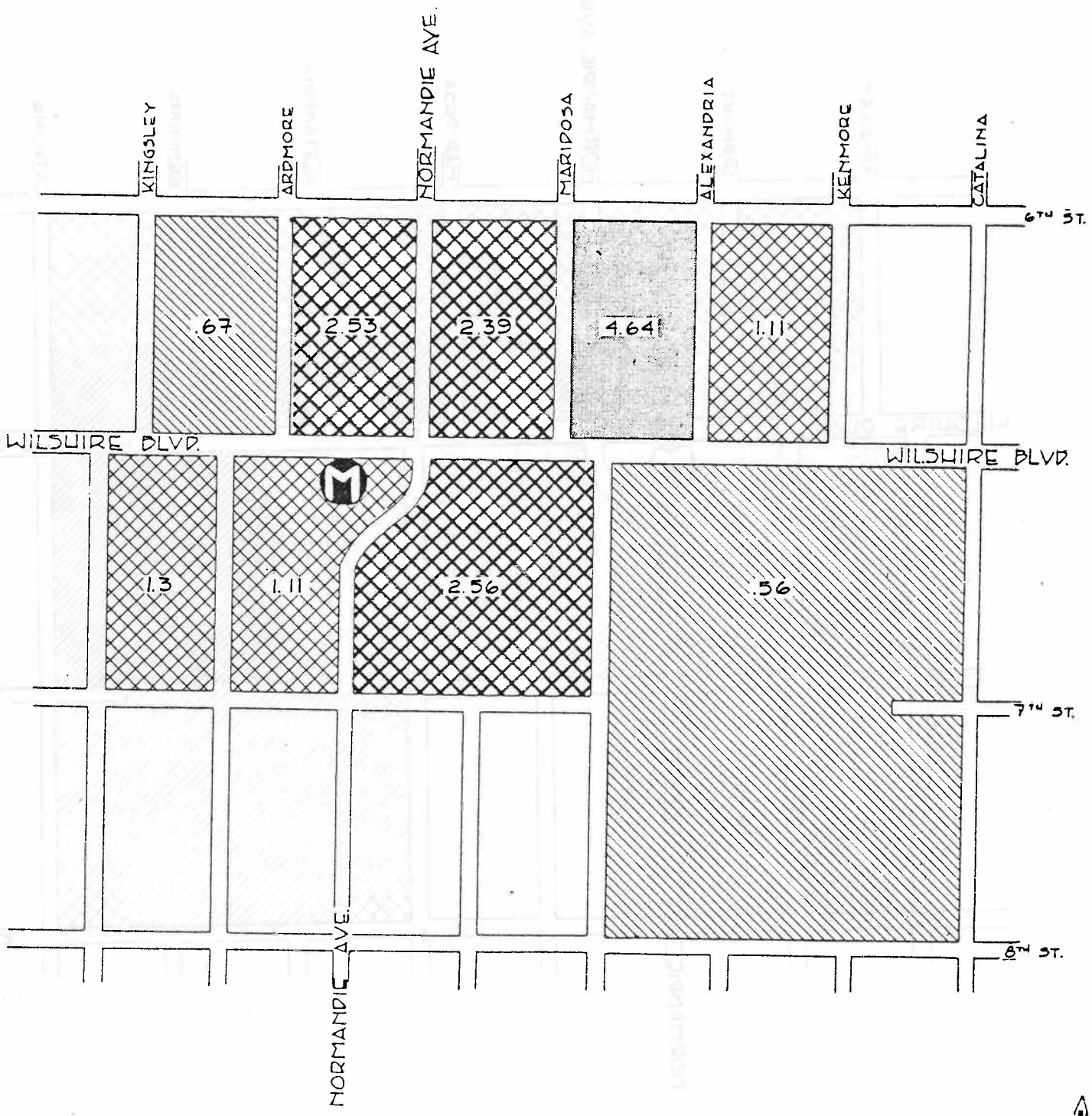
EXISTING SQUARE FOOTAGE



SQ. FT.
BLOCK AREA

SOURCE:
· LADOP

SQUARE FOOTAGE ALLOWED BY SPECIFIC PLAN



.50 - .99

1.0 - 1.99

2.0 - 3.99

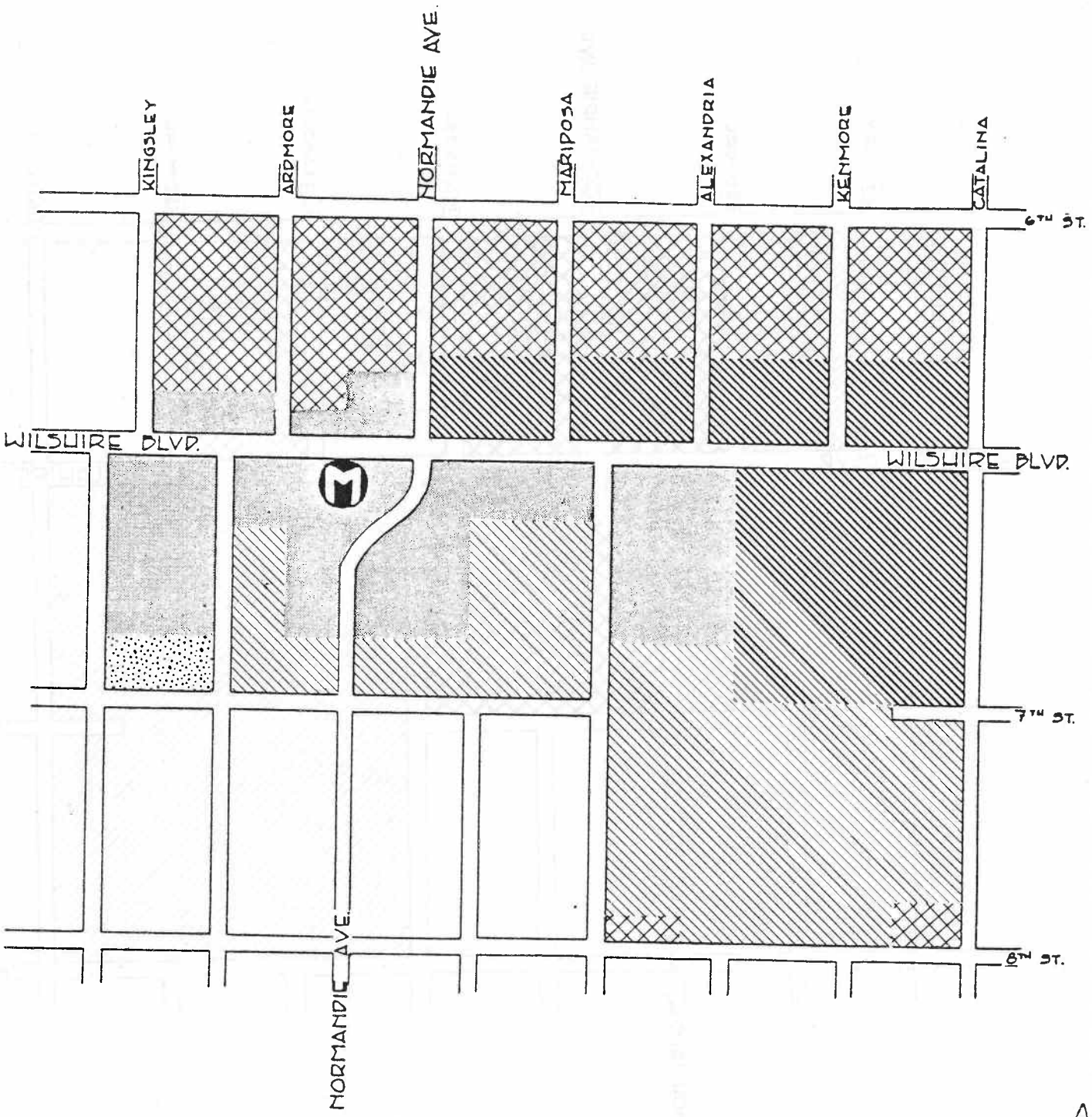
4.0 - 4.99

SOURCE:

· FIELD WORK

FLOOR AREA RATIOS

EXISTING



13:1 (182 TRIPS) COMMERCIAL

6:1 (84 TRIPS) COMMERCIAL

3:1 (42 TRIPS) 3 STORIES MAX. COMMERCIAL

6:1 (84 TRIPS) RESIDENTIAL

3:1 (42 TRIPS) RESIDENTIAL

SOURCE:

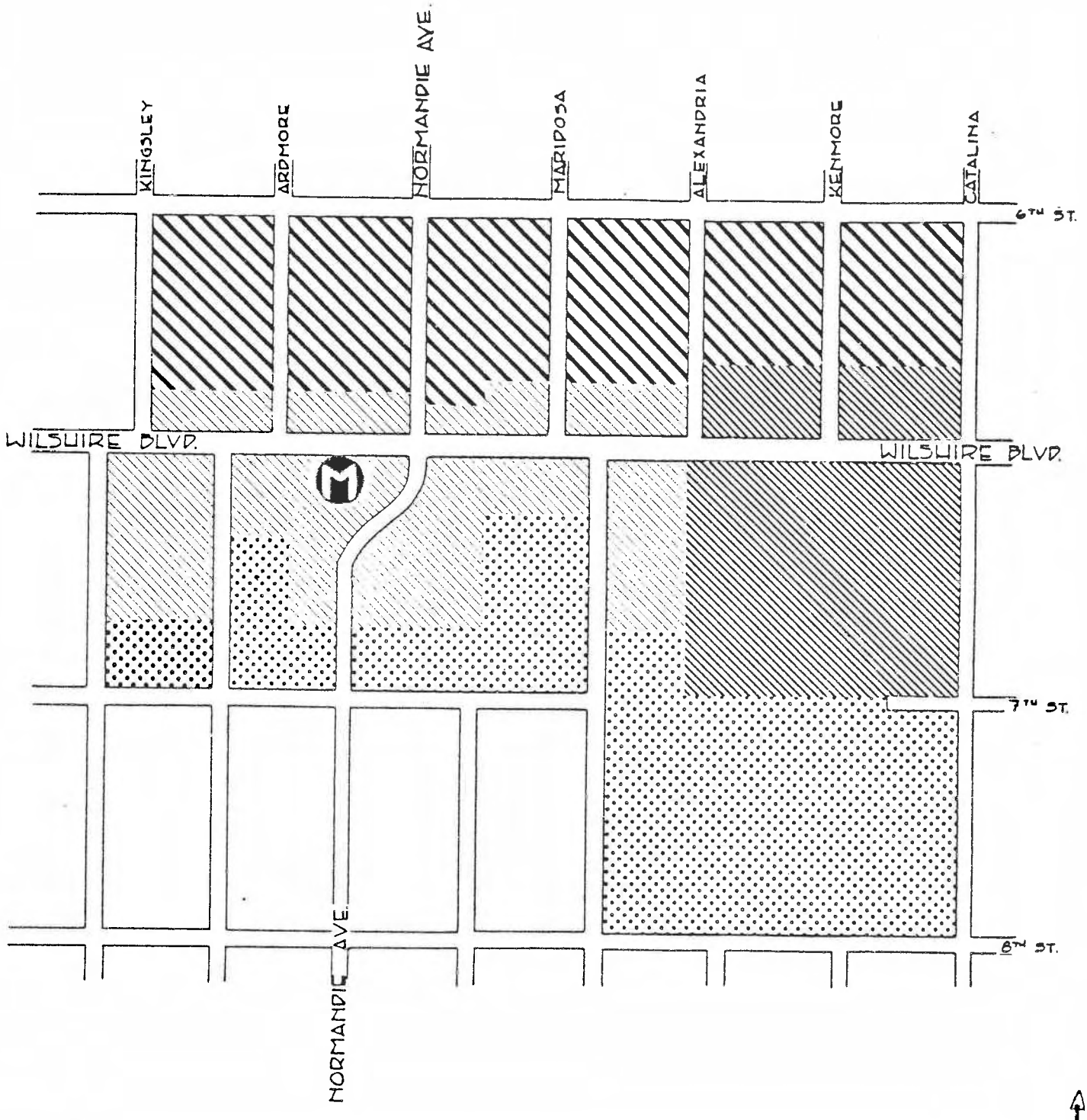
- LADOP

FLOOR AREA RATIO

ALLOWED BY SPECIFIC PLAN

NOTE:

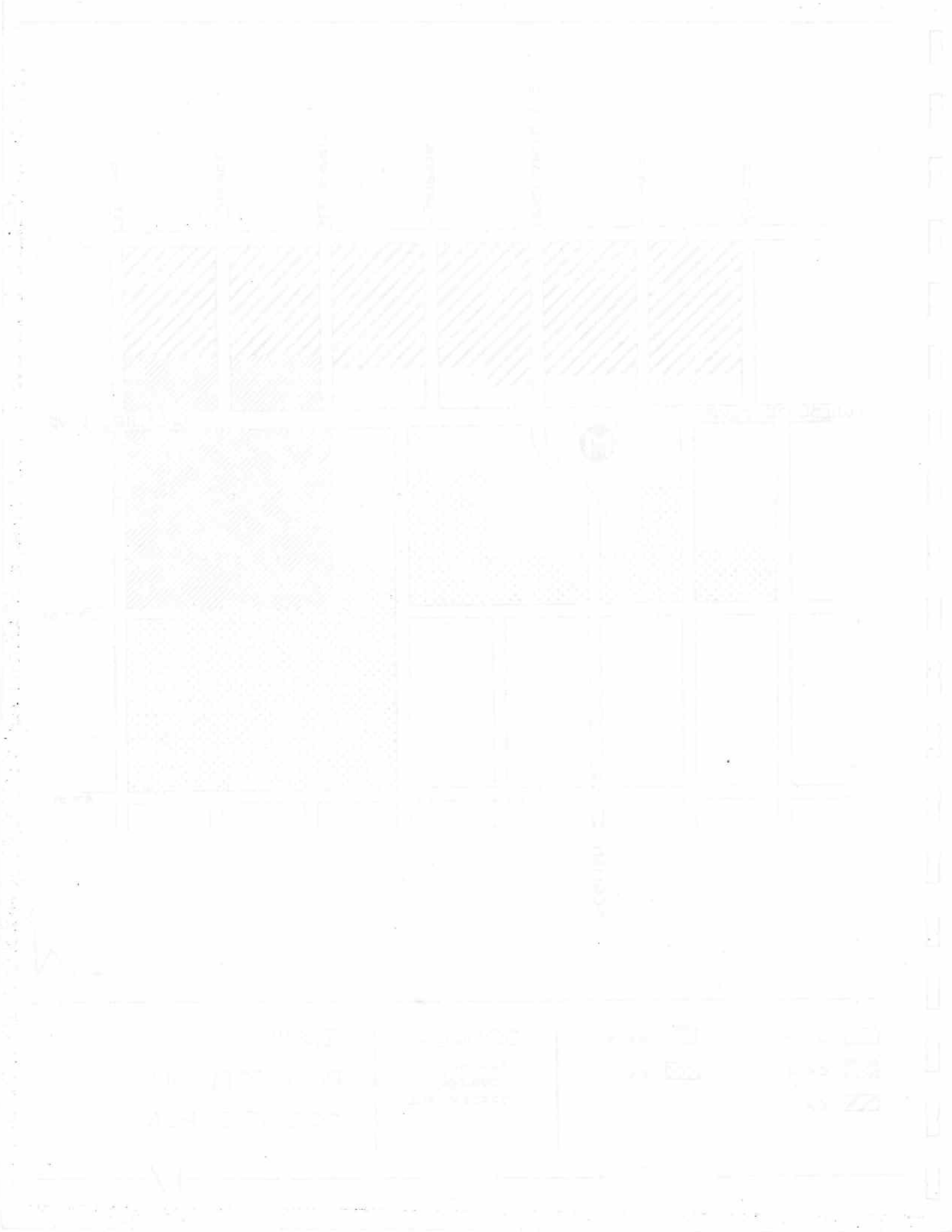
14 TRIPS/1000 ϕ = 1 FAR.



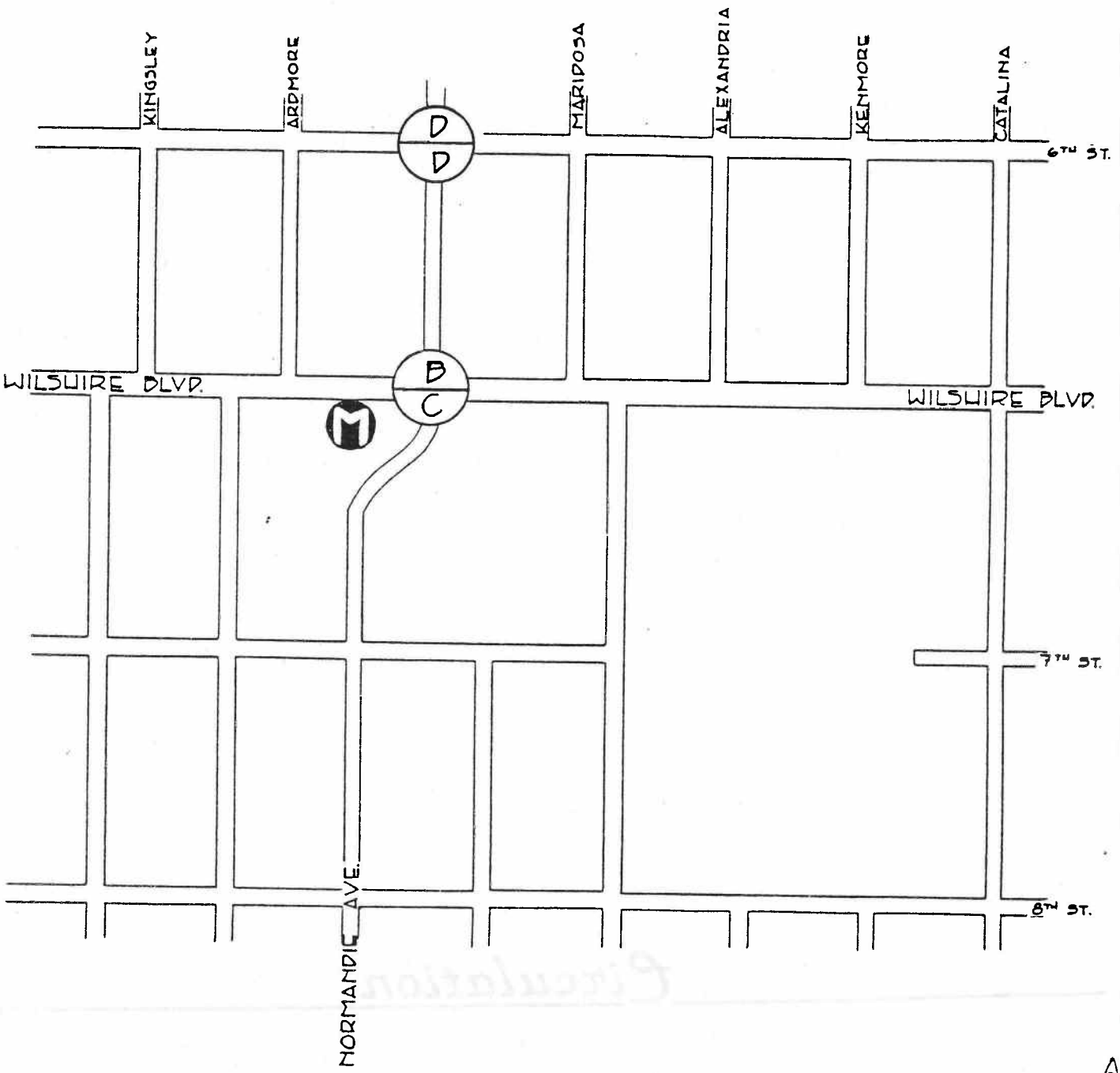
C4-4
C4-2
C2-IVL
R4-2
R3-1

SOURCE:
· TRANSIT CORRIDOR SPECIFIC PLAN

ZONING PROPOSED IN SPECIFIC PLAN



Circulation

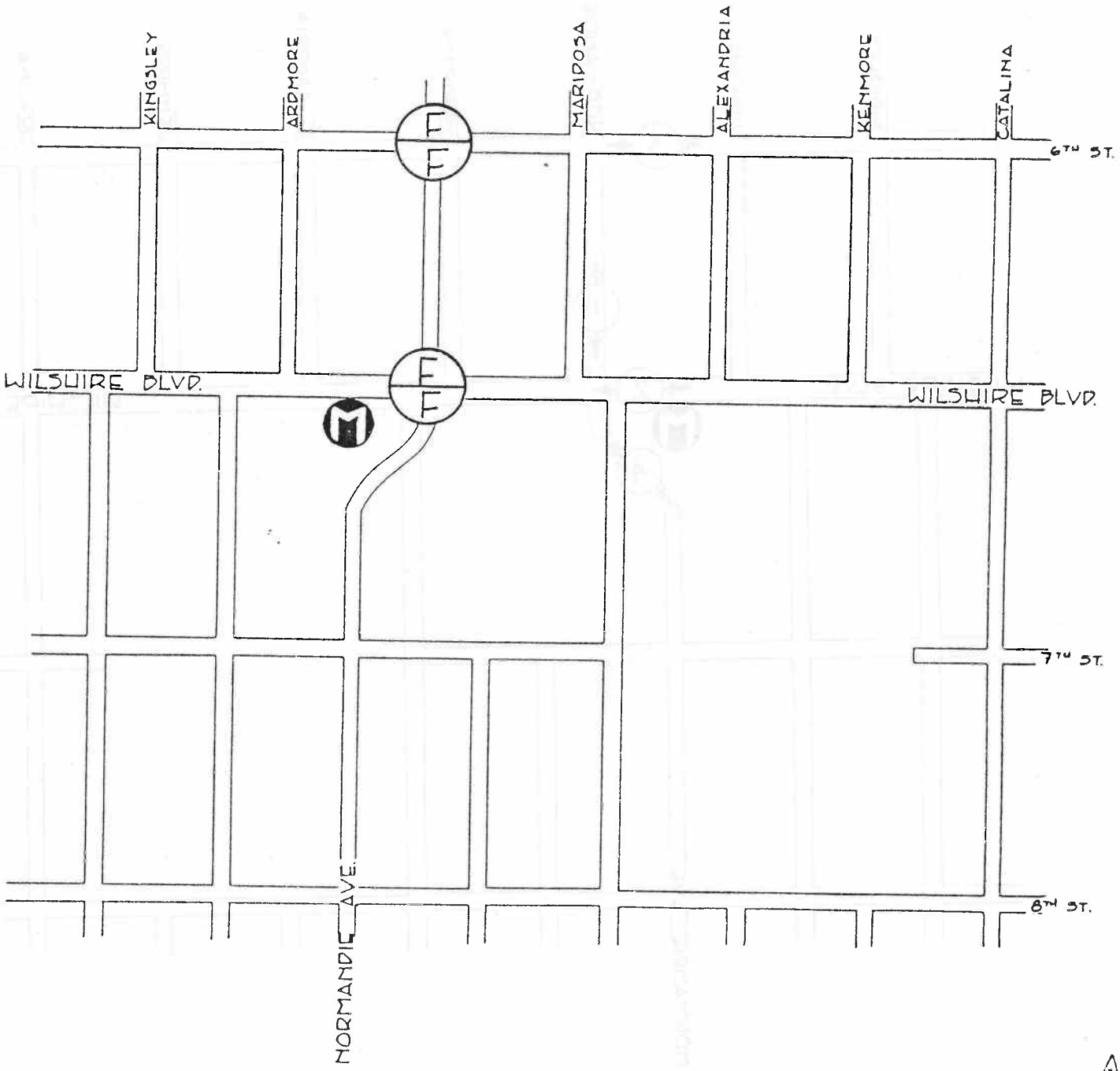


A : VERY LIGHT
B : LIGHT
C : DESIRABLE
D : NEAR CAP
E : AT CAPACITY
F : OVERLOAD

SOURCE:
- LADOT
- WILSHIRE CENTER SPECIFIC PLAN

CONGESTION AT KEY INTERSECTIONS

1980

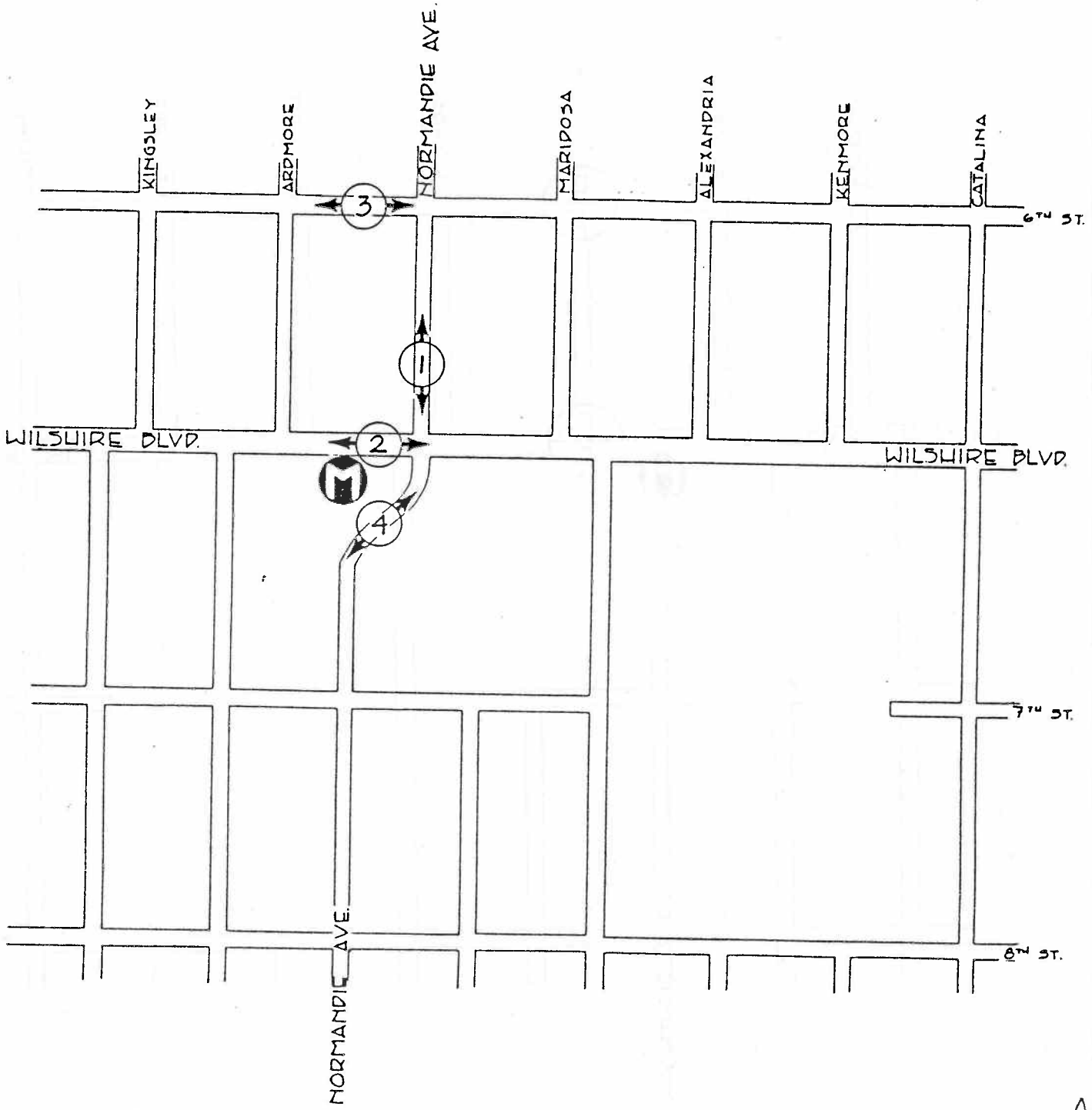


A : VERY LIGHT
B : LIGHT
C : DESIRABLE
D : NEAR CAP.
E : AT CAPACITY
F : OVERLOAD

SOURCE :
- LADOT
- WILSHIRE CENTER SPECIFIC PLAN

CONGESTION AT KEY INTERSECTIONS 2000

(PROJECTIONS BASED ON MAX. DEVELOPMENT ALLOWED BY SPECIFIC PLAN)



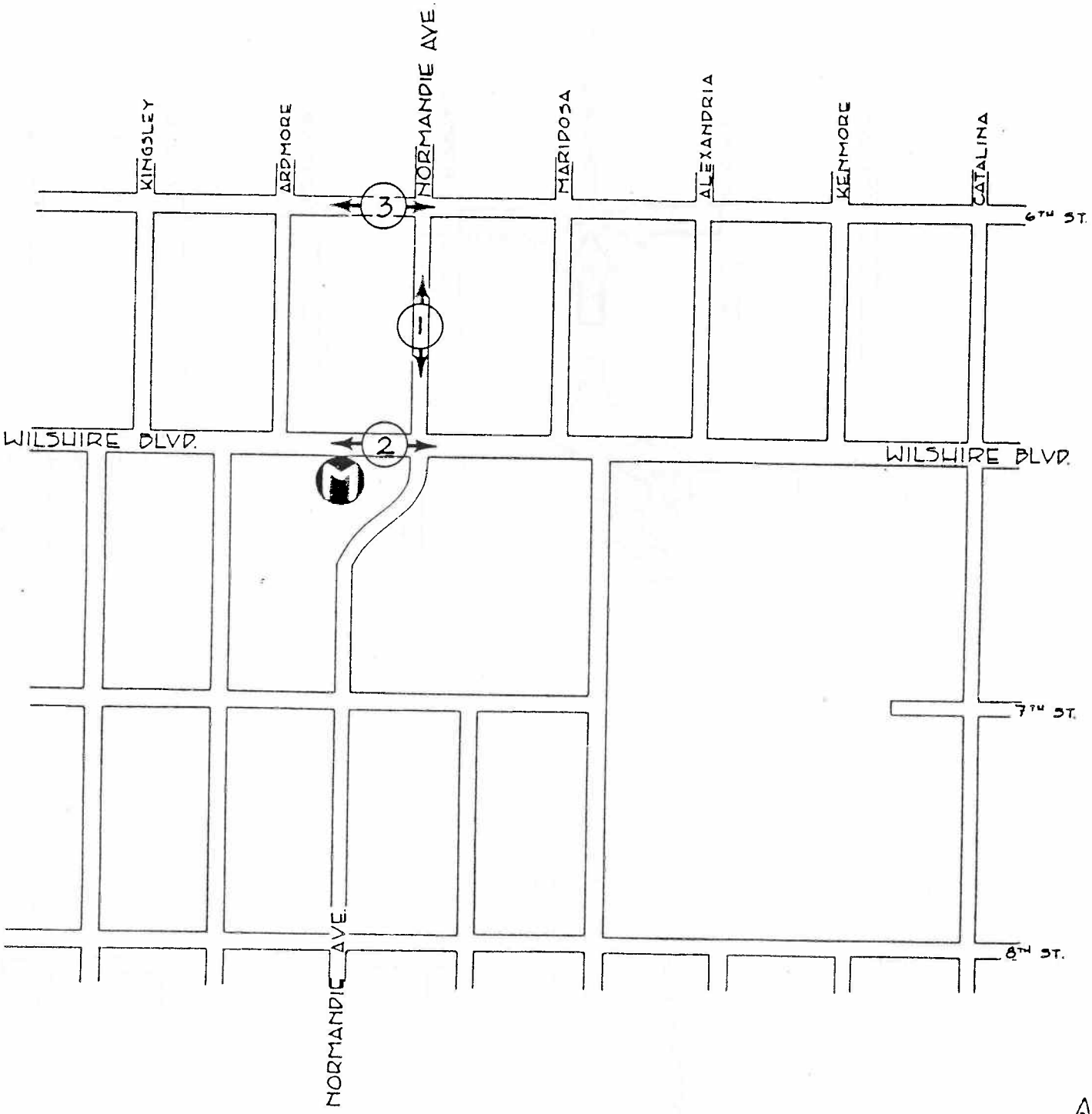
	TRIPS AT PEAK HRS		AVERAGE DAILY TRIPS	YEAR OF COUNT
	A.M.	PM		
(1)	1413	1522	17300	1981
(2)	2358	3073	32738	1981
(3)	1702	2269	23187	1983
(4)	1060	1400	14800	1980

SOURCE:

· LADOT
TRAFFIC COUNT BOOK
TRANSPORTATION
PLANNING DIV.

TRAFFIC COUNTS

(EXISTING)



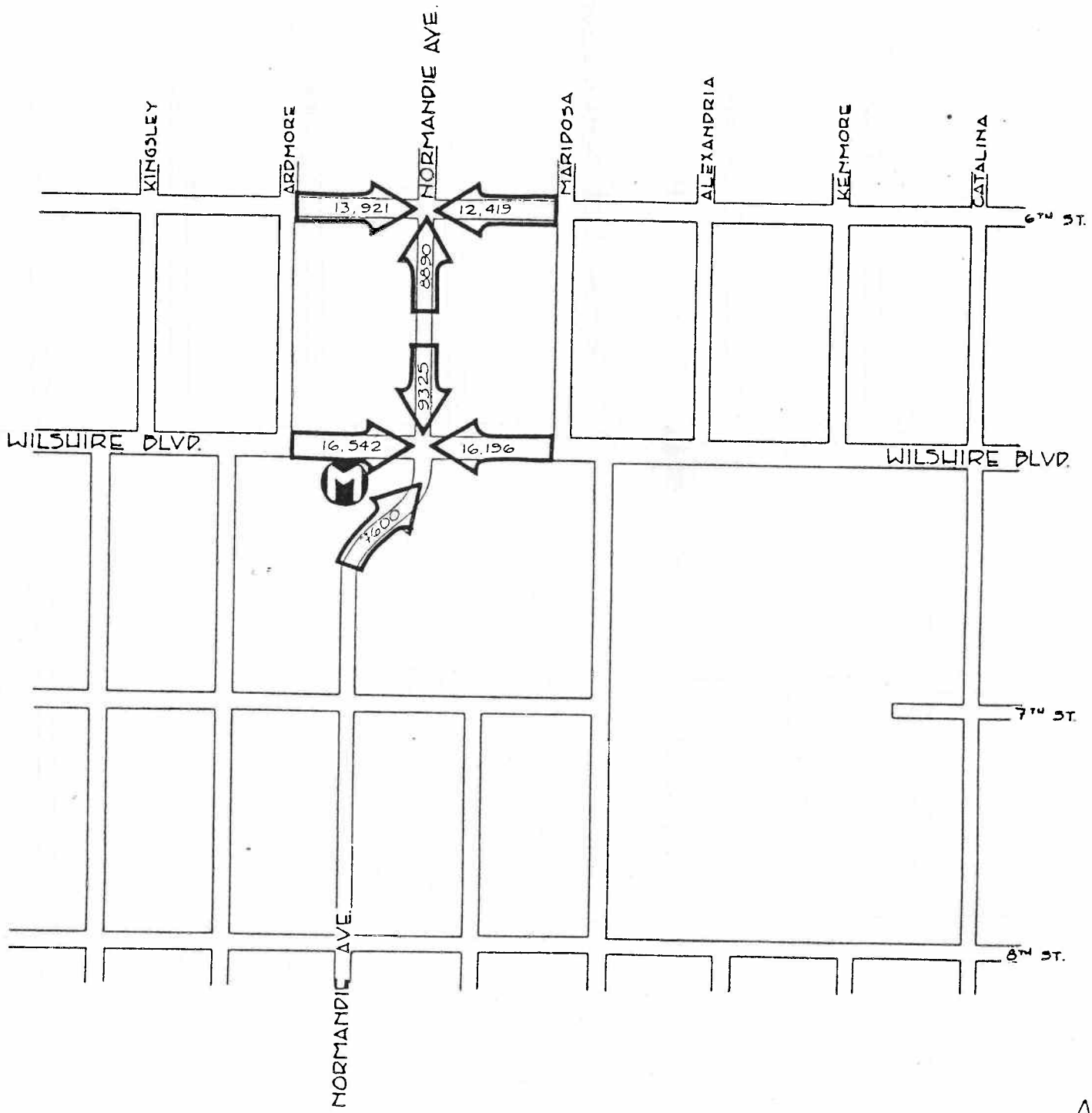
	TRIPS AT PEAK HRS		AVERAGE DAILY TRIPS
	A.M.	PM	
(1)	1990	2010	23400
(2)	2570	3340	39000
(3)	2310	2880	25400

SOURCE:

LADOT EST. BASED ON POP. PROJECTIONS OF THE SCAG '82 GROWTH FORCAST POLICY

TRAFFIC COUNTS

(PROJECTED - YR. 2000)



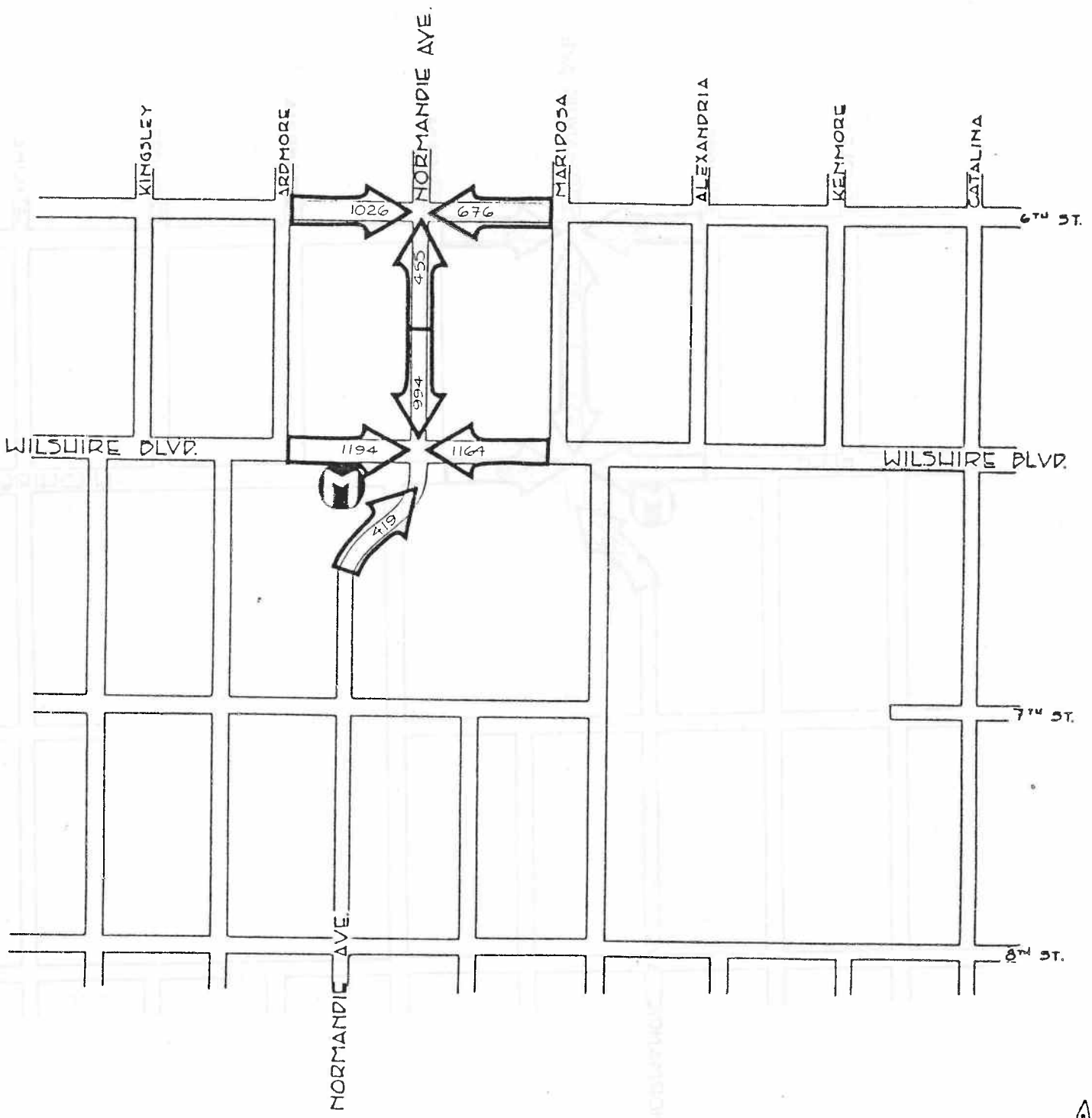
NUMBER OF VEHICLES ENTERING INTERSECTION FROM ONE DIRECTION

SOURCE:

- LADOT TRANSPORTATION PLANNING DIV. TRAFFIC COUNT BOOKS

TRAFFIC CONVERGING AT KEY INTERSECTIONS

AVERAGE DAILY TRIPS



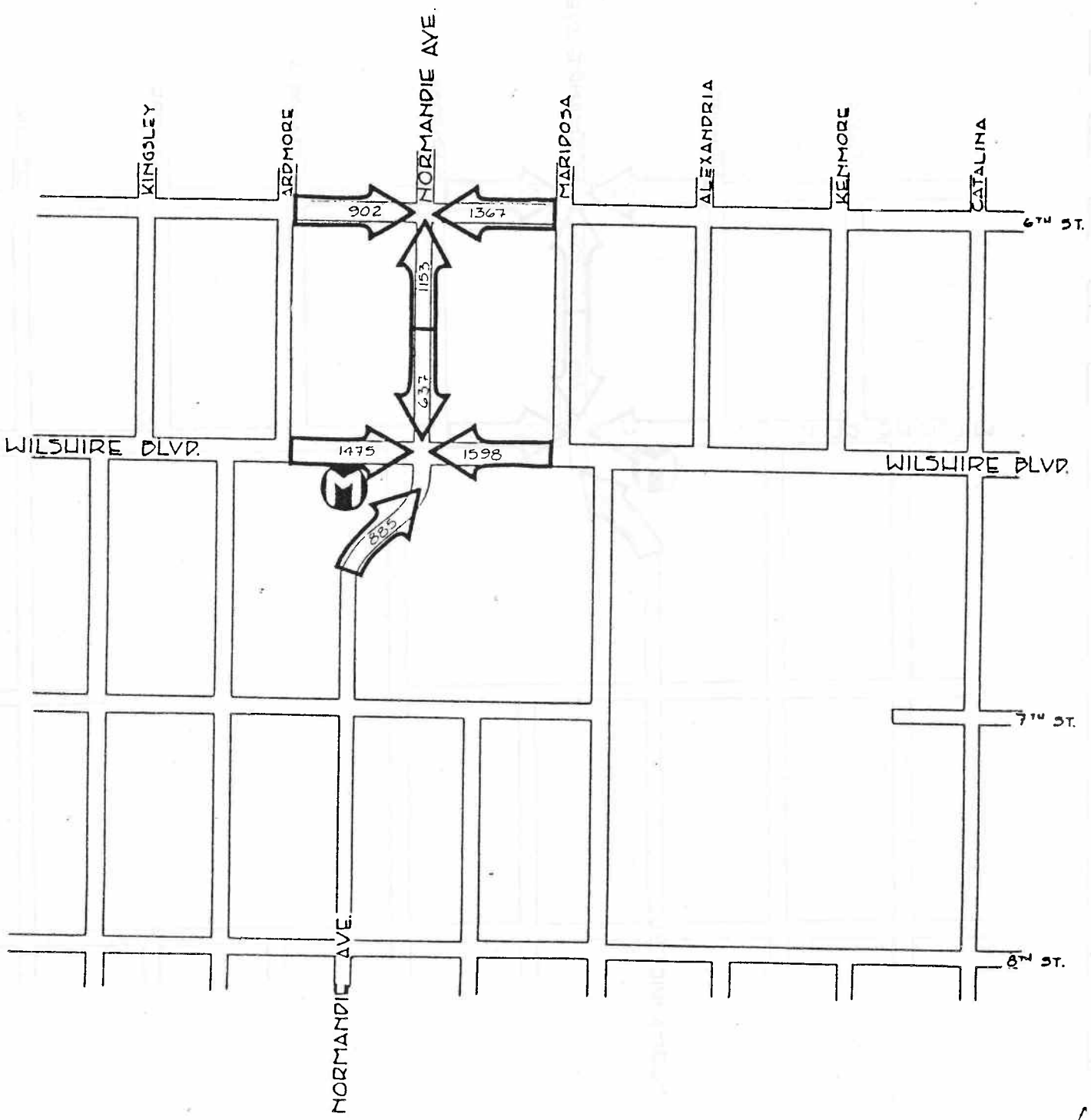
NUMBER OF VEHICLES ENTERING INTERSECTION FROM ONE DIRECTION

SOURCE:

LADOT TRANSPORTATION PLANNING DIV. TRAFFIC COUNT BOOKS

TRAFFIC CONVERGING AT KEY INTERSECTIONS

EXISTING A.M. PEAK TRAFFIC COUNTS



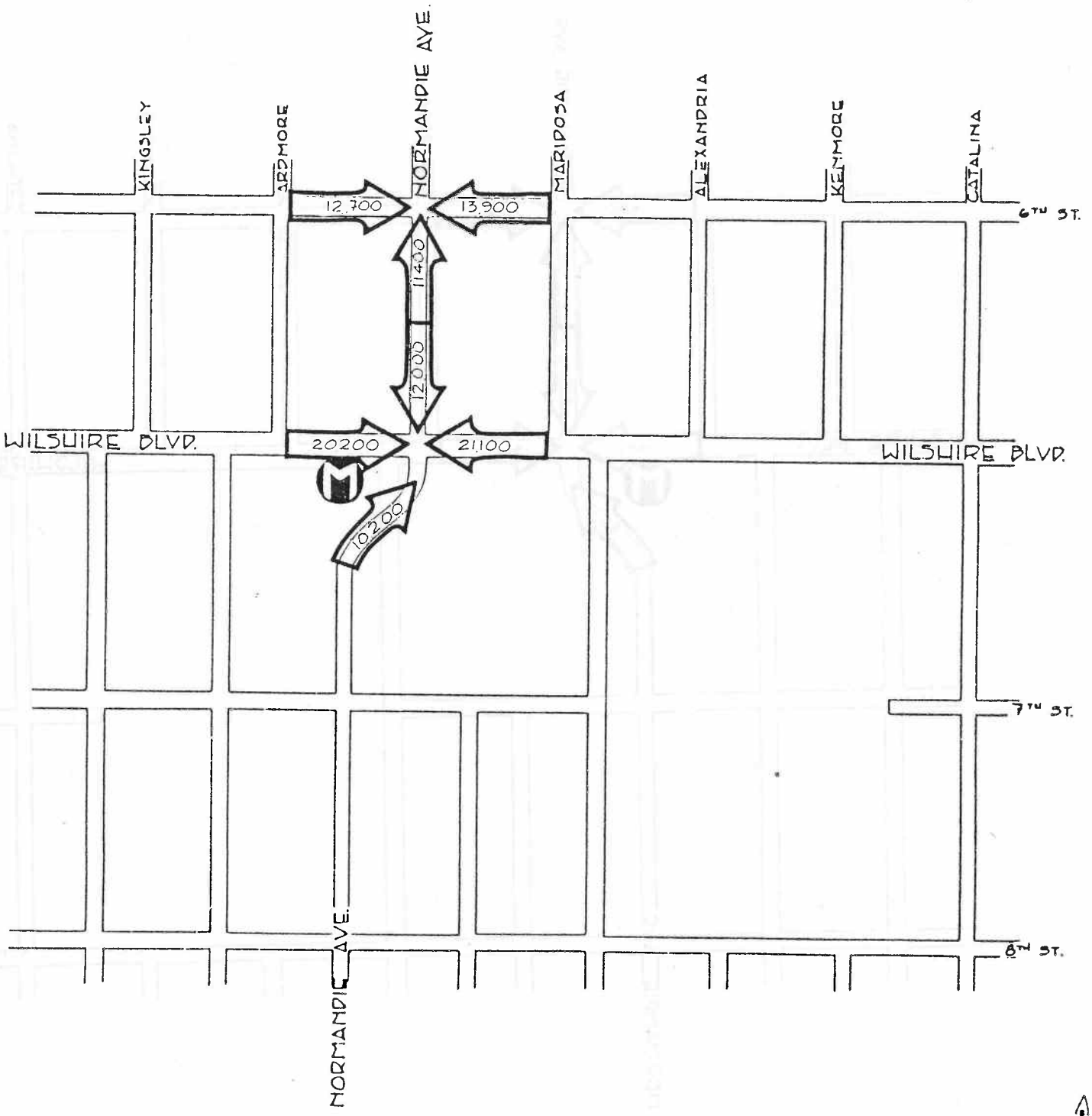
NUMBER OF VEHICLES ENTERING INTERSECTION FROM ONE DIRECTION

SOURCE:

- LADOT TRANSPORTATION PLANNING DIV. TRAFFIC COUNT BOOKS

TRAFFIC CONVERGING AT KEY INTERSECTIONS

EXISTING P.M. PEAK TRAFFIC COUNTS



NUMBER OF VEHICLES ENTERING INTERSECTION FROM ONE DIRECTION

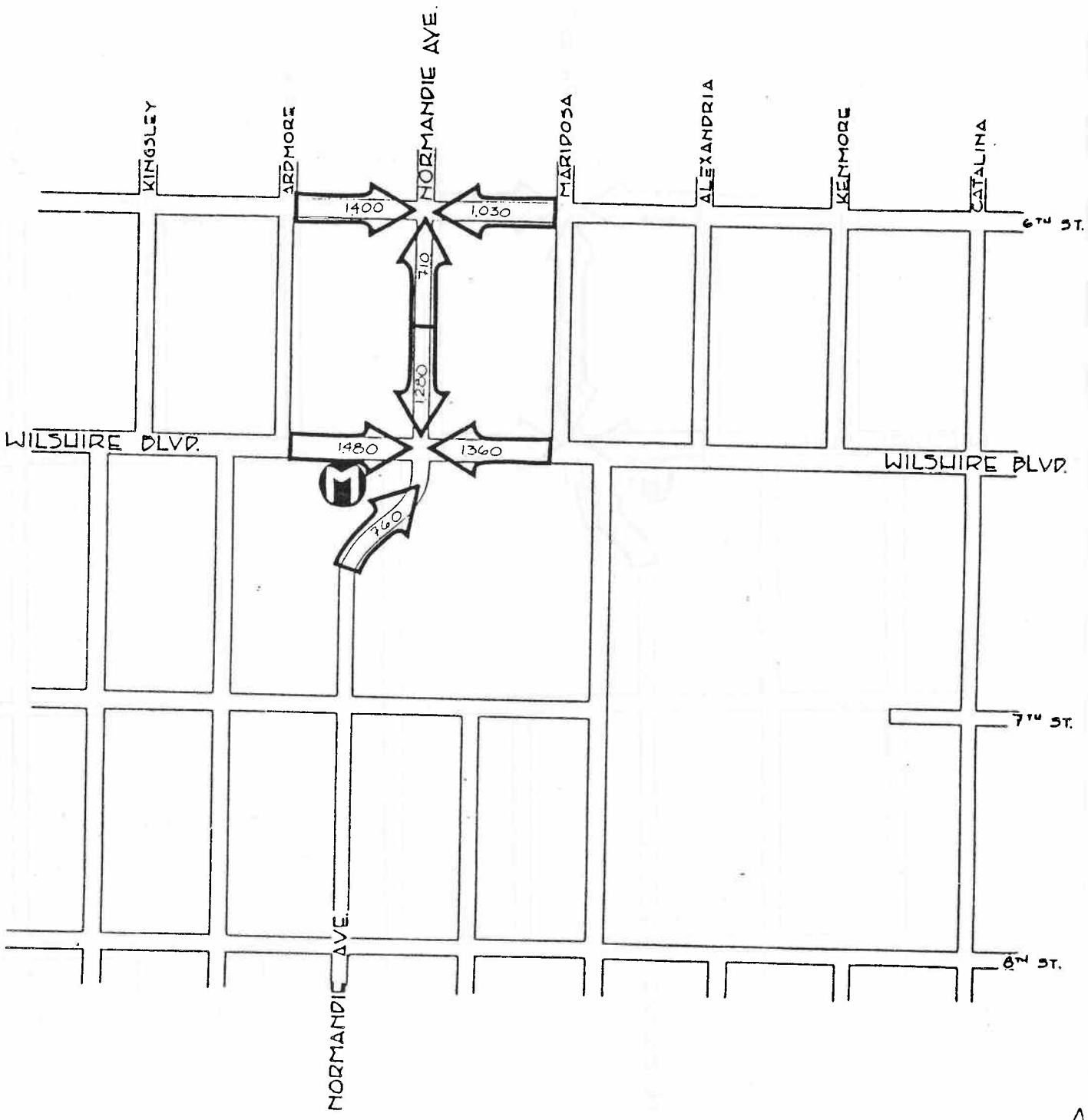
SOURCE:

- LADOT EST. BASED ON POPULATION PROJECTIONS OF SCAG '82 GROWTH FORECAST POLICY

TRAFFIC CONVERGING AT KEY INTERSECTIONS

(PROJECTED YR. 2000)

AVERAGE DAILY TRIPS



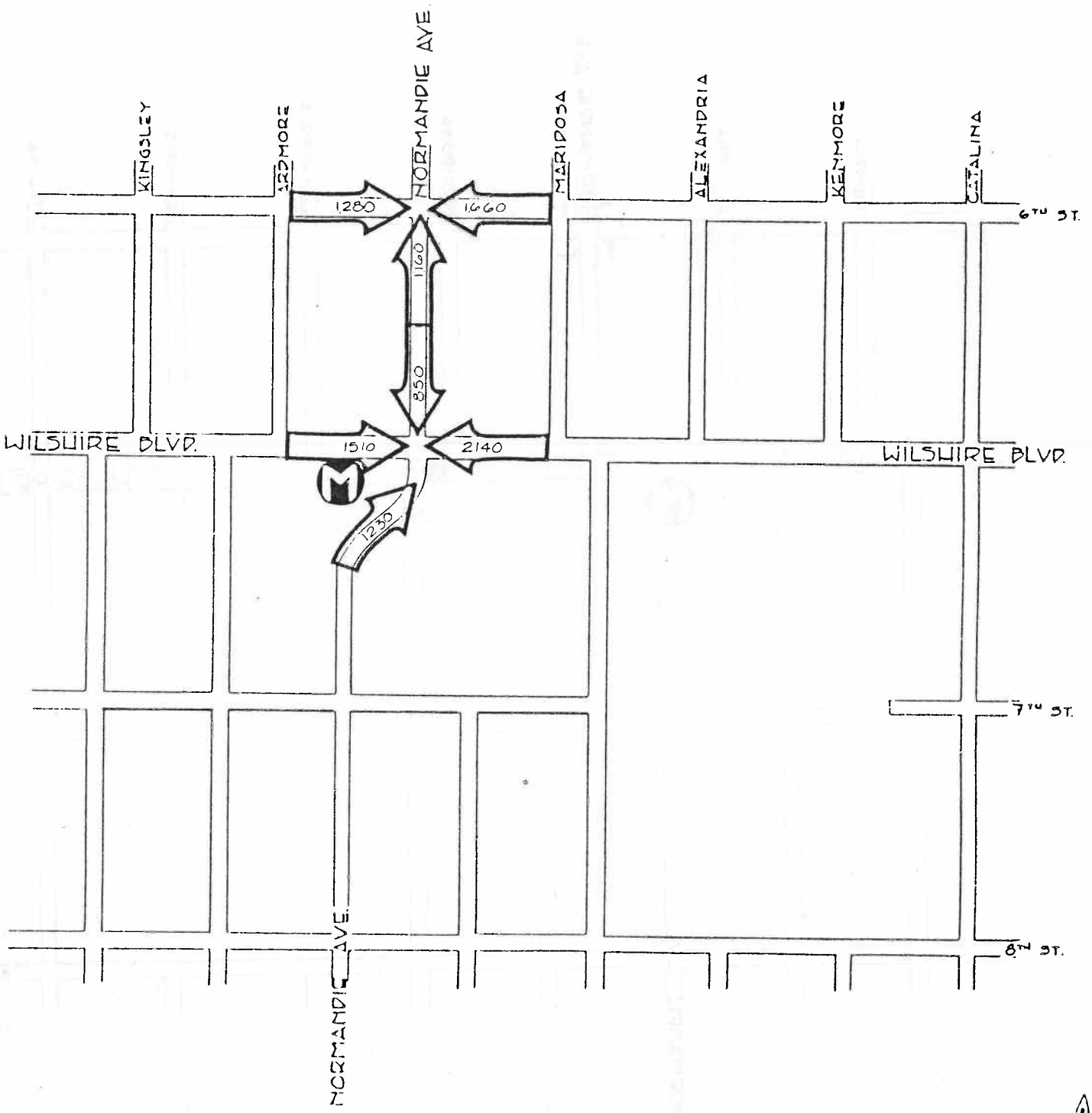
NUMBER OF VEHICLES ENTERING INTERSECTION FROM ONE DIRECTION

SOURCE:

· LADOT EST. BASED ON POPULATION PROJECTIONS OF SCAG '82 GROWTH FORECAST POLICY

TRAFFIC CONVERGING AT KEY INTERSECTIONS

YR. 2000 A.M. PEAK TRAFFIC PROJECTIONS



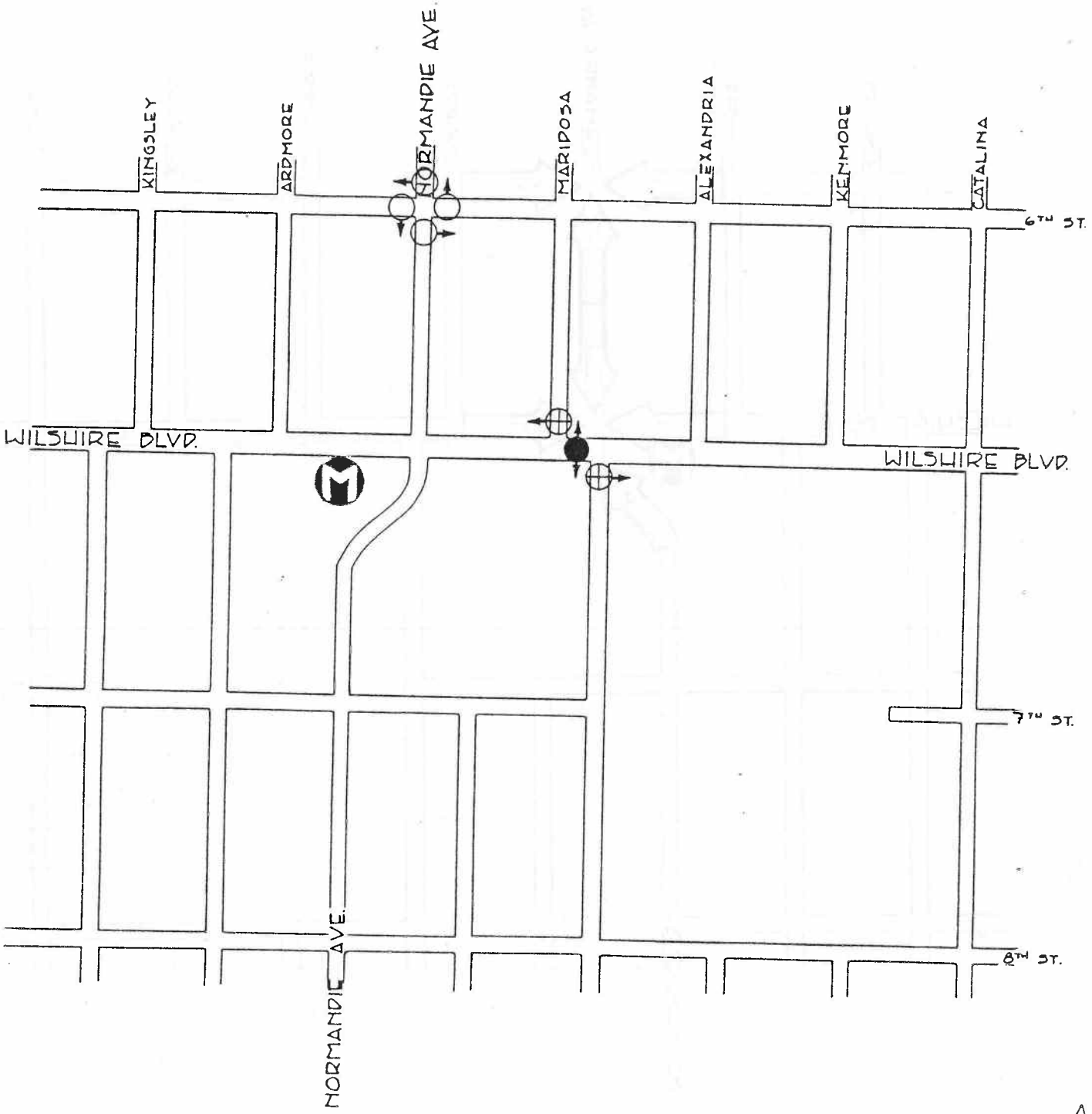
NUMBER OF VEHICLES ENTERING INTERSECTION FROM ONE DIRECTION

SOURCE:

- LADOT EST. BASED ON POPULATION PROJECTIONS OF SCAG '82 GROWTH FORECAST POLICY

TRAFFIC CONVERGING AT KEY INTERSECTIONS

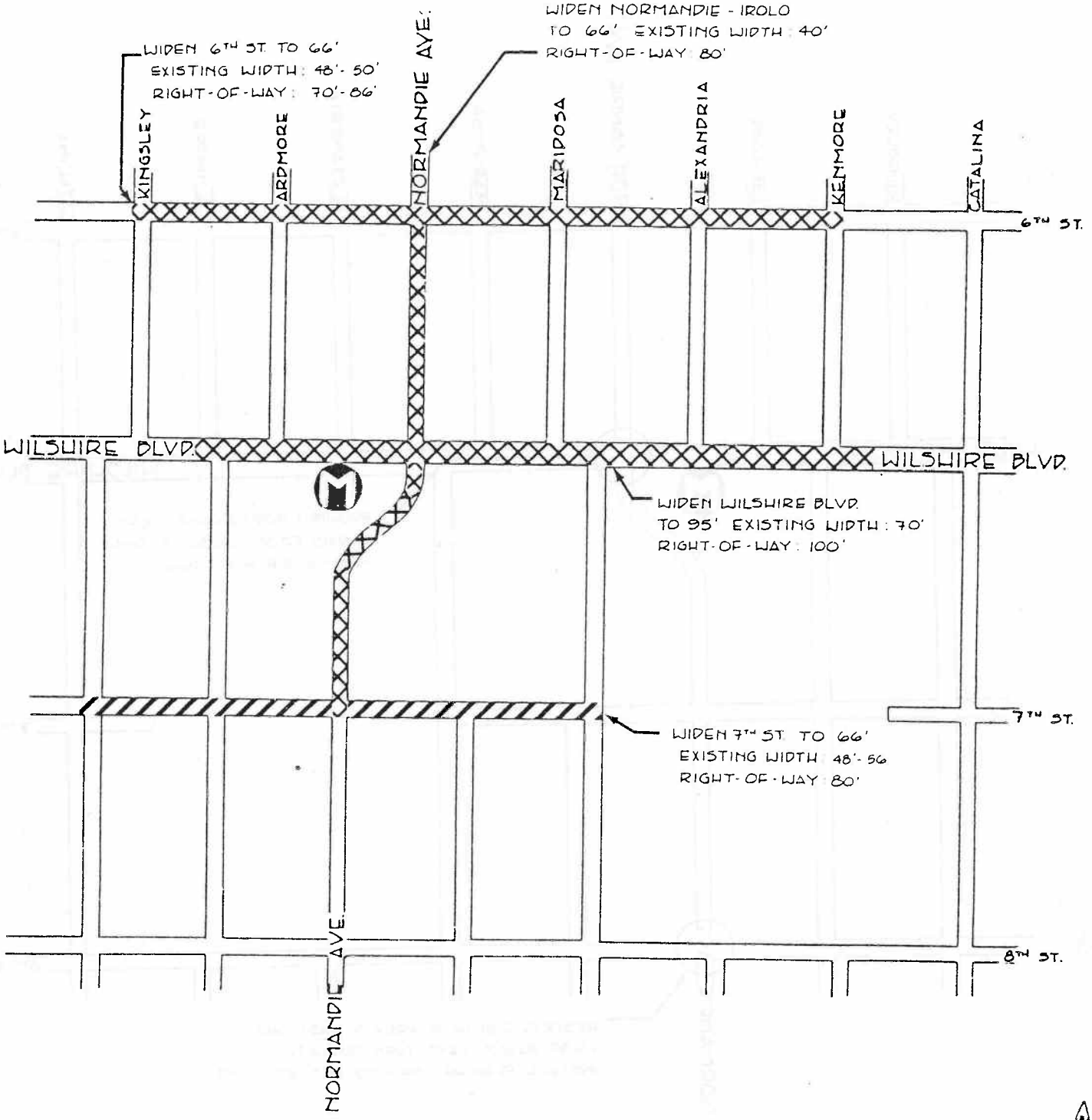
YR. 2000 P.M. PEAK TRAFFIC PROJECTIONS



○ 0-500
◉ 501-1000
⊕ 1001-1500
⊕ 1501-2000
● 2001+

SOURCE:
· LADOT
TRAFFIC SURVEY DIV.

PEDESTRIAN COUNTS AT CROSSWALKS
7-10 A.M./3-6 P.M.



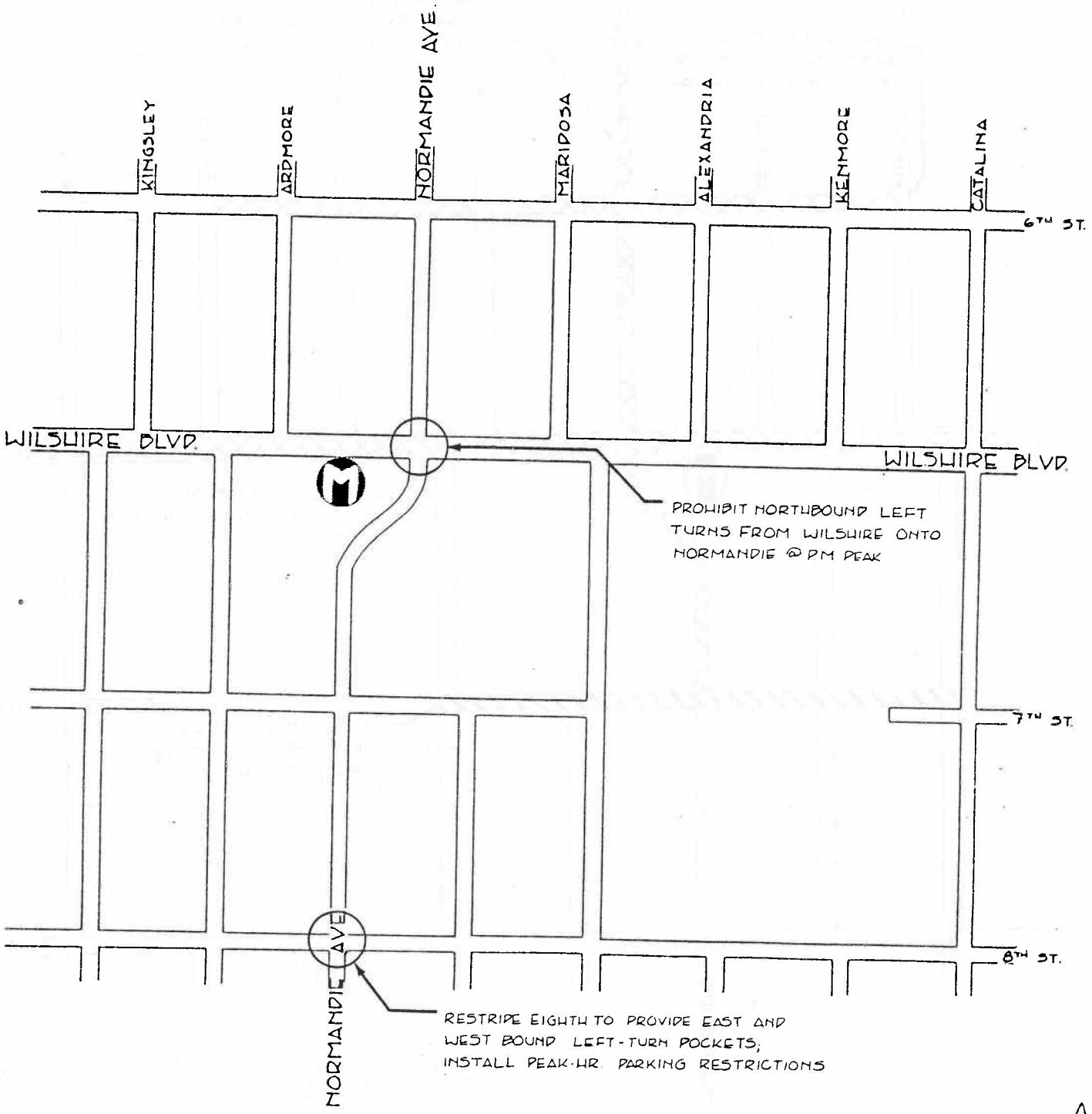
XXXX CRITICAL

//// NEEDED

SOURCE:

- LADOT CLASSIFICATION OF INFRASTRUCTURE NEEDS FOR METRO RAIL STATION AREA DEVELOPMENT

TRAFFIC DEMAND REQUIREMENTS



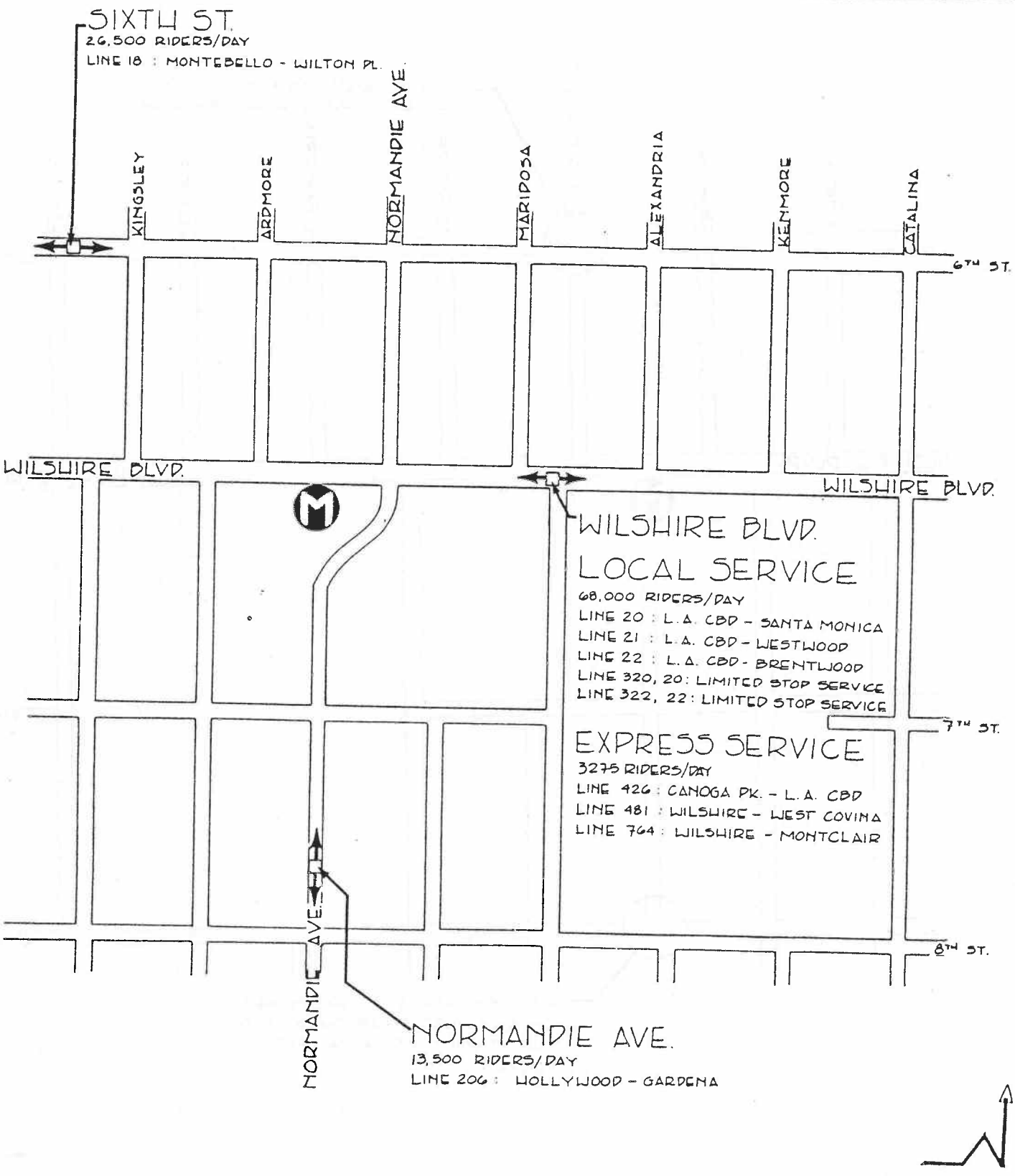
SOURCE:
TRAFFIC MITIGATION, EIS

TRAFFIC MITIGATION PROPOSED IN E.I.S.

SOURCE:

STATION AREA
CAPACITY ANALYSIS

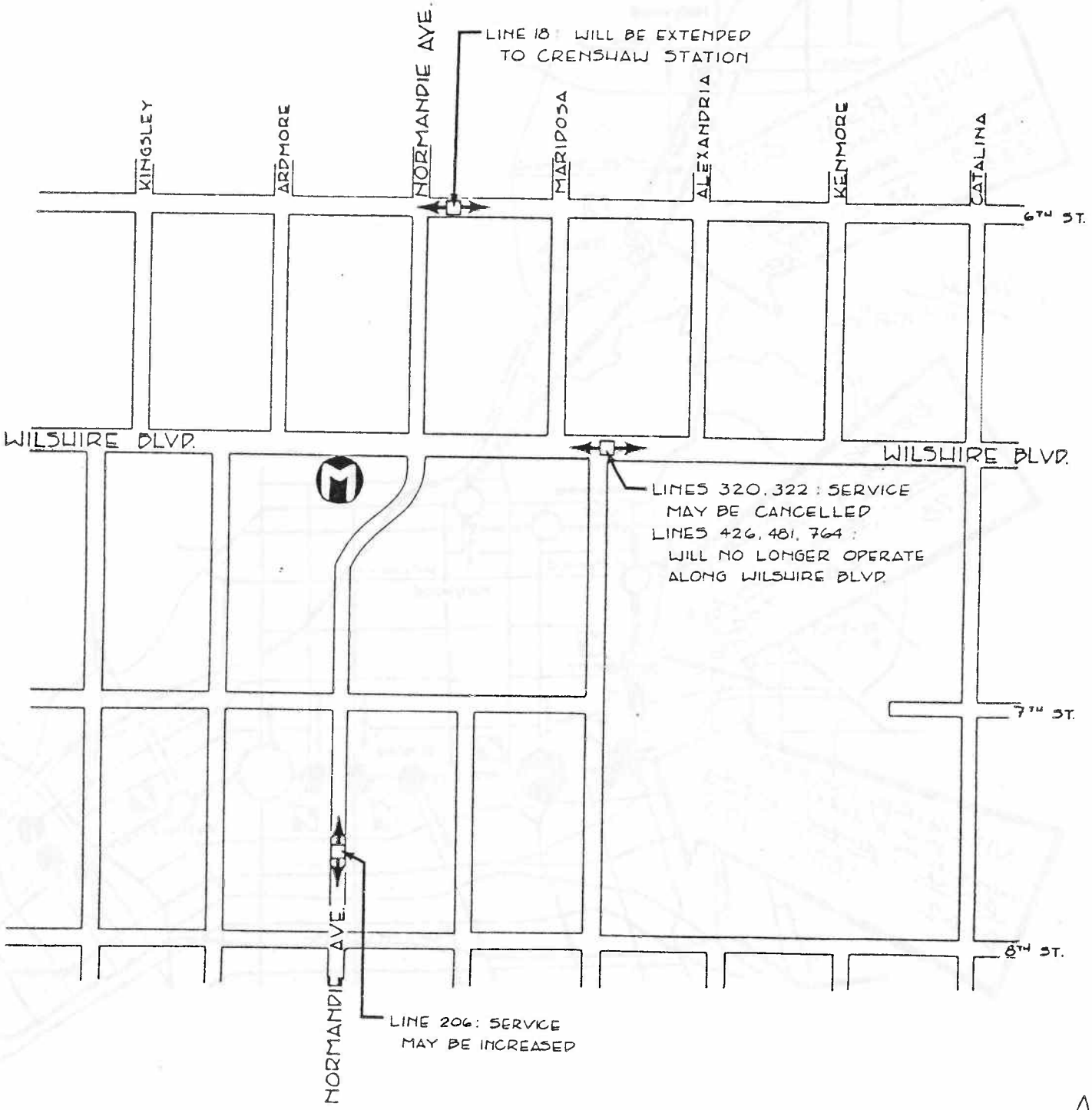
POTENTIAL STREET IMROVEMENTS



SOURCE:

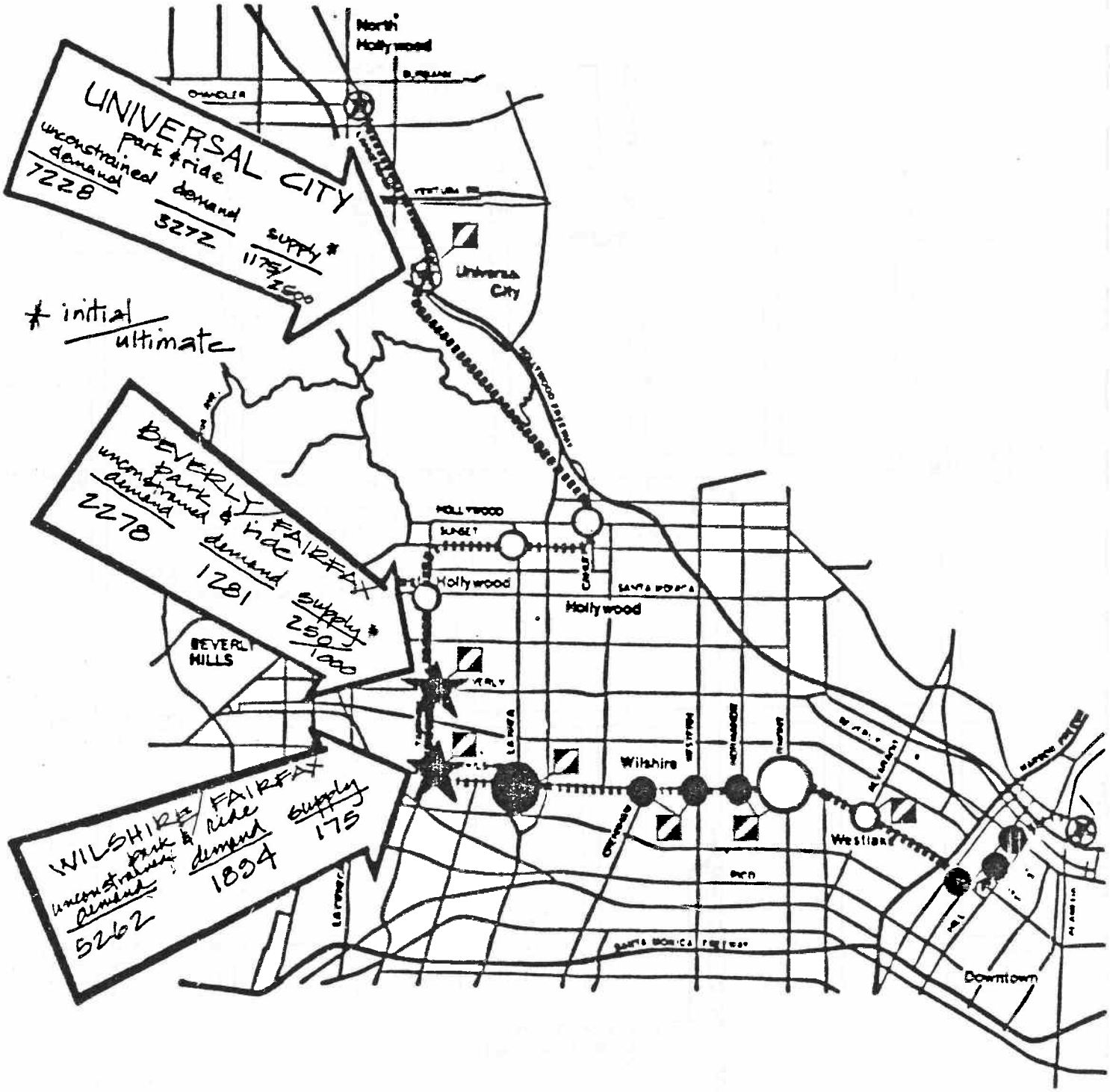
- SCRTD
  MILESTONE 9

EXISTING BUS LINES, ROUTES & PATRONAGE 1983



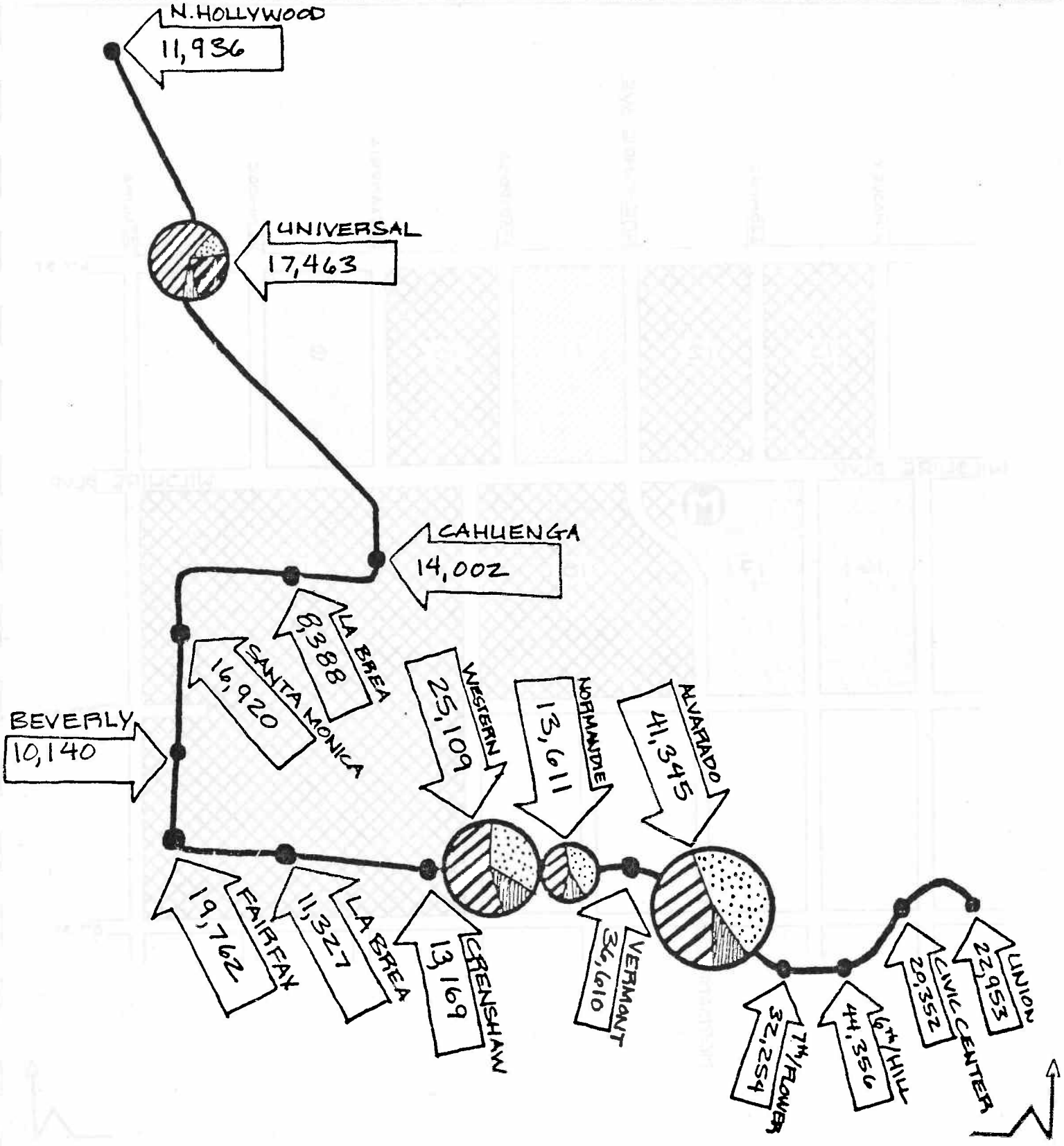
SOURCE:
· SCRTD MILESTONE 9

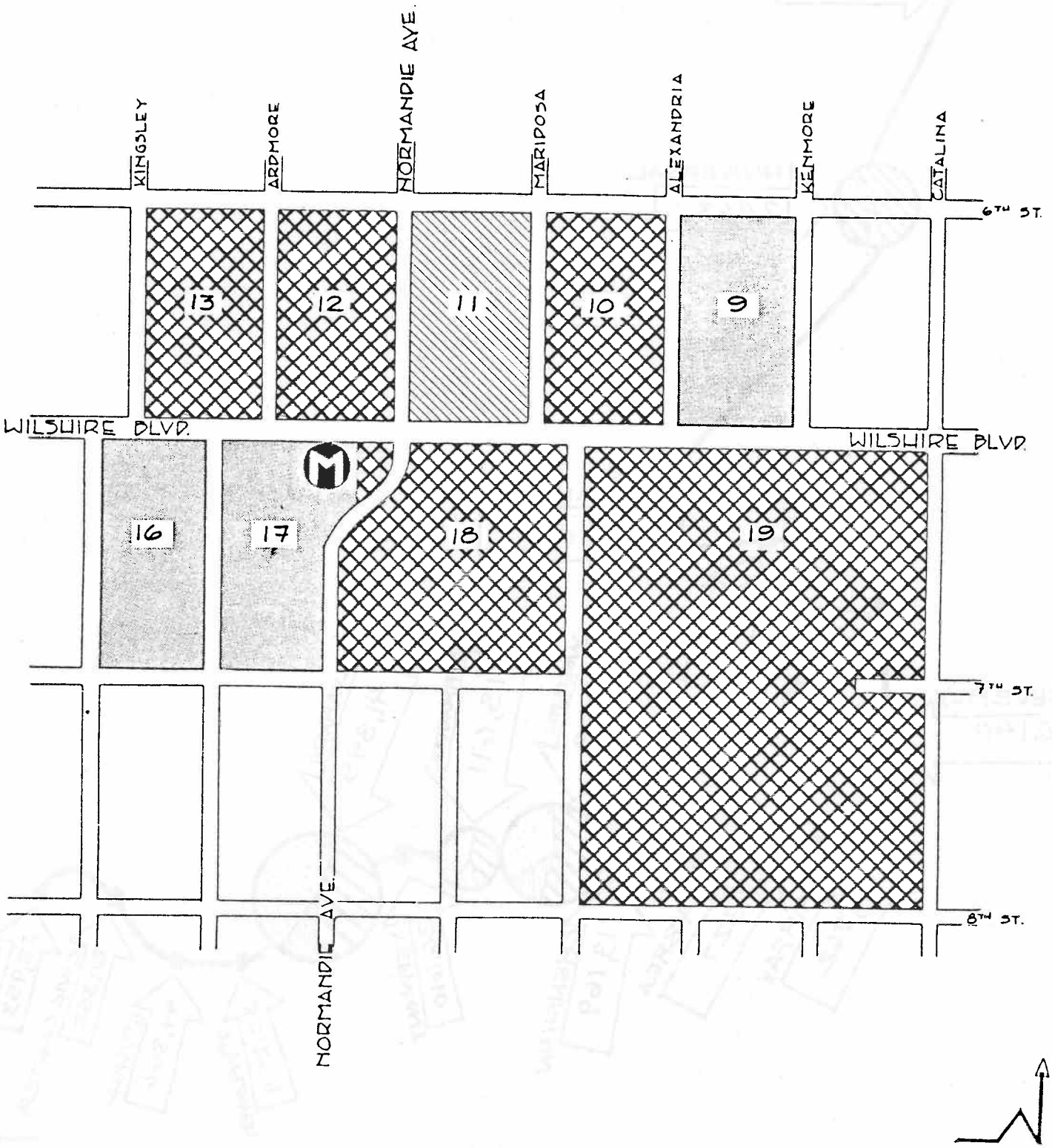
CHANGES IN BUS TRAFFIC AND FACILITIES DUE TO METRO RAIL
(PROPOSED BY SCRTD)



SOURCE:
- E.I.S.

PARK & RIDE AND KISS & RIDE FACILITIES ALONG METRO RAIL


N. HOLLYWOOD
11,936
UNIVERSAL
17,463
CAHUENGA
14,002
LA BREA
8,388
SANTA MONICA
16,920
BEVERLY
10,140
WESTERN
25,109
NORMANDIE
13,611
ALVARADO
41,345
FAIRFAX
19,762
11,327
LA BREA
CRENSHAW
13,169
VERMONT
36,610
7TH/FLOWER
32,254
6TH/HILL
44,356
CIVIC CENTER
20,352
UNION
22,953
WALK
BUS
KISS & RIDE
PARK & RIDE
SOURCE
· E.I.S
ACCESS MODE TO METRO RAIL STATIONS
SECOND TIER STATIONS



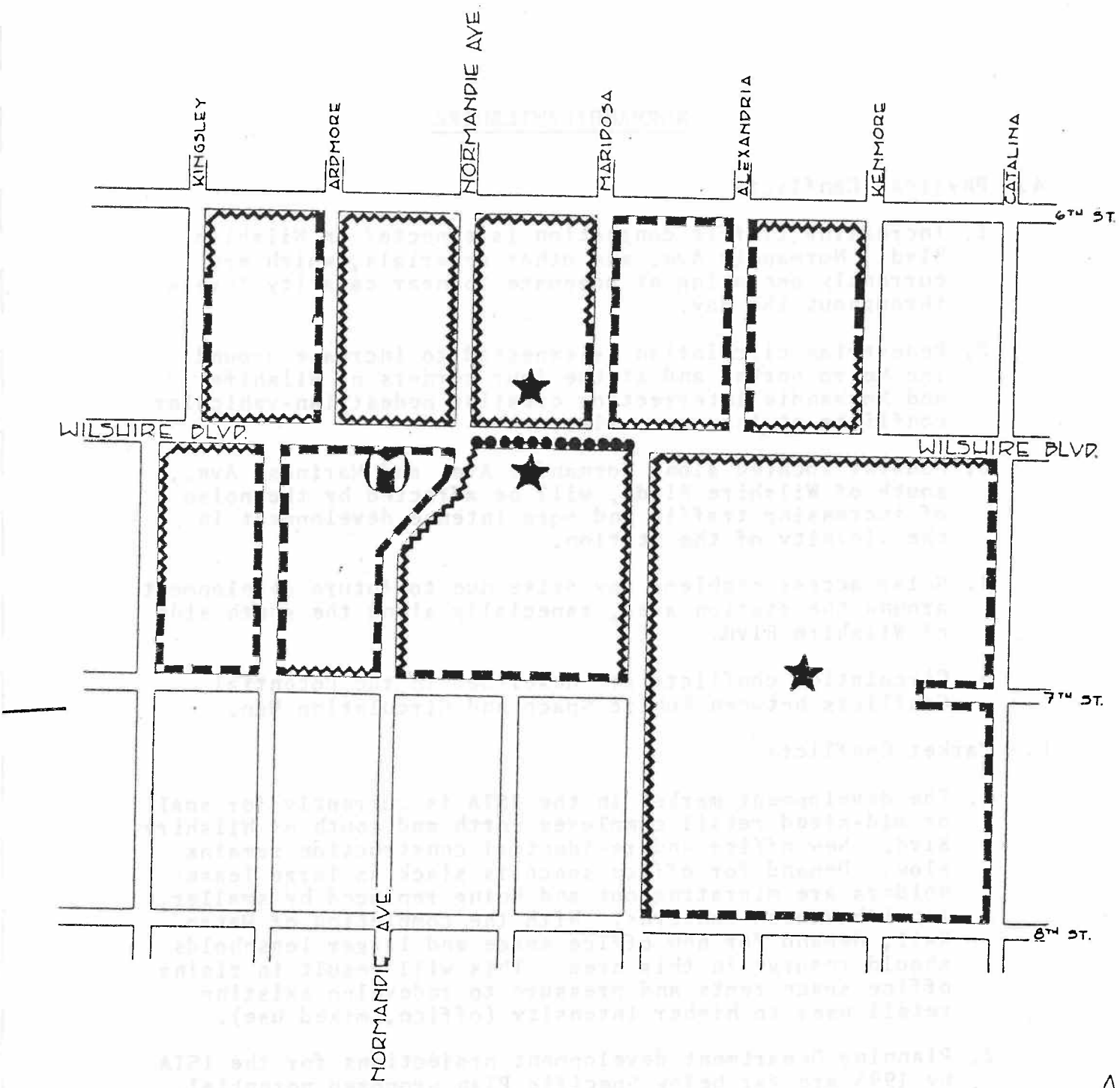
OCCUPANCY RATIO	BLOCK #	USAGE/SUPPLY
.80 - 1.0	9, 16, 17	394/482
	16	2232/2457
	17	651/716
.60 - .79	10	1272/1806
	12	205/312
	13	317/412
	18	1524/2099
	19	1059/1543
.40 - .59		
0 - .39	11	49/188

SOURCE:

LADOT 1980
PARKING INVENTORY
FOR METRO RAIL
SPECIFIC PLAN

PARKING USAGE
CURB & OFF-STREET

(EXISTING 1980)



PUBLIC SPACE

INERT EDGE

ACTIVE EDGE

NEUTRAL OR POTENTIALLY ACTIVE EDGE

SOURCE:
FIELD WORK

EXISTING EDGE CONDITIONS

NORMANDIE/WILSHIRE

A. Physical Conflicts

1. Increasing traffic congestion is expected on Wilshire Blvd., Normandie Ave. and other arterials, which are currently operating at adequate to near capacity levels throughout the day.

2. Pedestrian circulation is expected to increase around the Metro portal and at the four corners of Wilshife and Normandie intersection creating pedestrian-vehicular conflicts at the crosswalks.

3. Housing located along Normandie Ave. and Mariposa Ave., south of Wilshire Blvd., will be affected by the noise of increasing traffic and more intense development in the vicinity of the station.

4. Solar access problems may arise due to future development around the station area, especially along the south side of Wilshire Blvd.

5. Circulation conflicts are described in the Potential Conflicts between Public Space and Circulation Map.

B. Market Conflicts

1. The development market in the ISIA is currently for small or mid-sized retail complexes notth and south of Wilshire Blvd. New office and residential construction remains slow. Demand for office space is slack as large leaseholders are migrating out and being replaced by smaller, local business concerns. With the completion of Metro Rail, demand for new office space and larger leaseholds should resurge in this area. This will result in rising office space rents and pressure to redevelop existing retail uses to higher intensity (office, mixed use).

2. Planning Department development projections for the ISIA by 1995 are far below Specific Plan proposed potential build-out. It is expected that full build-out potential will not be achieved until after 1995, with the completion of Metro Rail. New development can then fully utilize the bonuses and incentives available for provision of transit-related facilities.

3. Traffic congestion along Wilshire Blvd. is an increasingly serious problem. With eventual build-out due to Metro Rail, further worsening may be expected. The two ameliorating factors will be the existence of Metro Rail Service itself and the possible cutback of bus service along Wilshire Blvd. However, Los Angeles Department of Transportation currently projects Level F service at both the Normandie and Western intersections by the year 2000, even with Metro Rail.

C. Community Conflicts.

1. The lack of community, educational and recreational facilities in relation to the increasing young ethnic communities contributes to their departure from the area.

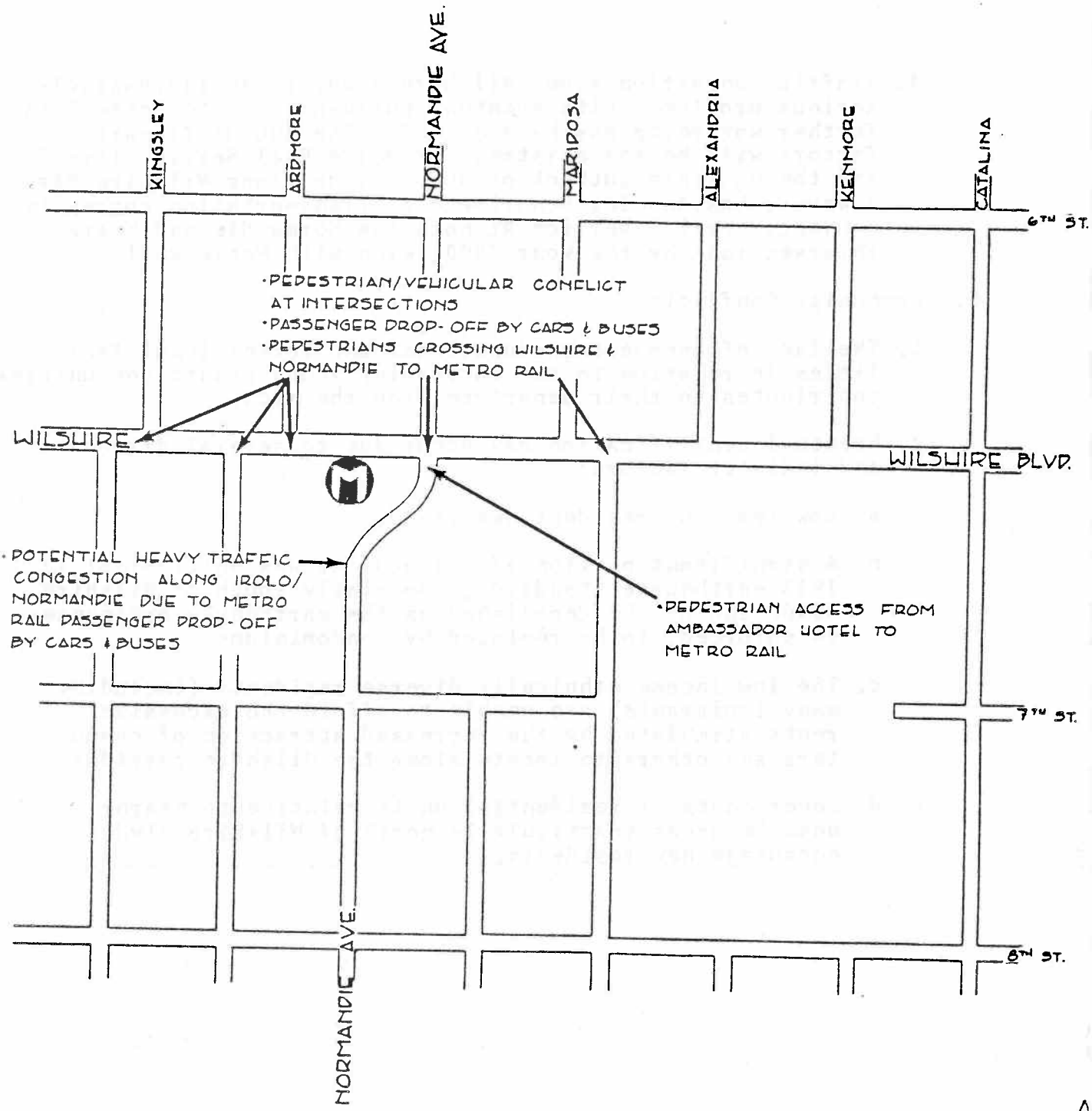
2. Eventual gentrification may occur due to several direct and indirect factors:

   a. Low level of resident ownership.

   b. A significant portion of the housing was built prior to 1933 earthquake standards, especially south of Wilshire Blvd. and may be demolished as the earthquake ordinances is enforced, to be replaced by condominiums.

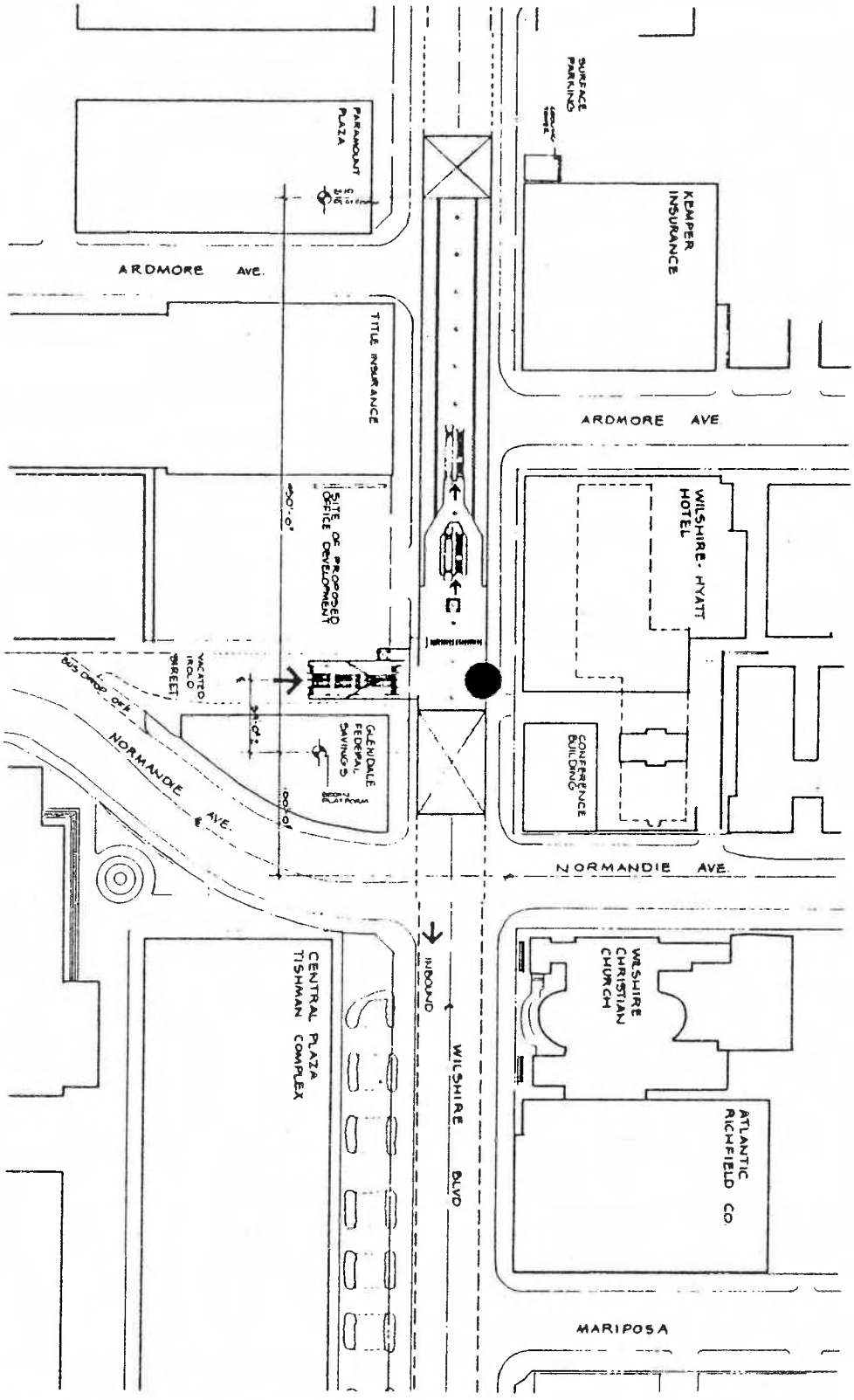
   c. The low income ethnically diverse residents (including many immigrants) are unable to afford the excessive rents stimulated by the increased attraction of commuters and others to locate along the Wilshire corridor.

   d. Lower costs of residential units relative to nearby upscale areas (particularly north of Wilshire Blvd.) encourage new residents.



SOURCE:
· LADOP

POTENTIAL CIRCULATION CONFLICTS

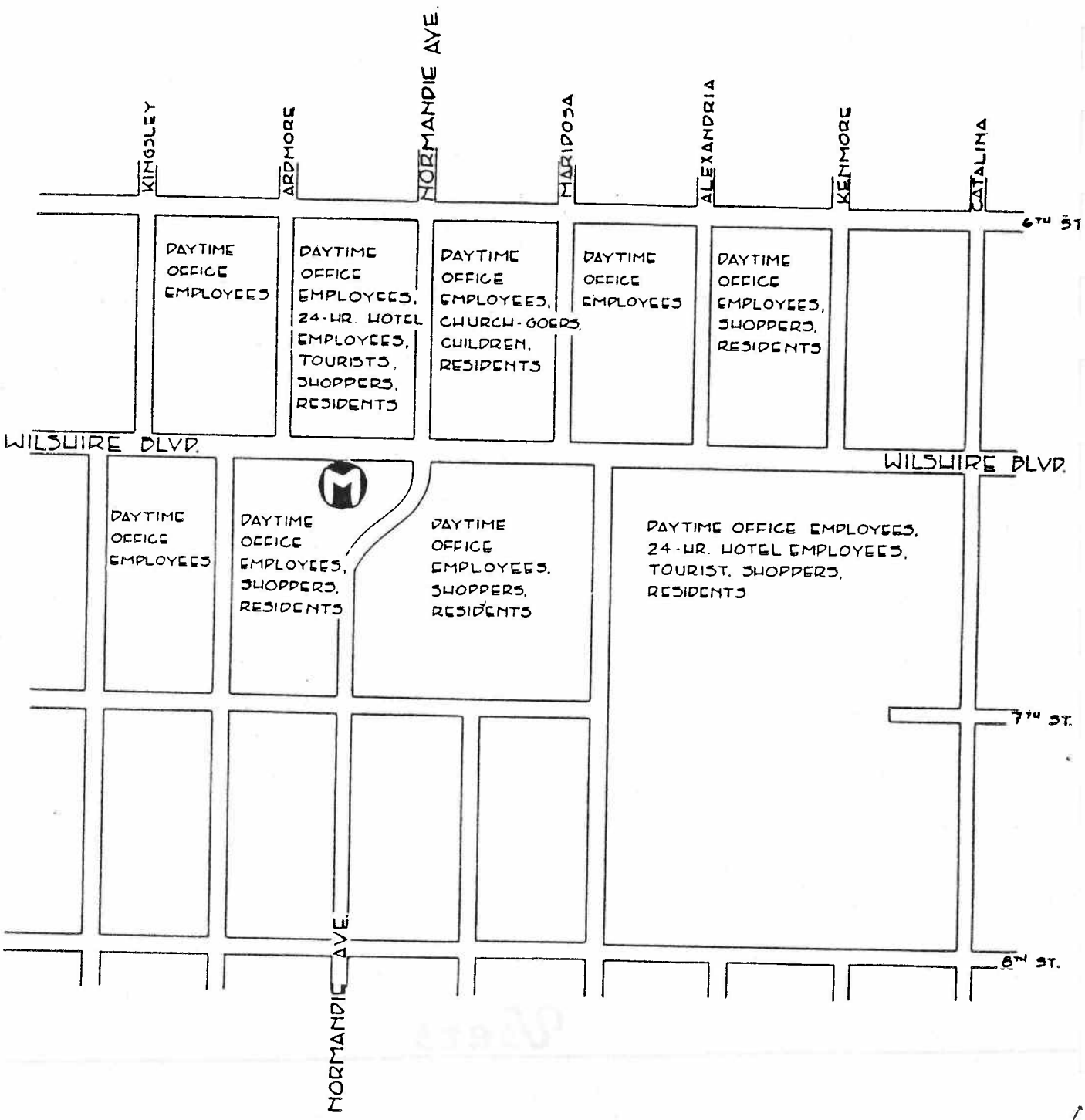


KNOCK-OUT PANELS

SOURCE :
· E.I.S.

KNOCK-OUT PANELS

Users



SPECIAL CHARACTERISTICS OF USERS

3.3% TRANSIT DISABLED

38% HOUSEHOLDS WITHOUT VEHICLE ACCESS

SOURCE:

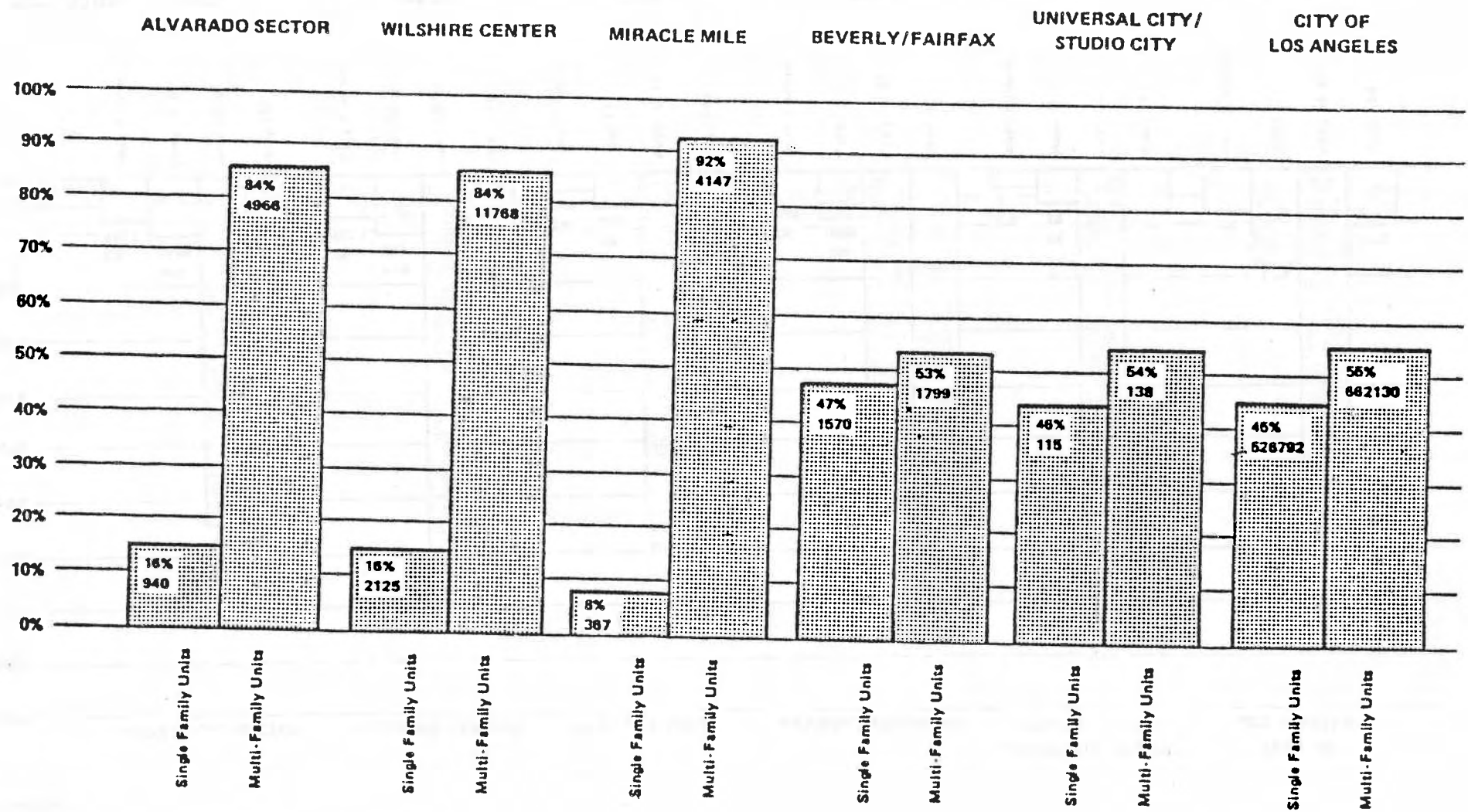
- 1980 CENSUS
- LADOP

GENERAL USERS

HOUSING CHARACTERISTICS BY SECTOR

Information Source: LADO P, 1980 Census.

NOTE:
DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.

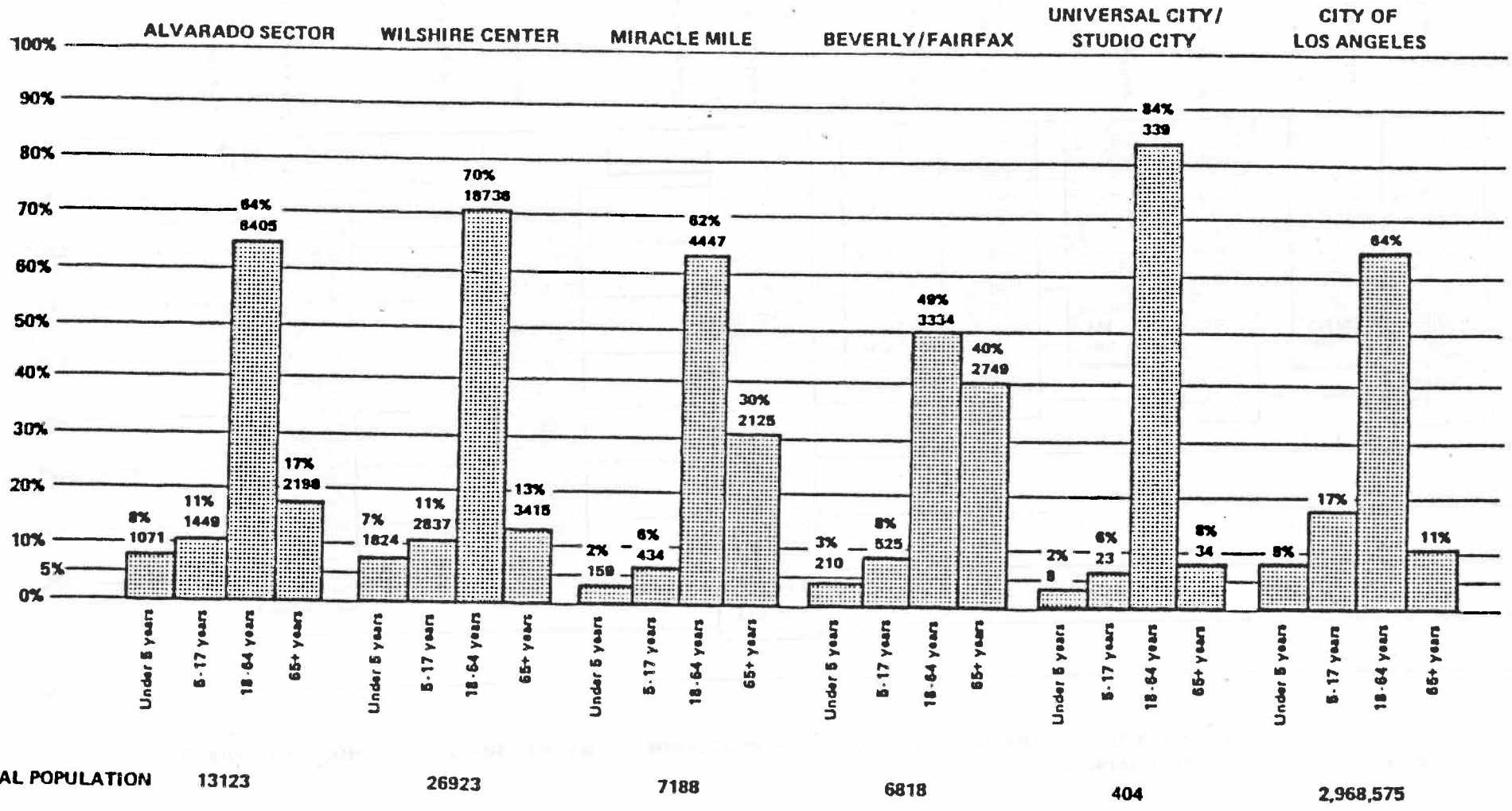


	ALVARADO SECTOR	WILSHIRE CENTER	MIRACLE MILE	BEVERLY/FAIRFAX	UNIVERSAL CITY/ STUDIO CITY	CITY OF LOS ANGELES
EXISTING UNITS	5906	13893	4514	3369	253	1188922
PERSONS PER UNIT	2.2	1.9	1.8	2.0	1.8	2.31

Information Source: LADO P, 1980 Census.

AGE CHARACTERISTICS BY SECTOR

NOTE:
DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.

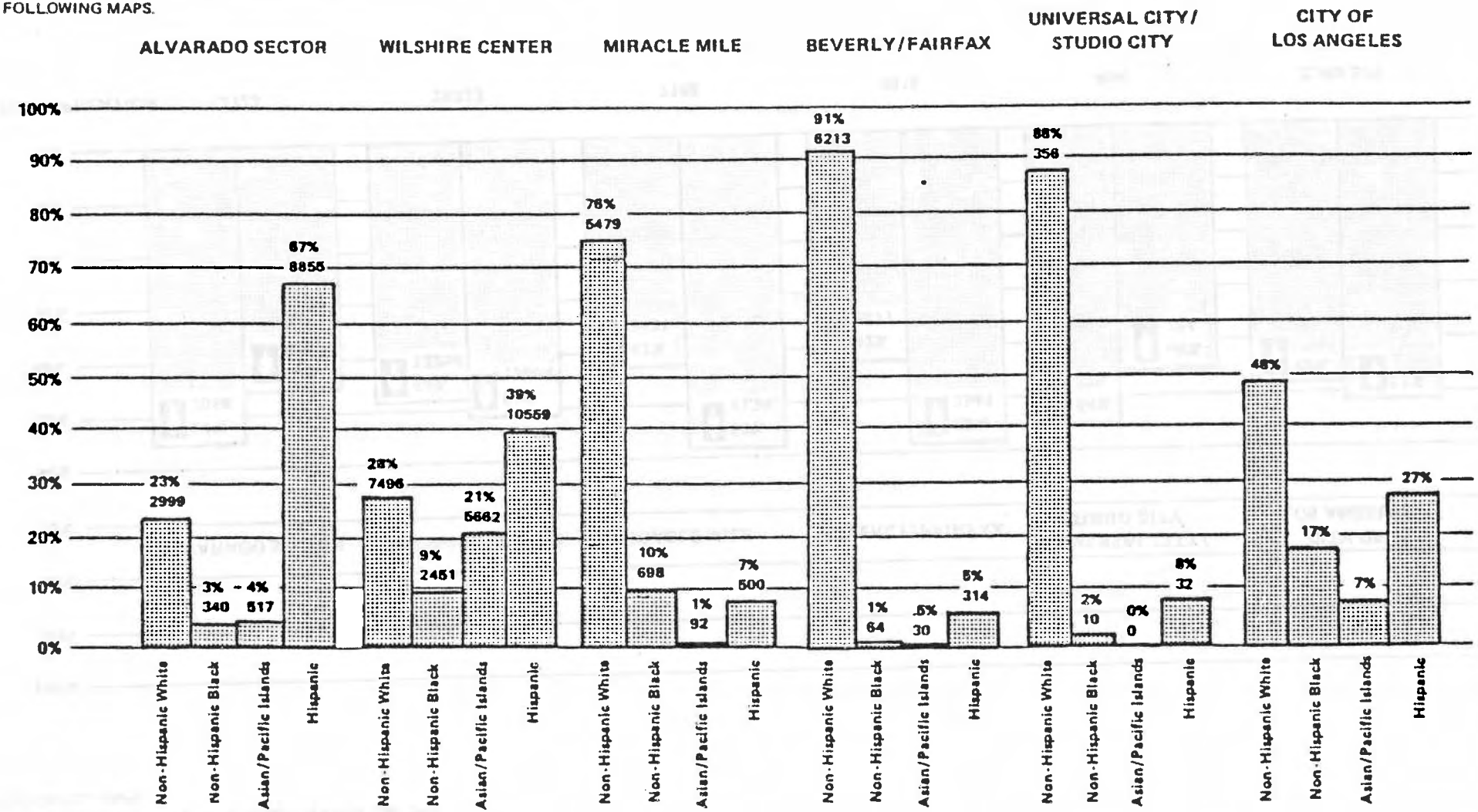


TOTAL POPULATION	13123	26923	7188	6818	404	2,968,575

Information Source: LADO P, 1980 Census.

ETHNICITY/RACE CHARACTERISTICS BY SECTOR

NOTE:
DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.

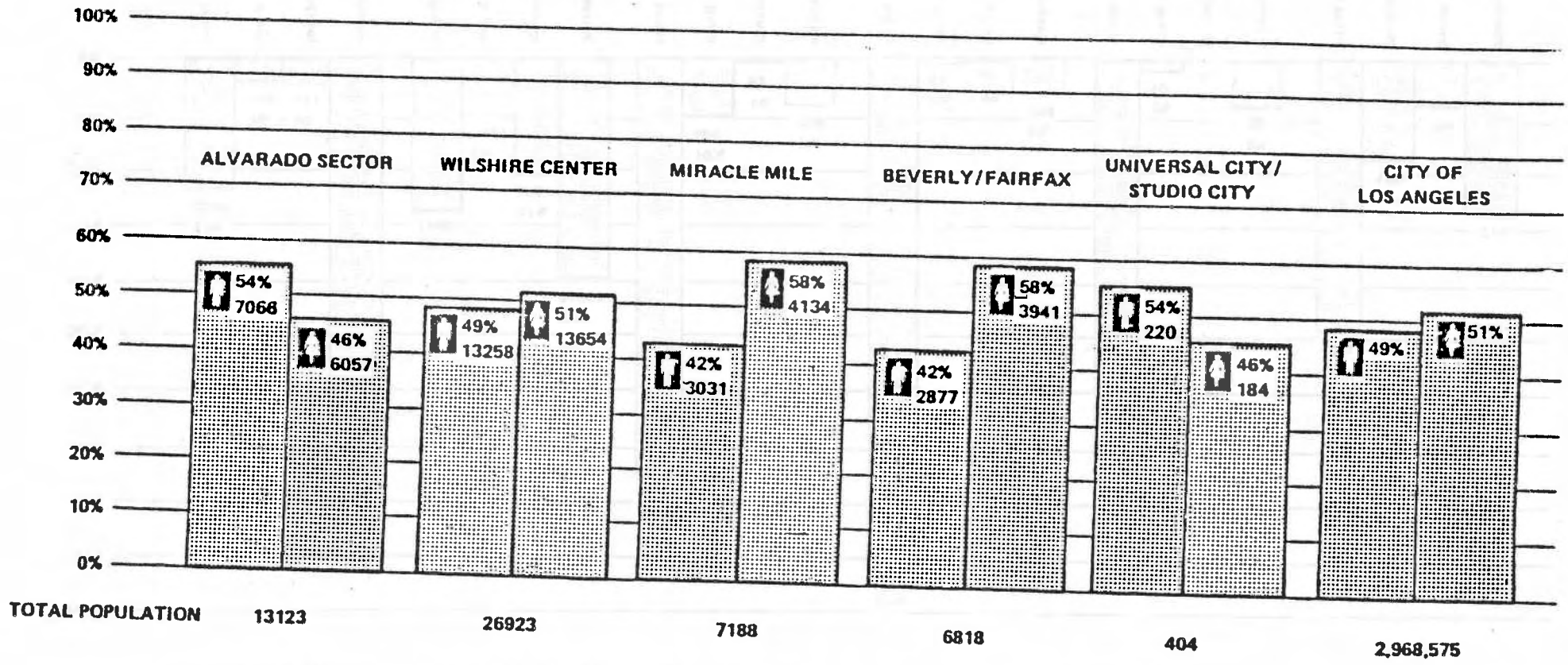


TOTAL POPULATION	13123	26923	7188	6818	404	2,968,575

SEX / POPULATION CHARACTERISTICS BY SECTOR

Information Source: LADO P, 1980 Census.

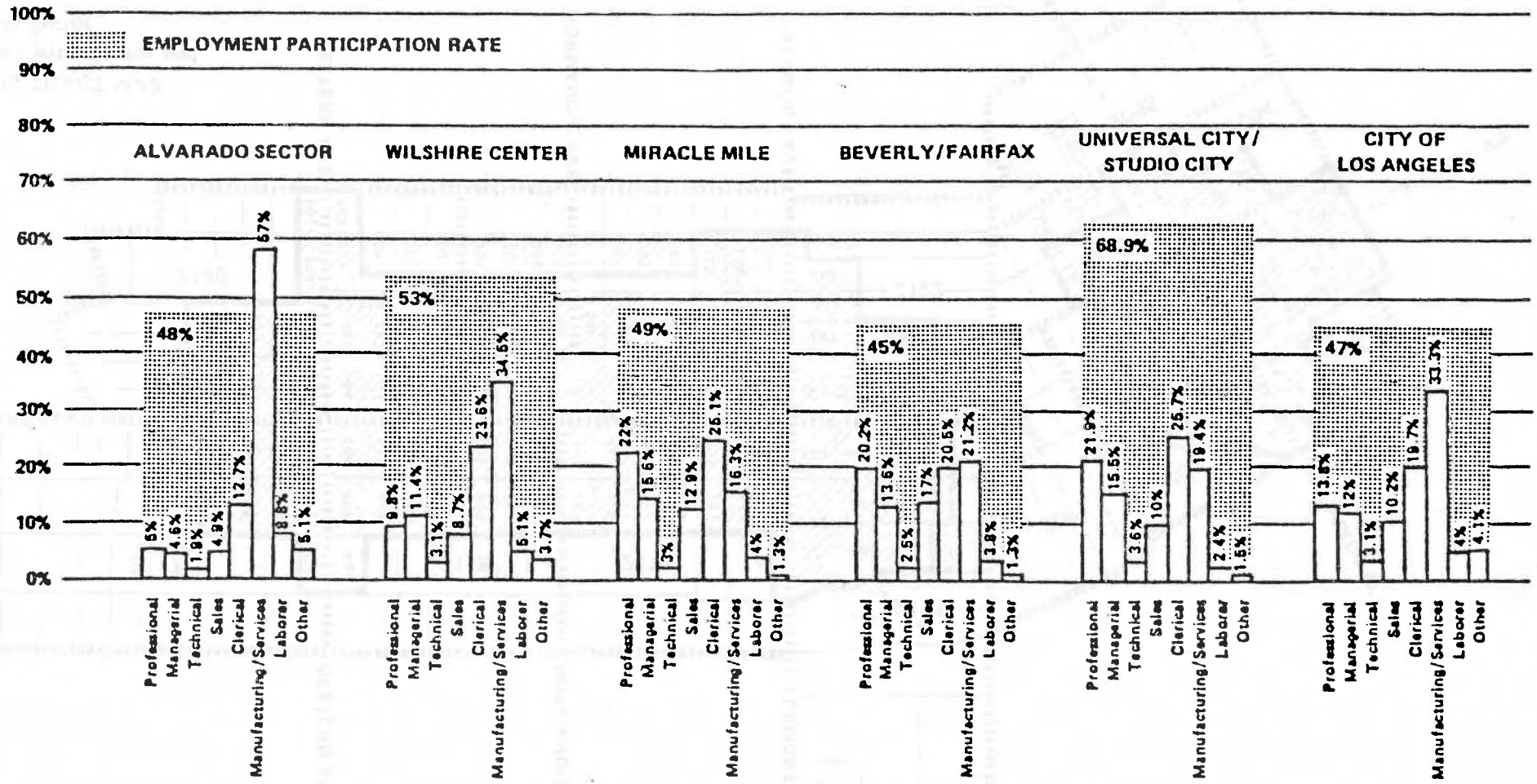
NOTE:
DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.



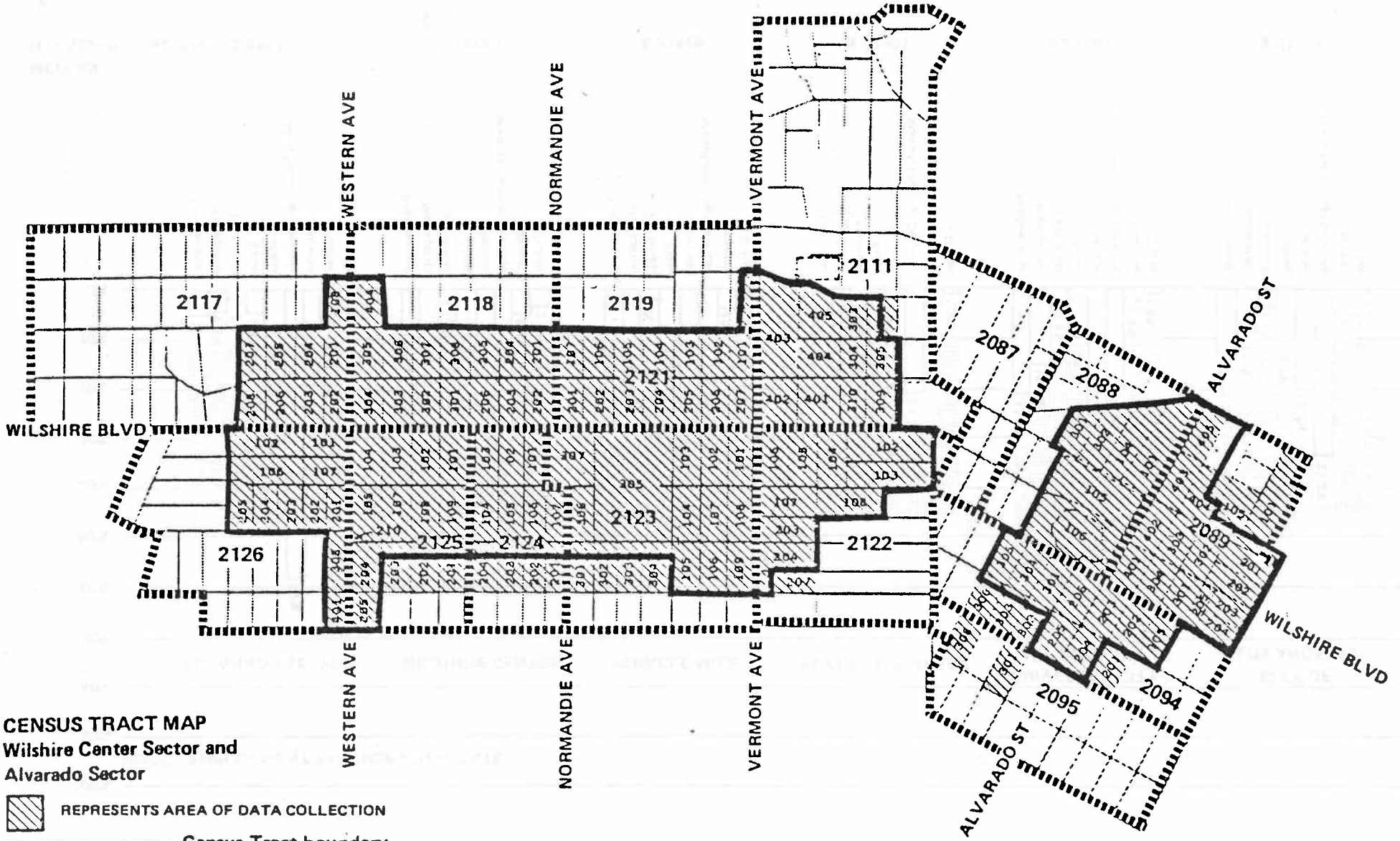
Information Source: LADO P, 1980 Census.

INCOME/EMPLOYMENT CHARACTERISTICS BY SECTOR

NOTE:
DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.



MEDIAN HOUSEHOLD INCOME	$ 8951	$ 14289	$ 21429	$ 18961	$ 21151	$ 21714



CENSUS TRACT MAP
Wilshire Center Sector and
Alvarado Sector

REPRESENTS AREA OF DATA COLLECTION

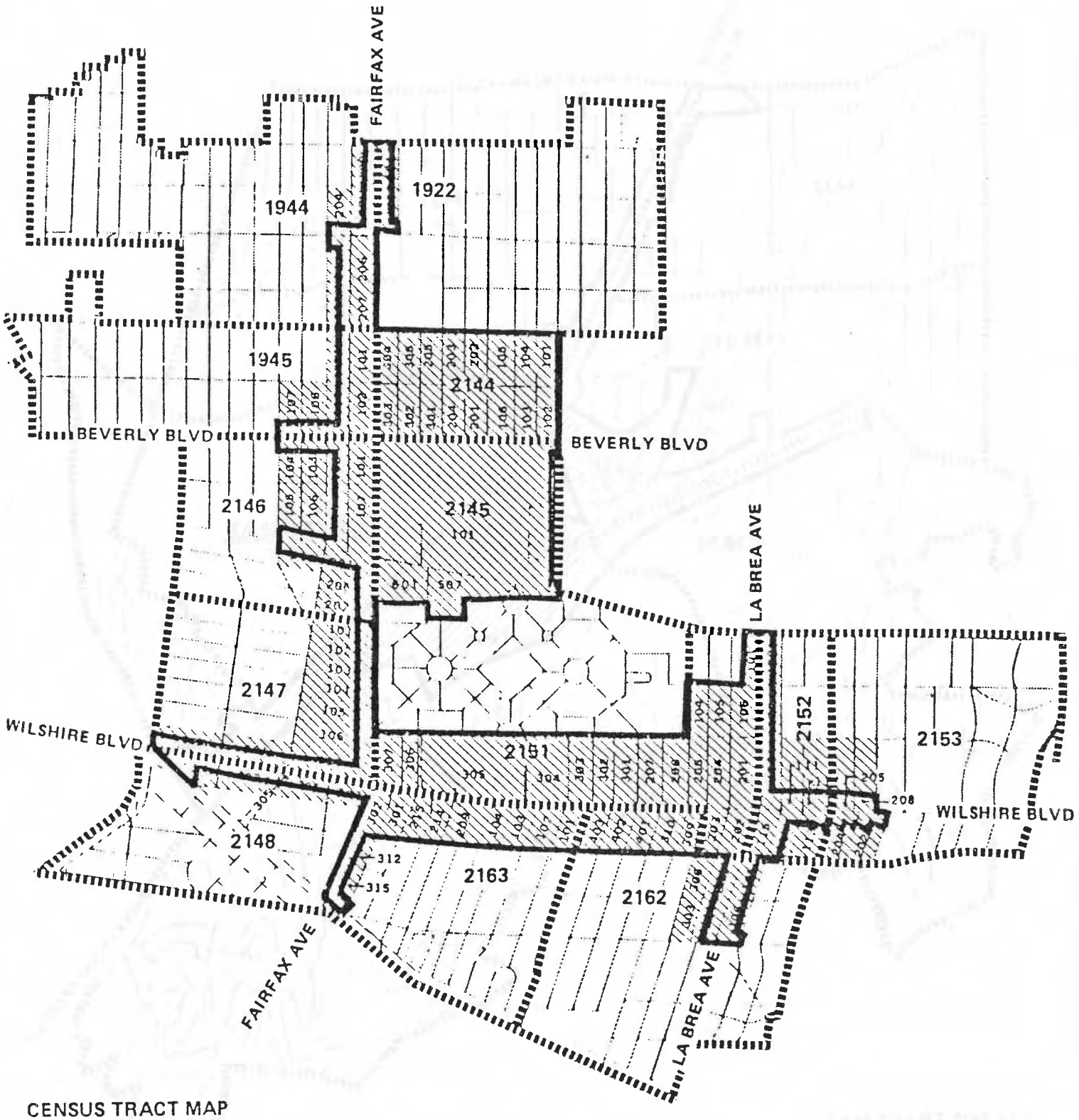
Census Tract boundary

Specific Plan Area boundary

LARGE NUMBERS indicate Census Tract Numbers

SMALL NUMBERS indicate Census Block Study Areas

0 200 400 800 FEET



CENSUS TRACT MAP
Beverly/Fairfax Sector and
Miracle Mile Sector

REPRESENTS AREA OF DATA COLLECTION

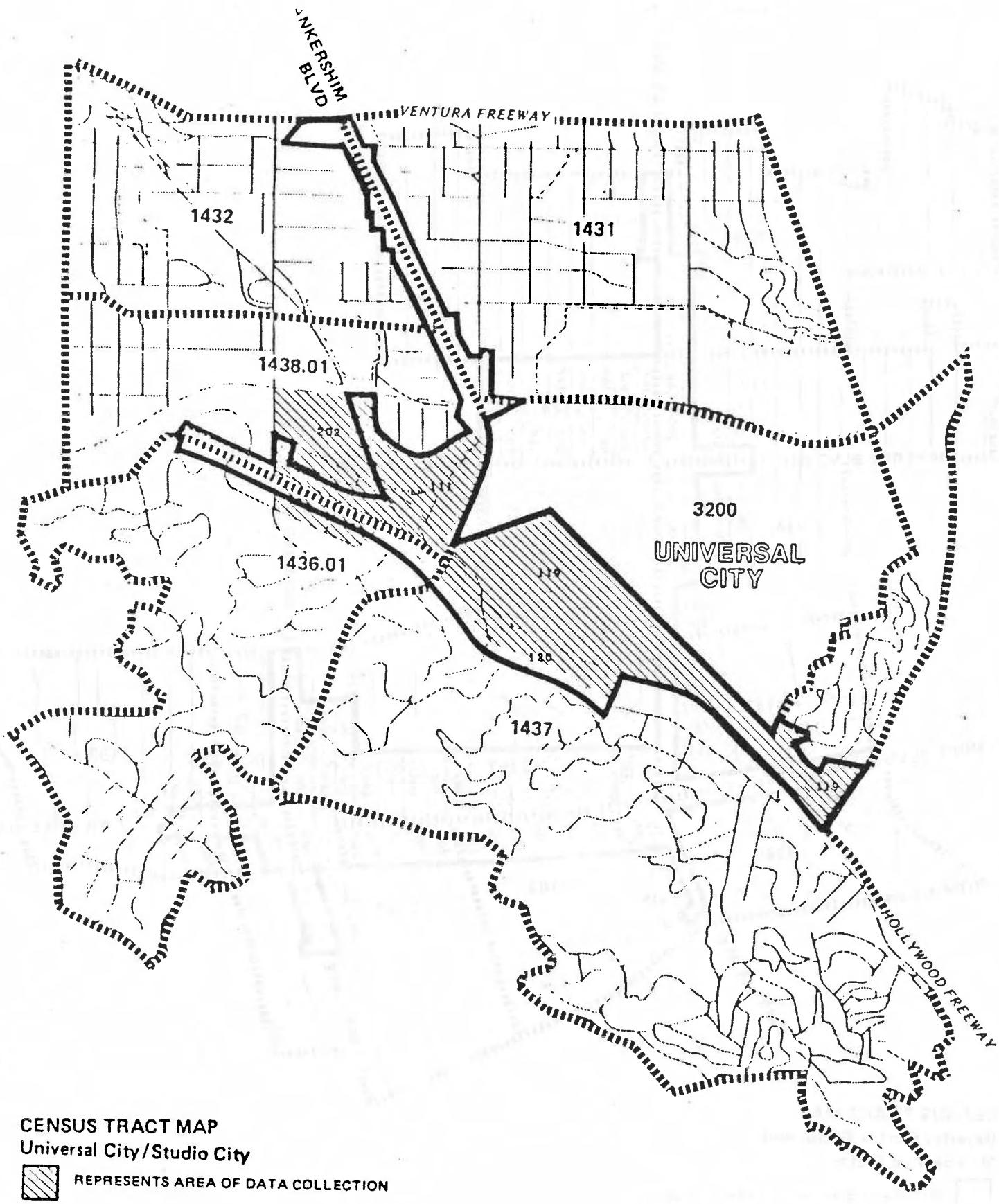
Census Tract boundary

Specific Plan Area boundary

LARGE NUMBERS indicate Census Tract Numbers

SMALL NUMBERS indicate Census Block Study Areas

0 200 400 800 FEET



CENSUS TRACT MAP
Universal City/Studio City

REPRESENTS AREA OF DATA COLLECTION

Census Tract boundary

Specific Plan Area boundary

LARGE NUMBERS indicate Census Tract Numbers

SMALL NUMBERS Indicate Census Block Study Areas

0 200 400 800 FEET

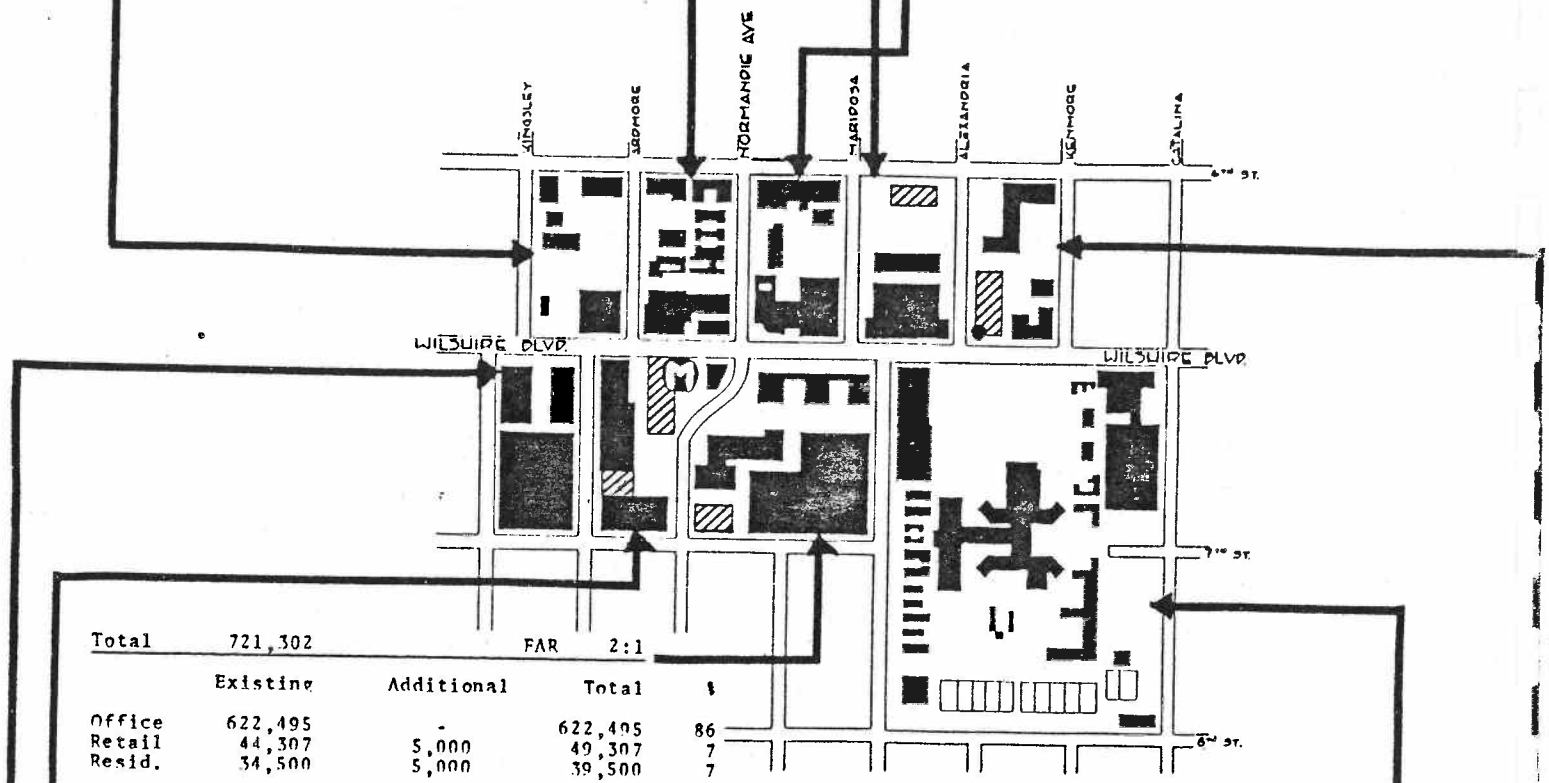
Development

Total	235,077		FAR 1.4:1	
	Existing	Additional	Total	%
Retail	8,550	-	8,550	4
Hotel	75,000	-	75,000	32
Resid.	151,527	-	151,527	64

Total	106,780		FAR .6:1	
	Existing	Additional	Total	%
Office	104,580	-	104,580	98
Retail	2,200	-	2,200	2

Total	830,260		FAR 4.7:1	
	Existing	Additional	Total	%
Office	793,800	-	793,800	96
Retail	26,460	10,000	36,460	4

Total	321,286		FAR 2:1	
	EXisting	Additional	Total	%
Office	109,840	-	109,840	34
Retail	56,000	-	56,000	17
Resid.	155,446	-	155,446	49



Total	721,302		FAR 2:1	
	Existing	Additional	Total	%
Office	622,495	-	622,495	86
Retail	44,307	5,000	49,307	7
Resid.	34,500	5,000	39,500	7

Total	650,182		FAR 4:1	
	Existing	Additional	Total	%
Office	190,182	450,000	640,182	99
Resid.	440,000	10,000	10,000	1

Total	636,729		FAR	
	Existing	Additional	Total	%
Office	309,636	-	309,636	49
Retail	4,056	-	4,506	1
Resid.	186,237	-	186,237	29
Hotel	136,800	-	136,800	21

Total	874,419		FAR 5:1	
	Existing	Additional	Total	%
Office	861,400	-	861,400	
Retail	13,019	-	13,019	

Total	164,200		FAR .9:1	
	Existing	Additional	Total	%
Retail	10,500	85,000	95,500	58
Resid.	18,000	-	18,000	11
Hotel	50,700	-	50,700	31

ANTICIPATED LOCATION OF PROJECTED DEVELOPMENT

SOURCE:
- LADOP

TOTAL PROJECTED DEVELOPMENT FOR SELECTED BLOCKS BY 1995

PLANNING DEPARTMENT/ERA COMPARISON:

WILSHIRE/NORMANDIE SUMMARY (1983-1995)

	PLANNING DEPT. ESTIMATES FOR ISIA	FINAL ERA ESTIMATES FOR MID-WILSHIRE
OFFICE	450,000 SQ. FT.	1,020,000 SQ. FT.
RETAIL	100,000 SQ. FT.	868,500 SQ. FT.
HOTEL	-0-	150 ROOMS
RESIDENTIAL	15 UNITS	14,400 UNITS

PLANNING DEPARTMENT/ERA COMPARISON:

WILSHIRE/WESTERN SUMMARY (1983-1995)

	PLANNING DEPT. ESTIMATES FOR ISIA	FINAL ERA ESTIMATES FOR MID-WILSHIRE
OFFICE	1,000,000 SQ. FT.	1,020,000 SQ. FT.
RETAIL	29,870 SQ. FT.	868,500 SQ. FT.
HOTEL	-0-	150 ROOMS
RESIDENTIAL	60 UNITS	14,400 UNITS

WESTERN/WILSHIRE AND NORMANDIE/WILSHIRE
METHODOLOGY

The methodology employed to determine the market potential in the Western and Normandie Immediate Station Impact Areas (ISIA) involved:

1) disaggregating the Economics Research Associates (ERA) Mid-Wilshire projections to extract projections for the Western and Normandie ISIAs, and

2) supplementing those with additional data and information available to the City Planning Department.

According to the ERA report, Mid-Wilshire consists of four station areas: Alvarado, Vermont, Normandie and Western. (The ERA office and retail market area encompasses about twice the land area of the Planning Department's four ISIAs). ERA identified 1984 market conditions for Mid-Wilshire to consist of a large concentration of office space with a lower than average occupancy rate. The hotel market was not strong. The trend for 1983-1989 was predicted to be moderate growth in all uses except hotel, which would not grow. Substantial stimulus to office development was predicted to result from Metro Rail between 1990 and 1995.

OFFICE:

The Planning Department projects development interest in Mid-Wilshire to remain steady, but that substantial new growth in office development will not occur until a few years after completion of the Metro Rail system. The current vacancy rate for office space is about 14% and expected to rise slightly. Foreign investment interest in the Wilshire corridor is reportedly keen and not expected to diminish. However, the proposed Wiltern Center, with 700,000 sq. ft. of office space, would probably absorb most market demand for new office space within both ISIAs, prior to completion of Metro Rail. Existing office space is undergoing a switch in tenancy from corporate to professional (average size of leases have declined from 30,000 to 9,500 square feet over the last few years).

ERA projected a total of 1,020,000 sq. ft. of new office space in Mid-Wilshire between 1983 and 1995, with Metro Rail. Of this, 320,000 sq. ft. was projected for the short term (before 1989) and 700,000 sq. ft. was projected for the long term (1990-1995).

The ERA data for Mid-Wilshire was initially disaggregated to determine the amount of new office development at the Vermont ISIA during the preparation of the Vermont Station Area Development Plan. At that time it was estimated that 65% of ERA projected development would occur at the Vermont station and 35% at the Western station, with no new office development at Normandie. New knowledge of imminent development and market trends has led to a revision of this estimate. While Vermont will retain its 65% share of ERA's Mid-Wilshire development projection, Western will probably experience about 1,000,000 sq. ft. of new development by 1995 (including the proposed 750,000 sq. ft. Wiltern Center). This is about 665,000 sq. ft. more than its original 35% allocation of ERA's projection. Normandie will also experience 450,000 sq. ft. in new office development by 1995, above and beyond ERA's Mid-Wilshire projection. This reflects the 450,000 sq. ft. office building currently under construction immediately to the west of Normandie Avenue, on Wilshire.

RETAIL:

ERA projected a total of 868,500 sq. ft. of new retail space in Mid-Wilshire between 1983 and 1995. Of this, 343,000 sq. ft. was anticipated for the short term (before 1989), and 525,000 sq. ft. was projected for the long term (1990-1995).

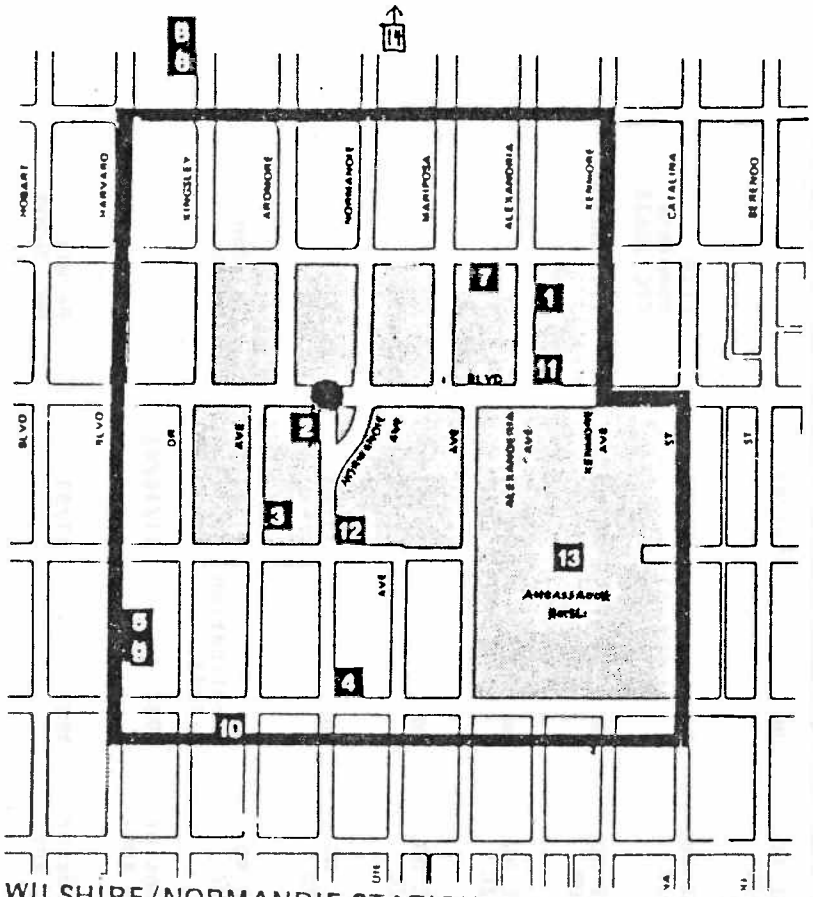
As with the projection for office space, the ERA data for Mid-Wilshire was initially disaggregated to determine the amount of retail development anticipated at the Vermont ISIA. Again it was estimated that 65% of the ERA projected retail development would occur at the Vermont station and 35% at the Western station. No new retail development was projected for Normandie. Since that time, new evidence of market trends and knowledge of imminent development indicate that more retail development should occur at Normandie than at Western by 1995. New retail development should total 100,000 sq. ft. at Normandie and 30,000 sq. ft. at Western. The total 130,000 sq. ft. does fall below the 35% ceiling set by Vermont't 65% allocation. However, these new estimates reflect proposed Transit Corridor Specific Plan zoning and the assumption that Metro Rail will not be completed until well after 1990.

HOTEL:

ERA projects 150 new hotel rooms to be constructed in Mid-Wilshire by 1995. The Planning Department, however, does not foresee any new hotel development in either the Western or Normandie ISIA.

RESIDENTIAL:

ERA projects 14,400 new dwelling units for Mid-Wilshire by 1995. The Mid-Wilshire market area for residential is approximately twenty times the size of the Planning Department's four ISIAs. Based on imminent development and market trends, the Planning Department projects only 60 new dwelling units for the Western ISIA (Wiltern Center) and 15 new dwelling units for Normandie ISIA. After 1995, more dwelling units may be added to both areas as a result of mixed-use development.



IMMEDIATE STATION IMPACT AREA (ISIA)

* DEVELOPMENT WITHIN ISIA

WILSHIRE/NORMANDIE STATION
IMMINENT DEVELOPMENT

■

*1 2 STORY COMMERCIAL BUILDING (COMPLETED)
25,000 SQ. FT.

*2 18 STORY OFFICE/RETAIL BUILDING (BUILDING PERMIT ISSUED) CPC 30638 EIR 685-81-ZC

*3 10 CONDOMINIUMS (PERMIT PROCESS BEGUN)

4 6 STORY OFFICE BUILDING
73,700 SQ. FT.

5 40 APARTMENTS

6 23 APARTMENTS

*7 1 STORY RETAIL BUILDING (BUILDING PERMIT ISSUED)

8 20 APARTMENTS

9 3 STORY APARTMENT BUILDING

10 2 STORY OFFICE BUILDING

*11 85,000 SQ. FT. RETAIL CENTER (BUILDING PERMIT PROCESS BEGUN)

*12 2 STORY RETAIL/COMMERCIAL BUILDING (PERMIT PROCESS BEGUN)

*13 MAJOR RENOVATION OF HOTEL (DEVELOPER IN DISCUSSION)
+ ADDITION OF OFFICE/RETAIL

14 11,000 SQ. FT. RETAIL BUILDING

LOCATIONS APPROXIMATE
NOT TO SCALE

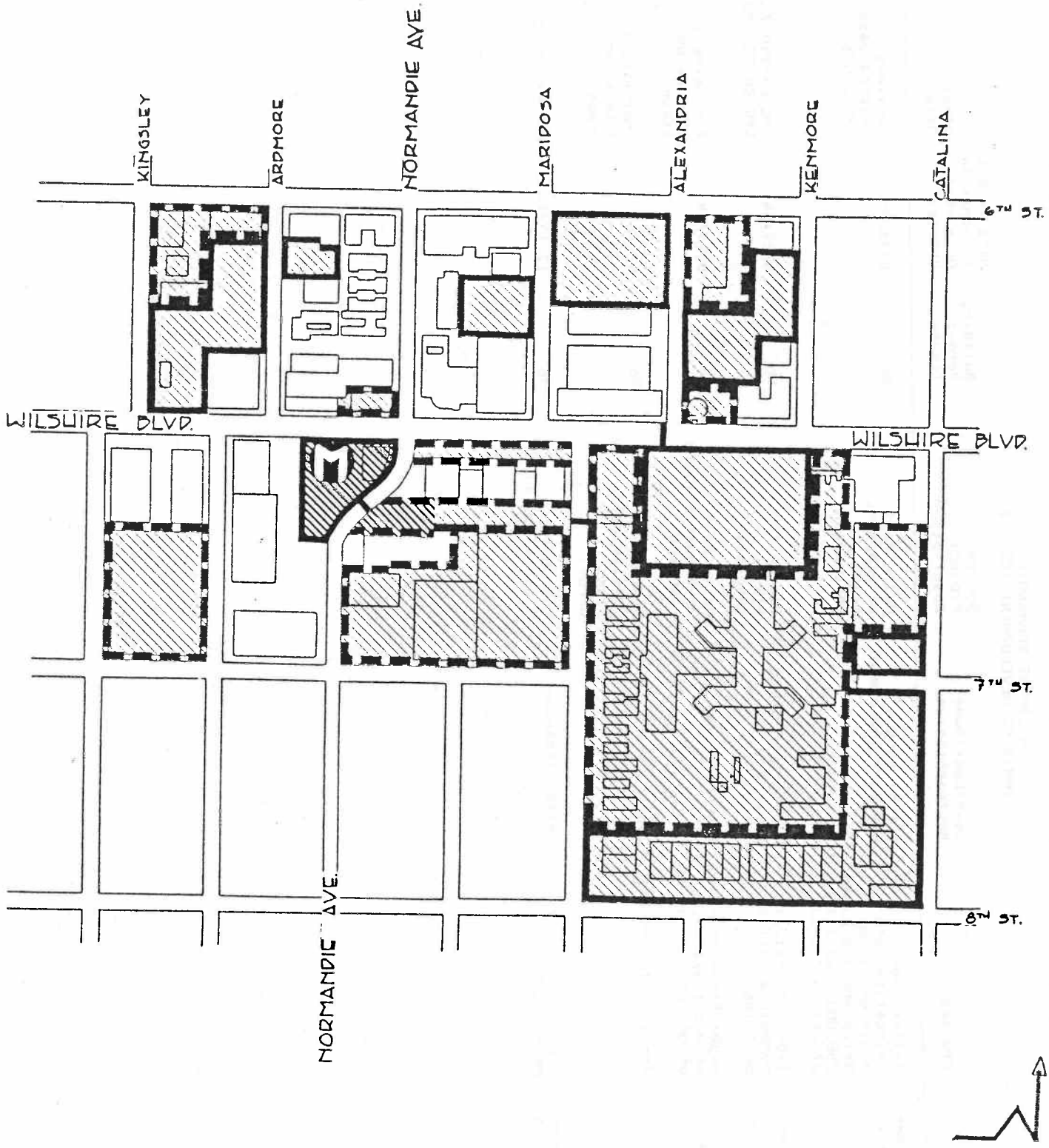
WILSHIRE/NORMANDIE

Map Code	Address	Project	Developer/Owner/ Representative	Source of Project Description	Building Permit Issued	Date Permit Information Obtained/ Updated	Other Data
1	600-620 S. Alexandria	Two-story commercial building, 25,000 square feet		EIR CASE NO. 516-81-ZC (10/83)	No	11/83	
2	3530 Wilshire Boulevard	18-story office/ retail		EIR CASE NO. 685-81-ZC (10/83)	No	11/83	FEIR complete CPC 30638
3	686 S. Ardmore	10 condominiums		EIR CASE NO. 40-82-SUB (10/83)	No	11/83	T.T. 30369
4	3315 W. 8th St.	Six-story office building, 73,700 square feet		EIR CASE NO. 273-83-ZC (10/83)	No	11/83	
5	3466 W. 8th Street	Two-story, 31,500 square-foot building		EIR CASE NO. 596-81-ZC (10/83)	No	11/83	
*	2965 Olympic Boulevard	parking structure	John Moon	EIR CASE NO. 534-81-ZC (10/83)	No	11/83	
*	965 S. Fedora	Two-story board/care house 2,800 square feet	Wo Mo Lee and Un Joong Lee	EIR CASE NO. 81-81-CUZ (10/83)	No (Application filed)	11/83	In plan check
6	431 Kingsley Dr.	23 apartments	Syta, Inc.	Department of Building and Safety	1982	11/18/83	
7	3470 West 6th St.	One-story retail building	Wilshire Alexandria Co.	Department of Building and Safety	1983	11/83	Permit No. 74700
8	425 Kingsley Dr.	20 apartments	Kingsley Enterprises	Department of Building and Safety	1983	11/83	Permit No. 74111

*Outside of map area

WILSHIRE/NORMANDIE
IMMINENT DEVELOPMENT (Cont'd)

Map Code	Address	Project	Developer/Owner/ Representative	Source of Project Description	Building Permit Issued	Date Permit Information Obtained/ Updated	Other Data
11	Northeast corner of Wilshire and Alexandria	Restoration, relocation, and reuse of Brown Derby and additional 250,000 square feet of office, retail	Daniel Lang Chalbury Investment	Metro Rail Development Plans (Nathanson)	No	6/18/84	Previous related case CPC 30038
12	Northeast corner of Irolo and Seventh Streets	Two-story retail-commercial office building	Clover Leaf Group, Inc.	Community Plans (Rhodes)	No	6/27/84	CPC 84-240-ZC CPC 84-237-HD
13	Ambassador Hotel property 3400 Wilshire	Major Rennovation of hotel w/addition of office and retail	Anthony Wiles	Metro Rail Development Plans (Johnson)	No	8/13/84	Preliminary discussion stage
14	Ambassador Hotel property	World Trade Center	John C. Grant	Metro Rail Development Plans (Broy)	No	8/6/84	Preliminary discussion stage
15	Northeast corner of Third St. and Normandie	11,000 sq. ft. retail building	George Agzarian	Community Plans (Justis)	No	12/13/84	CPC 84-555-ZC



DIRECT CONNECTION

FUNCTIONAL CONNECTION

ADAPT EXISTING

NEW DEVELOPMENT

SOURCE:

· LADOD

STATION INTEGRATION OPPORTUNITIES

METRO RAIL IMMEDIATE STATION IMPACT AREA
COMPARISON OF VARIOUS LAND DEVELOPMENT POTENTIALS

Metro Rail Immediate Station Impact Area	Land Area (Net Acres)	Existing Land Use (Gross Square Feet) Commercial/ Residential	Existing Zoning (Total Potential In Net Building Square Feet) Commercial/ Residential	General Plan (Total Potential in Net Building Square Feet) Commerial/ Residential	Proposed Specific Plan (Total Potential In Net Building Square Feet) Commercial/ Residential	Development Market Projection by 1995 (Additional Potential In Net Building Square Feet) Commercial/ Residential
Wilshire/ Alvarado	22	540,400/ 622 D.U.	11,794,000/ 150 D.U.	5,365,000/ 0 D.U.	8,738,100/ 68 D.U.	285,000/ 100 D.U.
Wilshire/ Vermont	40	1,931,400/ 394 D.U.	17,394,800/ 1,161 D.U.	9,039,500/ 0 D.U.	13,218,700/ 305 D.U.	1,340,000/ 300 D.U.
Wilshire/ Western	27	1,903,420 319 D.U.	10,516,675/ 610 D.U.	6,353,550/ 193 D.U.	7,639,834/ 200 D.U.	1,079,870/ 60 D.U.
Wilshire/ Normandie	67	3,731,000/ 1,087 D.U.	23,792,769/ 1,714 D.U.	15,1000,000/ 1,408 D.U.	13,275,134/ 0 D.U.	550,000/ 15 D.U.
Wilshire/ La Brea	16	486,000/ 0 D.U.	6,537,000/ 133 D.U.	2,407,000/ 176 D.U.	5,562,100/ 185 D.U.	410,000/ 525 D.U.
Wilshire/ Fairfax	24	1,168,000/ 0 D.U.	8,241,000/ 0 D.U.	4,064,800/ 0 D.U.	9,197,100/ 402 D.U.	2,380,000/ 600 D.U.
Wilshire/ Fairfax	66	521,000/ 0 D.U.	34,099,500/ 0 D.U.	8,565,300/ 0 D.U.	3,172,100/ 0 D.U.	2,282,000/ 0 D.U.
Universal/ Studio Cities	38	1,004,300/ 264 D.U.	3,031,500/ 1,374 D.U.	3,756,100/ 600 D.U.	2,955,000/ 0 D.U.	588,00/ 0 D.U.

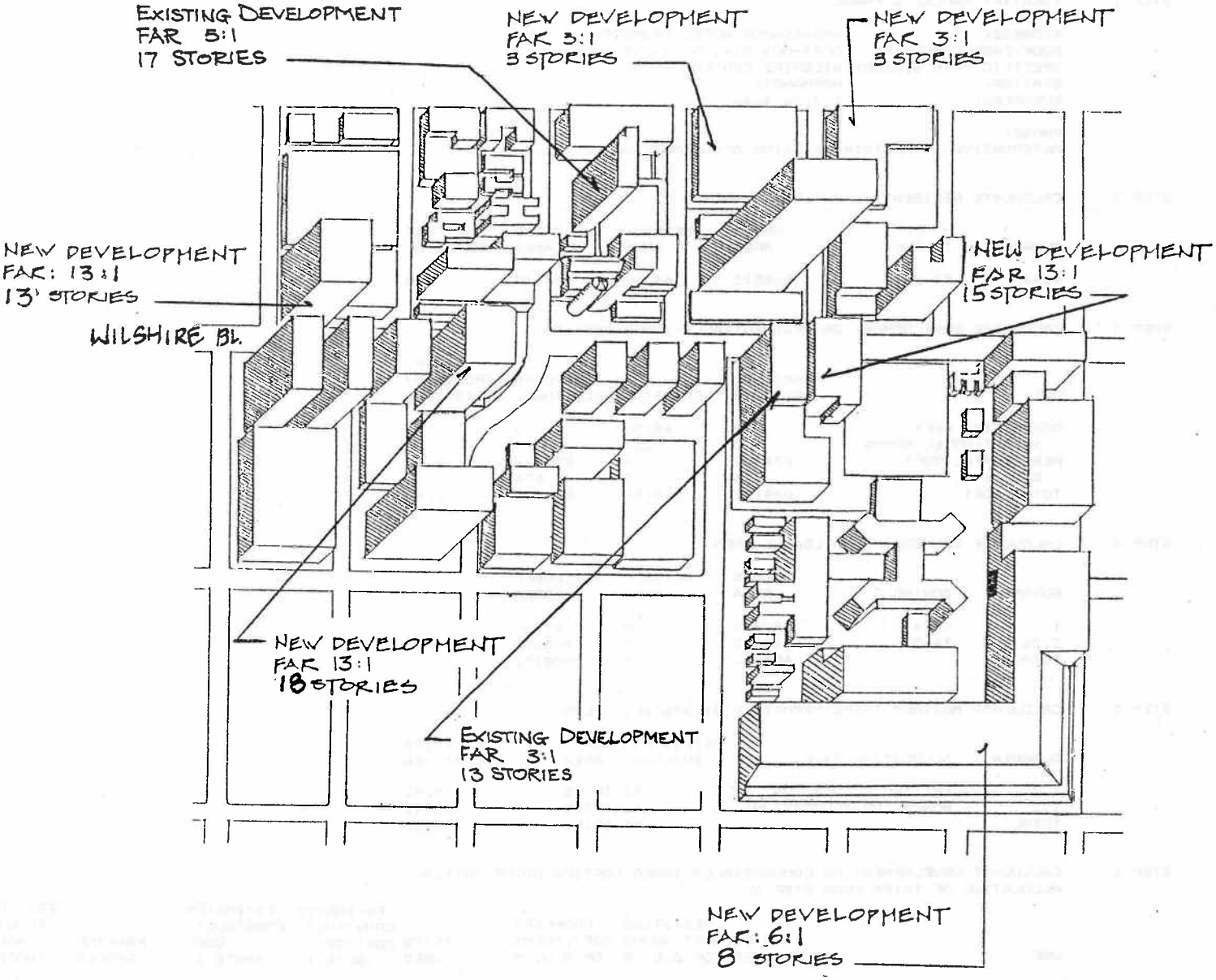
COM084

Miscellaneous

ILLUSTRATIVE MASSING AXONOMETRIC

WILSHIRE / NORMANDIE

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. IT IS UNLIKELY THAT ALL LOTS WILL REALIZE THIS FULL POTENTIAL (SEE MARKET PROJECTIONS IN DATA MAPS)

AMBASSADOR HOTEL PROPERTY EXAMPLE
ALTERNATIVE 1: RETAIN EXISTING HOTEL
SPECIFIC PLAN PHASE I

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

STEP 1 IDENTIFY PARCEL & PHASE

ADDRESS: AMBASSADOR HOTEL PROPERTY
BOOK-PAGE-PARCEL #: 5094-006-016, 5094-009-006
SPECIFIC PLAN SECTOR: WILSHIRE CENTER
STATION: NORMANDIE
SUBAREAS: 1,2,2a,4,4a

PHASE: I
ALTERNATIVE 1 - RETAIN EXISTING AMBASSADOR HOTEL

STEP 2 CALCULATE RESIDENTIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA	AVE. LOT AREA/D.U.
4,4a	R4-2	568573	44100	524473	600

STEP 3 CALCULATE DEVELOPMENT ON RESIDENTIALLY-ZONED PORTION

USE	PERMITTED BY PLAN	EXISTING	PROPOSED ADDITIONAL	F.A.R. (PROPOSED+ EXISTING)
COMMERCIAL SQFT.	0	68250	0	0.13
SUBSET:HOTEL ROOMS	0	250	0	
RESIDENTIAL SQFT.	874122	0	874122	1.67
D.U.'S	874	0	874	
TOTAL SQFT.	874122	68250	874122	1.80

STEP 4 CALCULATE COMMERCIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA
1	C4-4	42750	0	42750
2,2a	C4-2	415402	0	415402
TOTAL		458152	0	458152

STEP 5 CALCULATE MAXIMUM TRIPS PERMITTED BY SPECIFIC PLAN

SUBAREA	ALLOCATION TYPE	TRIPS/1000 SQFT. BUILDABLE AREA	TRIPS PERMITTED
1,2	INITIAL ALLOCATION	42 TRIPS	19242
1,2	BONUS/TDR ALLOCATION	42 TRIPS	19242
TOTAL		84 TRIPS	38485

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	EST. COST REQUIRED PARKING (NOTE 4)
OFFICE	14/1000 SQFT.		523000	7322	116	60668000	1046	11715200
RETAIL	35/1000 SQFT.		250000	8750	77	19250000	500	5600000
MEDICAL	75/1000 SQFT.			0	127	0	0	0
RESTAURANT	45/1000 SQFT.		10000	450	135	1350000	20	224000
FAST FOOD	164/1000 SQFT.			0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.			0	95	0	0	0
ENTERTNMENT	14/1000 SQFT.		15000	210	123	1845000	429	4800000
HOTEL	10/ROOM	250		2500	93	0	0	0
RESIDENTIAL	7.55/D.U.			0	82	0	0	0
					82	0	0	0
TOTAL SQ.FT		0	798000					
TOTAL HOTEL ROOMS		250	0					
TOTAL D.U.'S		0	0					
TOTAL TRIPS USED				19232				
MAX. TRIPS PERMITTED				19242				
REQUIRED PARKING							1995	
COSTS						83113000		22339200
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....						105452200		

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
(1,2)	FUNCTIONAL CONNECTION	1	5/1000 B.A.	2291
	STREET ENVIRONMENT:			
(1,2)	GROUND FLOOR RETAIL	100000	7/100 SQFT.	7000
(1,2)	GROUND FLOOR RESTURANT	5000	7/100 SQFT.	350
(1,2)	OUTDOOR CAFE		7/100 SQFT.	0
	CULTURAL:			
(1,2)	CULTURAL/ENTERTAINMENT	5000	5.6/100 SQFT.	280
	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	150000	4.2/100 SQFT.	6300
(1,2)	RECREATIONAL USE		4.2/100 SQFT.	0
(1,2)	ROOFTOP GARDEN	5000	4.2/100 SQFT.	210
	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	265000		16431
	MAX. TRIPS PERMITTED			19242

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

2812

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	EST. COST REQUIRED PARKING (NOTE 4)
OFFICE	14/1000 SQFT.	1374400	19242	116	159430400	2749	30786560
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.		1374400					
TOTAL HOTEL ROOMS		0					
TOTAL D.U.'S		0					
TOTAL TRIPS USED			19242				
MAX. TRIPS PERMITTED			19242				
REQUIRED PARKING						2749	
COSTS							
TOTAL CONSTRUCTION + PARKING COST.....					159430400 190216960		30786560

* 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	EST. COST REQUIRED PARKING (NOTE 4)
OFFICE	1897400	0	26564	116	220098400	3795	42501760
RETAIL							
GROUND FLOOR	100000	0	3500	77	7700000	200	2240000
OPTIONAL	150000	0	5250	77	11550000	300	3360000
MEDICAL	0	0	0	127	0	0	0
RESTAURANTS	10000	0	450	135	1350000	20	224000
FAST FOOD	0	0	0	95	0	0	0
DRIVE-THRU	0	0	0	95	0	0	0
ENTERTAINMENT							
CULTURAL	5000	0	70	123	615000	143	1600000
OPTIONAL	10000	0	140	123	1230000	286	3200000
HOTEL	0	250	2500	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.	2172400	0					
TOTAL HOTEL ROOMS	0	250					
TOTAL D.U.'S	0	0					
TOTAL TRIPS USED			38474				
MAX. TRIPS PERMITTED			38485				
REQUIRED PARKING						4743	
COSTS					242543400		53125760
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					295669160		

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

	COMMERCIALLY-ZONED PORTION	RESIDENTIALLY-ZONED PORTION	TOTAL
TOTAL SQFT. (NOTE 2)	2297400	942372	3239772
SUBSET:HOTEL ROOMS	250	250	500
SUBSET: D.U.'S	0	874	874
REQUIRED PARKING	4743	1311	6054
F.A.R.	5.01	1.80	3.30

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
PARKING SPACES/D.U.:	1.5
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".

AMBASSADOR HOTEL PROPERTY EXAMPLE
ALTERNATIVE 1: RETAIN EXISTING HOTEL
SPECIFIC PLAN PHASE II

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

STEP 1 IDENTIFY PARCEL & PHASE

ADDRESS: AMBASSADOR HOTEL PROPERTY
BOOK-PAGE-PARCEL #: 5094-006-016, 5094-009-006
SPECIFIC PLAN SECTOR: WILSHIRE CENTER
STATION: NORMANDIE
SUBAREAS: 1,2,2a,4,4a

PHASE: II
ALTERNATIVE 1 - RETAIN EXISTING AMBASSADOR HOTEL

STEP 2 CALCULATE RESIDENTIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA	AVE. LOT AREA/D.U.
4,4a	R4-2	568573	44100	524473	600

STEP 3 CALCULATE DEVELOPMENT ON RESIDENTIALLY-ZONED PORTION

USE	PERMITTED BY PLAN	EXISTING	PROPOSED ADDITIONAL	F.A.R. (PROPOSED+ EXISTING)
COMMERCIAL SQFT.	0	68250	0	0.13
SUBSET:HOTEL ROOMS	0	250	0	
RESIDENTIAL SQFT.	874122	0	874122	1.67
D.U.'S	874	0	874	
TOTAL SQFT.	874122	68250	874122	1.80

STEP 4 CALCULATE COMMERCIAL BUILDABLE AREA

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA
1	C4-4	42750	0	42750
2,2a	C4-2	415402	0	415402
TOTAL		458152	0	458152

STEP 5 CALCULATE MAXIMUM TRIPS PERMITTED BY SPECIFIC PLAN

SUBAREA	ALLOCATION TYPE	TRIPS/1000 SQFT. BUILDABLE AREA	TRIPS PERMITTED
1,2	INITIAL ALLOCATION	42 TRIPS	19242
1	BONUS/TDR ALLOCATION	140 TRIPS	5985
2	BONUS/TDR ALLOCATION	42 TRIPS	17447
TOTAL		182 TRIPS	42674

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	EST. COST REQUIRED PARKING (NOTE 4)
OFFICE	14/1000 SQFT.		523000	7322	116	60668000	1046	11715200
RETAIL	35/1000 SQFT.		250000	8750	77	19250000	500	5600000
MEDICAL	75/1000 SQFT.			0	127	0	0	0
RESTAURANT	45/1000 SQFT.		10000	450	135	1350000	20	224000
FAST FOOD	164/1000 SQFT.			0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.			0	95	0	0	0
ENTERTNMENT	14/1000 SQFT.		15000	210	123	1845000	429	4800000
HOTEL	10/ROOM	250		2500	93	0	0	0
RESIDENTIAL	7.55/D.U.			0	82	0	0	0
					82	0	0	0
TOTAL SQ.FT		0	798000					
TOTAL HOTEL ROOMS		250	0					
TOTAL D.U.'S		0	0					
TOTAL TRIPS USED				19232				
MAX. TRIPS PERMITTED				19242				
REQUIRED PARKING							1995	
COSTS						83113000		22339200
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....						105452200		

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
(1,2)	FUNCTIONAL CONNECTION	1	5/1000 B.A.	2291
	STREET ENVIRONMENT:			
(1,2)	GROUND FLOOR RETAIL	100000	7/100 SQFT.	7000
(1,2)	GROUND FLOOR RESTURANT	5000	7/100 SQFT.	350
(1,2)	OUTDOOR CAFE	2000	7/100 SQFT.	140
	CULTURAL:			
(1,2)	CULTURAL/ENTERTAINMENT	5000	5.6/100 SQFT.	280
	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	5000	5.6/100 SQFT.	280
	OPEN SPACE:			
(1,2)	AMENITY SPACE	150000	4.2/100 SQFT.	6300
(1,2)	RECREATIONAL USE		4.2/100 SQFT.	0
(1,2)	ROOFTOP GARDEN	5000	4.2/100 SQFT.	210
	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	272000		16851
	MAX. TRIPS PERMITTED			23432

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

6581

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	EST. COST REQUIRED PARKING (NOTE 4)
OFFICE	14/1000 SQFT.	1670000	23380	116	193720000	3340	37408000
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.		1670000					
TOTAL HOTEL ROOMS		0					
TOTAL D.U.'S		0					
TOTAL TRIPS USED			23380				
MAX. TRIPS PERMITTED			23432				
REQUIRED PARKING						3340	
COSTS					193720000		37408000
TOTAL CONSTRUCTION + PARKING COST.....					224506560		

* 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	EST. COST REQUIRED PARKING (NOTE 4)
OFFICE	2193000	0	30702	116	254388000	4386	49123200
RETAIL							
GROUND FLOOR	100000	0	3500	77	7700000	200	2240000
OPTIONAL	150000	0	5250	77	11550000	300	3360000
MEDICAL	0	0	0	127	0	0	0
RESTAURANTS	10000	0	450	135	1350000	20	224000
FAST FOOD	0	0	0	95	0	0	0
DRIVE-THRU	0	0	0	95	0	0	0
ENTERTAINMENT							
CULTURAL	5000	0	70	123	615000	143	1600000
OPTIONAL	10000	0	140	123	1230000	286	3200000
HOTEL	0	250	2500	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
					0	0	0
TOTAL SQFT.	2468000	0					
TOTAL HOTEL ROOMS	0	250					
TOTAL D.U.'S	0	0					
TOTAL TRIPS USED			42612				
MAX. TRIPS PERMITTED			42674				
REQUIRED PARKING						5335	
COSTS							
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					276833000		59747200
					329958760		

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

	COMMERCIALLY-ZONED PORTION	RESIDENTIALLY-ZONED PORTION	TOTAL
TOTAL SQFT.(NOTE 2)	2593000	942372	3535372
SUBSET:HOTEL ROOMS	250	250	500
SUBSET: D.U.'S	0	874	874
REQUIRED PARKING	5335	1311	6646
F.A.R.	5.66	1.80	3.60

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
PARKING SPACES/D.U.:	1.5
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".

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.

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(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.

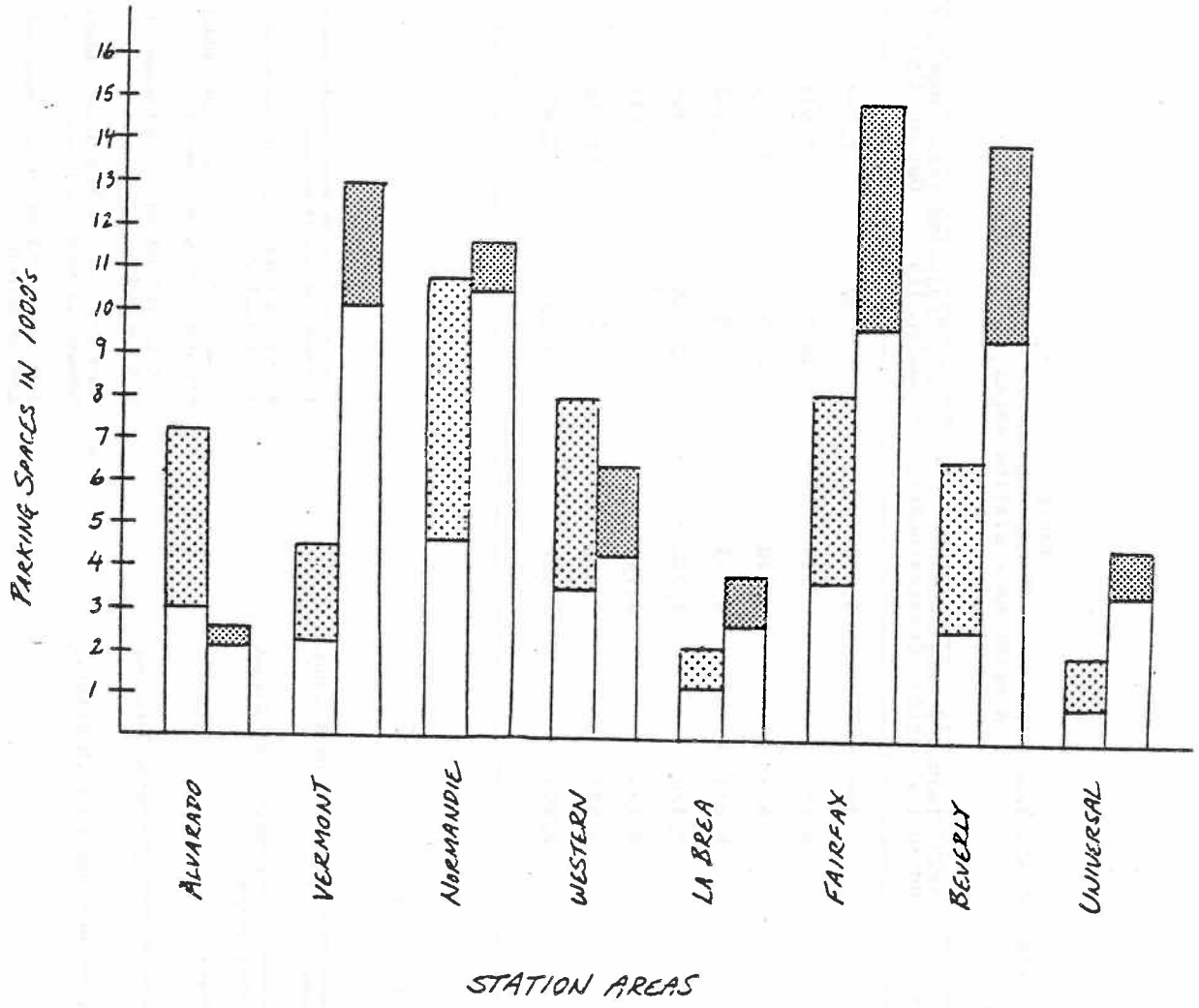
5. Calculated from existing supply added to projected supply, using the following parking requirement:

   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