

FINAL REPORT

**DOWNTOWN LOS ANGELES
PARKING STUDY FOR
PORTIONS OF THE HISTORIC CORE
AND ADJACENT AREAS**

Prepared for:

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Of the City of Los Angeles
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Executive Summary

Study Purpose and Objectives

This parking study was undertaken by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) to complete a parking analysis for a portion of downtown Los Angeles, including part of the Historic Core and adjacent areas. The purpose of the analysis was to assist the City of Los Angeles and the CRA/LA in formulating a parking development program for the study area, in which there is a growing interest in converting vacant and underutilized buildings to housing and in restoring former movie houses for theater and other entertainment uses.

Summary of Parking Study Tasks

The study consisted of seven major tasks or work items, as listed below:

1. Inventory existing parking supply, conduct parking counts, and develop detailed base maps using GIS map files provided by CRA.
2. Estimate existing and future parking demand for the study area, based on parking counts and future projects.
3. Estimate the parking supply and demand for the study area based on proposed development projects.
4. Interview stakeholders, such as developers, parking operators, theater owners, and residents, to obtain input regarding specific parking issues by user group.
5. Conduct interviews and research to determine “best practices” for successful downtown parking programs.
6. Identify potential parking options, ranging from ways to better utilize the existing parking supply to construction of new parking facilities, to support existing and proposed uses in the study area.
7. Document the findings and recommendations of the study in a draft and final report.

In addition to the analysis meetings were held with various stakeholders and groups in the study area to obtain input for the study. A total of six such meetings were held during the course of the study and a final meeting is planned to present the study results.

Summary of Major Findings

Existing Parking Demand and Usage

- The majority of the parking in the study area is provided in off-street lots and garages. Only six percent is provided on-street.
- About 60 percent of the off-street parking is in garages and 40 percent in surface lots.
- On weekdays during the day, most of the spaces are occupied. There is considerable parking available in the evenings, both on weekdays and weekends.
- On Saturdays during the day, the on-street spaces are mostly occupied, but not to the same extent as on weekdays. On Sundays, many parking lots are closed, and the lots and garages are less than 20 percent occupied.

Parking Rates

- In 2000, the average daily parking fee in the area bounded by 2nd and 9th and Hill and Main streets was \$6.18, which is considerably less than the average daily central business district (CBD) rate of \$17.35.
- According to a June 2002 parking rate survey of 50 North American cities by Colliers International, the Los Angeles average monthly parking rate was the 14th highest and the average daily rate was the sixth highest.

Successful Financial Parking Development

- A successful model for financing new parking facilities is to use the parking revenue, with pledged revenues from other sources, including on-street meter revenue and tax increment money or other sources. The advantage is that the pledged revenues can assist in financing, but they are only used if needed. Currently, the City of San Diego is an example of this method of financing.
- Another successful model is the Santee Court development in the study area, which is currently negotiating a creative agreement with the MTA to develop a parking structure for its residential development. The MTA will give the developer a long-term ground lease for its bus staging area at 636 Maple. In return, the developer will build a multilevel parking structure incorporating a new bus staging area on the ground level.
- An additional successful model for residential development is the Rowan building, which has used a CRA housing revenue bond to finance its 378-space parking structure.

Parking Requirements and Zoning

- The City of Los Angeles Adaptive Reuse Ordinance governs many of the buildings in the study area. With that ordinance, an adaptive reuse of an existing building must only provide as many parking spaces as existed on the site as of June 3, 1999, which for many buildings is a zero parking requirement.
- Parking for residential adaptive reuse is based more on market requirements than on zoning. Currently, the number is estimated to be 1.5 to 1.7 spaces per unit, with a minimum of 1.0 space per unit.
- A very limited sample of residential users indicated many of the residences had two autos per unit, even for those people working nearby.
- There is currently no mechanism to require developers to provide replacement parking for surface lots eliminated by development.

Future Parking Demand

Residential Parking

- The estimated parking demand for the current and proposed residential projects in the study area is estimated to be 4,600 spaces, as of February 2003.

Entertainment/Special Event Parking

- The daytime parking demand for the three largest theaters in the study area with a capacity of almost 5,000 seats is estimated to be 2,400 spaces, a demand that cannot be met with current facilities for daytime theatrical or special events.
- The total theater parking demand could increase to 8,000 spaces if the available seating capacity increased to 20,000 seats and the theaters attracted special events and patrons to their venues.
- Special events such as those in the Fashion District (five Fashion Weeks and three Gift Show weeks) draw people to the district, many of whom drive and require parking.

Future Parking Supply

- As development pressure intensifies in the study area, some of the surface parking will be lost to new development. A 10 to 20 percent decrease in surface lot capacity would require an additional 600 to 1,200 replacement parking spaces.
- Development pressure will also decrease the number of on-street parking spaces to accommodate loading zones, driveways and other non-parking uses.

Parking Management and Other Existing Parking Issues

- There is currently no mechanism available in the study area to coordinate parking between the city, developers, parking operators, and others to develop a coordinated parking program for the area or for individual subareas.
- There is evening capacity in the 1,700-space Pershing Square Garage, but the internal circulation, parking layout, and pedestrian circulation of the garage are confusing to patrons.
- *Filming and Movie Activity.* The study area is used for filming commercials and movies; continuing to be able to accommodate these activities is an important aspect of the economy of the area and the city as a whole. On days when one or more parking lots is used for filming, there is a temporary loss of parking in the area.

Transportation Demand Management

- Transportation demand management (TDM) and reductions in the number of auto trips can lessen the number of parking spaces required. It is beyond the scope of this study to conduct an evaluation of the impact of TDM. This issue will be dealt with in the follow-up CRA parking study for the entire downtown area.

Preliminary Financial Analysis

- In locations of high demand, parking structures will likely generate positive net revenue before debt service. The net revenue from parking will be sufficient to pay the operating cost and much of the debt service costs. There may not be enough net revenue to absorb the land cost, which can be as high as \$100 per square foot in some of parts of the study area.

Potential Sites for New Parking Facilities

- There are a limited number of sites available for parking in the study area. Most are occupied by existing surface lots. Sites in areas where there is the highest demand (near Pershing Square) would likely require demolition of existing buildings or structures to accommodate a multilevel garage.
- The general locations that would best meet the future parking demand needs in the study area are in the 5th/Spring Street area, with substantial development underway, and the 9th/Broadway area, which has some larger sites available for parking.

Recommendations

Parking Management and Planning

- Create a parking committee of 10 to 15 individuals, including a chair, representing a broad spectrum of area stakeholders. The committee would include representatives from the City of Los Angeles (Mayor's Office, CRA/LA, Bureau of Parking, etc.), each BID in the study area, parking operators, the theaters, business owners, the downtown residential community, and members at-large. The group would meet regularly, possibly monthly at first, to establish a mission statement and develop a program to improve parking. The next step for the group would be to develop a plan and a coordinated program for improving and expanding parking in the study area. It is expected that the group would require technical support staff, using outside experts or consultants as they move forward. A possible source of funding for this group would be the CRA/LA as the umbrella organization, but it is essential that the group have a source of funding for both planning and implementing any recommendations.

New Parking Facilities

- One or two new strategically placed parking structures should be constructed to promote and support continued development in this area of the city. The city should participate financially in the development of such structures.
- New parking garages in the downtown area should incorporate ground-floor retail or commercial uses.

Financing of New Facilities

- Fund new parking facilities using bonds financed from parking revenues, but supported with pledged revenue from other sources, such as parking meter revenue, tax increment financing, business improvement district, and other sources of pledged revenues to assist with financing.

Pershing Square Garage

- The City of Los Angeles should conduct an evaluation of the garage operation, layout, and pedestrian access and safety to develop recommendations to make the garage more user-friendly and accessible for daytime and evening activities at nearby theaters and buildings.
- Work with nearby theaters to market and promote the use of the garage for their events.

Zoning Overlays

- The City should consider creating parking overlay zones in areas that are being developed. Such zones would require that replacement parking be provided for surface parking lots that are eliminated as part of new development construction

Next Steps

- Create the mechanism(s) for the parking management and coordination group in the study area.
- The City of Los Angeles or the parking management group should conduct a site evaluation and preliminary feasibility study to determine which site(s) would best support and encourage development in the study area.
- The city or the parking management group should determine alternative funding sources for new parking in conjunction with stakeholders and other City of Los Angeles departments.

1.

Introduction

The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) has commissioned Kimley-Horn and Associates, Inc., to conduct this parking study to evaluate the parking needs of a specific area in the Los Angeles downtown, namely part of the Historic Core and adjacent areas. Parking is considered one of the keys for improving the economic conditions in this area and promoting development and redevelopment of existing vacant and underutilized buildings and construction of new projects.

1.1 Background

The study area is home to a mixture of land uses and activities, ranging from housing, including single-room occupancy hotels, and large old theaters to the older masonry-clad structures of the Historic Core. The study area includes a portion of the Historic Core, but it also includes other areas as well. The study area for this project is bounded by 4th Street on the north, Olympic Boulevard on the south, Olive Street on the west, and San Pedro on the east. Some of the activities currently taking place in the area include:

- Traditional commercial/retail uses, typical of most downtown areas, including financial, general office, general merchandise, and retail uses.
- Specialized retail and wholesale uses, including jewelry and fashion.
- Entertainment, including live venues, film, and nightclubs.
- Conversion of existing office and light industrial space to residential uses and mixed commercial/residential use.

In the future, the city anticipates the development of a downtown entertainment district, including bars, restaurants, clubs, and similar uses. Many of the older buildings in the study area were built without adequate parking, or they have relied on public lots and garages to meet their needs. Older buildings that are converted from office use to residential cannot necessarily rely on private off-site parking to meeting their needs. However, creating parking in the older office buildings is difficult because of the building footprint and the placement of interior columns. In addition, the city wants to retain the specialized use of the area for movie production, for which the appearance of the area needs to be retained, and existing parking lots are in demand for staging purposes.

1.2 Study Goals and Objectives

A number of goals and objectives have been identified for the study, as summarized below:

- Define the parking inventory and demand in the study area
- Determine the parking issues related to future development
- Obtain input from the development community
- Obtain data and information from other cities with similar parking issues
- Determine policy changes to promote development
- Identify sites for additional parking
- Develop a management plan for the study area

1.3 Methodology

The initial phase of the study included an extensive data collection effort to determine the existing parking supply and usage in the study area. A parking inventory was conducted to determine the locations of all the parking facilities, their capacity, and the parking rates. Then, an extensive parking count program was undertaken to determine the number of occupied parking spaces for a number of different days of the week at different times, including:

- Weekdays from 8:00 A.M. through 9:00 P.M.
- Saturdays from 11:30 A.M. through 8:00 P.M.
- Sundays, morning and afternoon

These surveys were used to establish the baseline parking demand for the area. The future parking needs of the area were determined based on a list of current and future developments provided by CRA/LA.

Interviews were conducted with several developers who are currently working on projects in or near the study area. The purpose of the interviews was to determine how parking is affecting their developments and understand the parking requirements for their projects and the requirements of the financial community for the developments it will finance.

Data and information about planned development in the study area was provided by CRA/LA to establish the future conditions and the parking needs to support those developments. Data was also obtained about the theaters in the Broadway Street theater district.

1.4 Public and Community Meetings

Several meetings were also held in conjunction with the study, as follows:

- Meeting with the Central City Association (CCA) of Los Angeles on April 1, 2003, at a CCA Forum to present the preliminary findings and obtain input from meeting attendees.
- CCA Meeting, April 1, 2003.
- Community Town Hall Meeting, April 24, 2003.
- Meeting with Fashion District Business Improvement District, June 11, 2003.
- Meeting with Historic Core, June 12, 2003.

- Meeting with City Center Project Area Committee, June 17, 2003.

The purpose of these meetings was to inform the various stakeholders in the study area about the objectives and goals of the study, provide updates of the progress of the study, and obtain input that could be incorporated into the study.

Existing Parking Supply and Demand

2

Existing Parking Supply and Demand

2.1 Parking Study Area and Analysis Zones

The project study area is located just east and south of the downtown and Bunker Hill District (**Figure 1**). **Figure 2** shows the study area in relationship to the downtown, and **Figure 3** shows the parking study boundaries. The study area for this project is encompassed by 4th Street on the north, Olympic Boulevard on the south, Olive Street on the west, and San Pedro on the east. The study area includes some of the Historic Core area, as well as other distinct districts, including the Jewelry District, the Fabric District, the Fashion District, the Warehouse District, and the Flower District. For the purpose of the analysis the study has been subdivided into seven zones. The locations of these zones are shown Figure 3.

2.2 Parking Supply

The locations of the existing off-street parking facilities in the study area are shown in **Figure 4**, which indicates a total of 18,425 marked parking spaces. Additional parking spaces exist in many lots because of tandem parking and attendant parking. These additional spaces are difficult to quantify. For the purposes of this report, the parking supply is defined by the number of marked spaces.

A total of 17,321 spaces (94 percent) are located off-street in lots and garages, and the remaining spaces are at on-street meters. Of the off-street spaces, 60 percent are located in parking structures and 40 percent in surface parking lots. More than 40 percent of the spaces are located in the most densely built-up areas—Zones 1 and 2—which have less than three percent of their total supply on-street. In general, the higher the density and the taller the buildings in a downtown area, the lower the percentage of on-street parking. In smaller downtown areas, the percentage of on-street spaces can be as high as high as 10 to 15 percent of the capacity, but as the density increases that percentage will drop to as less than one or two percent. That can be seen by the data for the study area (**Table 1**), which shows a summary of the capacity and distribution by zone for the study area. In Zones 1 and 2, closer to the downtown core, the on-street capacity is less than three percent of the capacity, but in Zone 4 on the edge of the downtown, an area with many surface lots but few large garages, the on-street parking accounts for more than 20 percent of the total supply.

2.3 Parking Count Program

Parking counts were conducted for all on-street and off-street parking facilities in the study area to determine the current usage characteristics. The counts were conducted on a weekday, a Saturday, and a Sunday. Summaries of the parking count results are provided below.

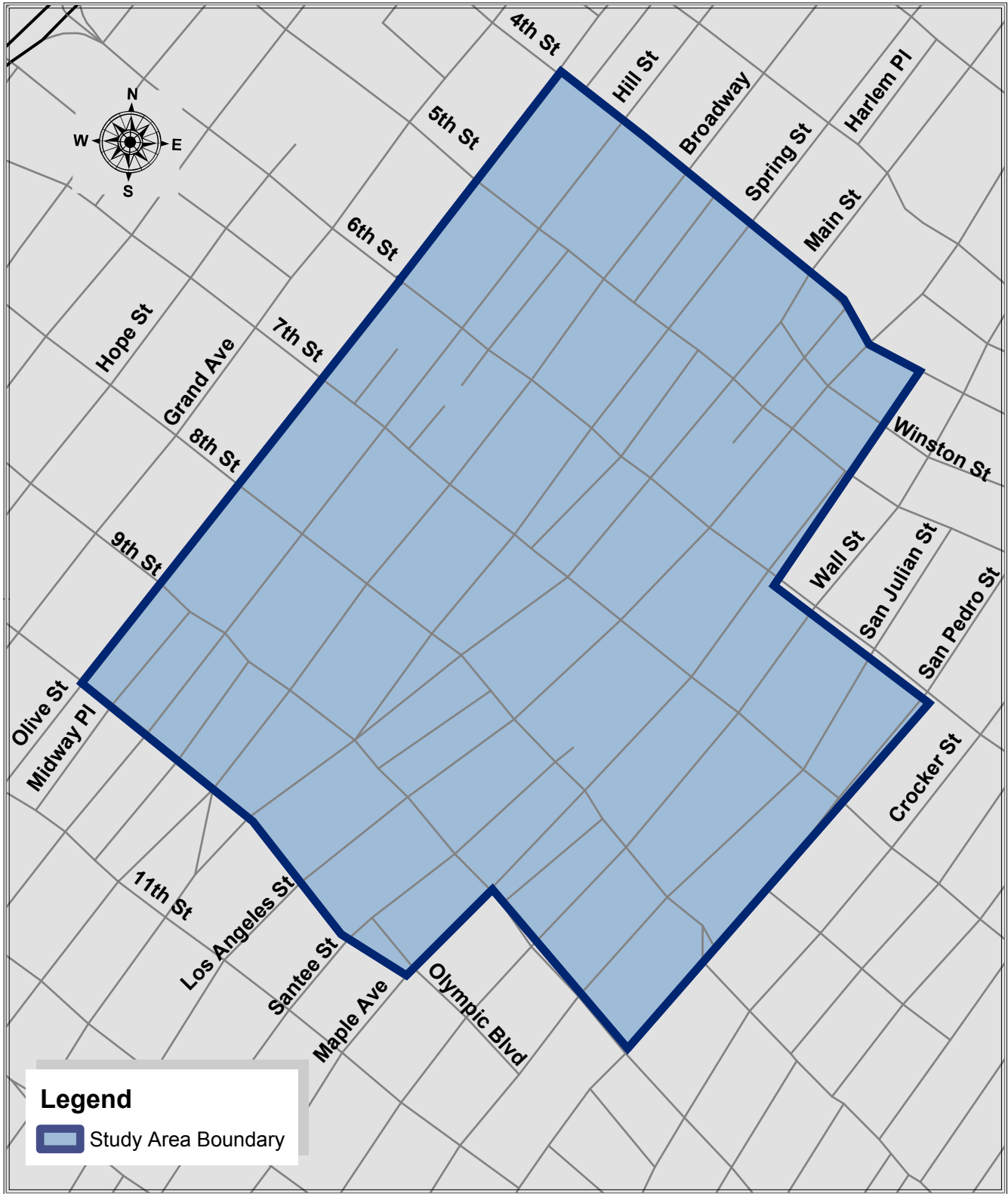
Table 1
Parking Inventory (Number of Marked Parking Spaces)

Zone	On-Street	Off-Street	Total
1	135	5,511	5,646
2	73	2,482	2,555
3	101	2,007	2,108
4	317	1,254	1,571
5	167	974	1,141
6	125	2,593	2,718
7	186	2,500	2,686
Total	1,104	17,321	18,425



Kimley-Horn
and Associates, Inc.

Downtown Los Angeles Parking Study for Portions of the Historic Core and Adjacent Areas



0 175 350 700 1,050 1,400



Feet

Map Source: Community Redevelopment Agency (CRA) GIS

Figure 1 - Study Area Within Downtown



Community Redevelopment Agency of the City of Los Angeles



City of Los Angeles Department of Transportation

September 2003



Downtown Los Angeles Parking Study for Portions of the Historic Core and Adjacent Areas

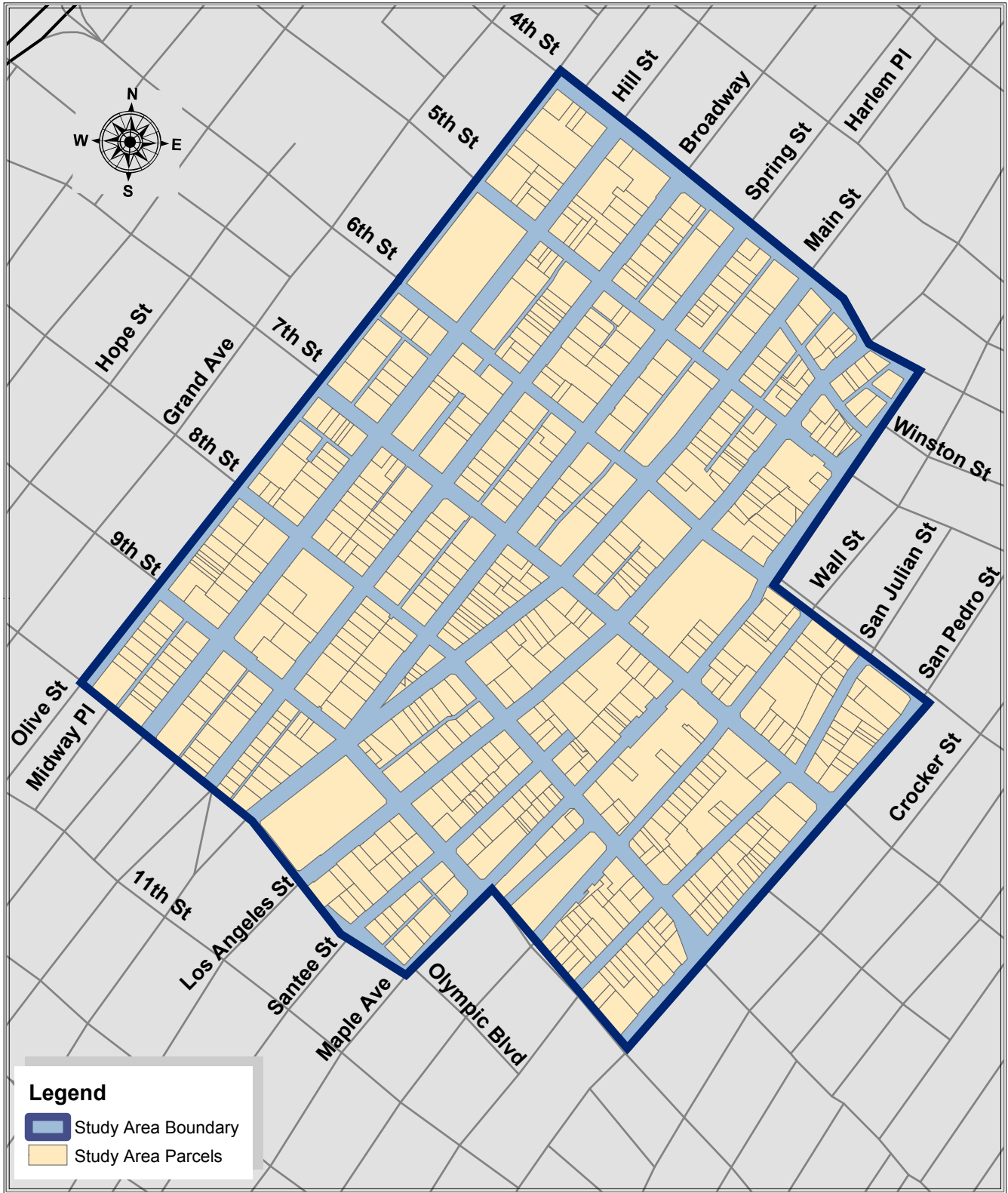


Figure 2 - Study Area Boundary

Map Source: Community Redevelopment Agency (CRA) GIS





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and Associates, Inc.

Downtown Los Angeles Parking Study for Portions of the Historic Core and Adjacent Areas

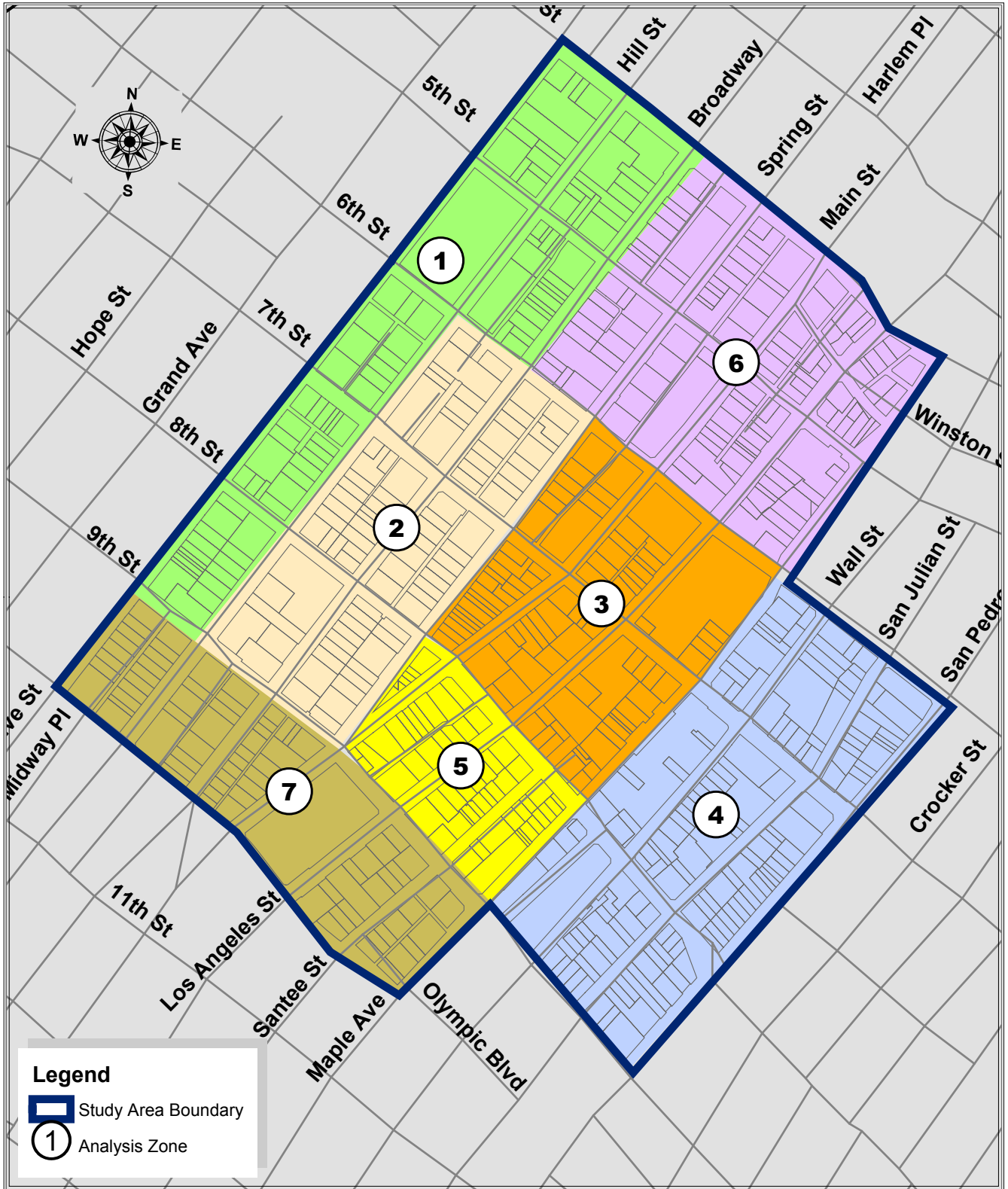


Figure 3 - Study Area Analysis Zones

0 175 350 700 1,050

Feet

Map Source: Community Redevelopment Agency (CRA) GIS



Community Redevelopment Agency of the City of Los Angeles

City of Los Angeles Department of Transportation

September 2003



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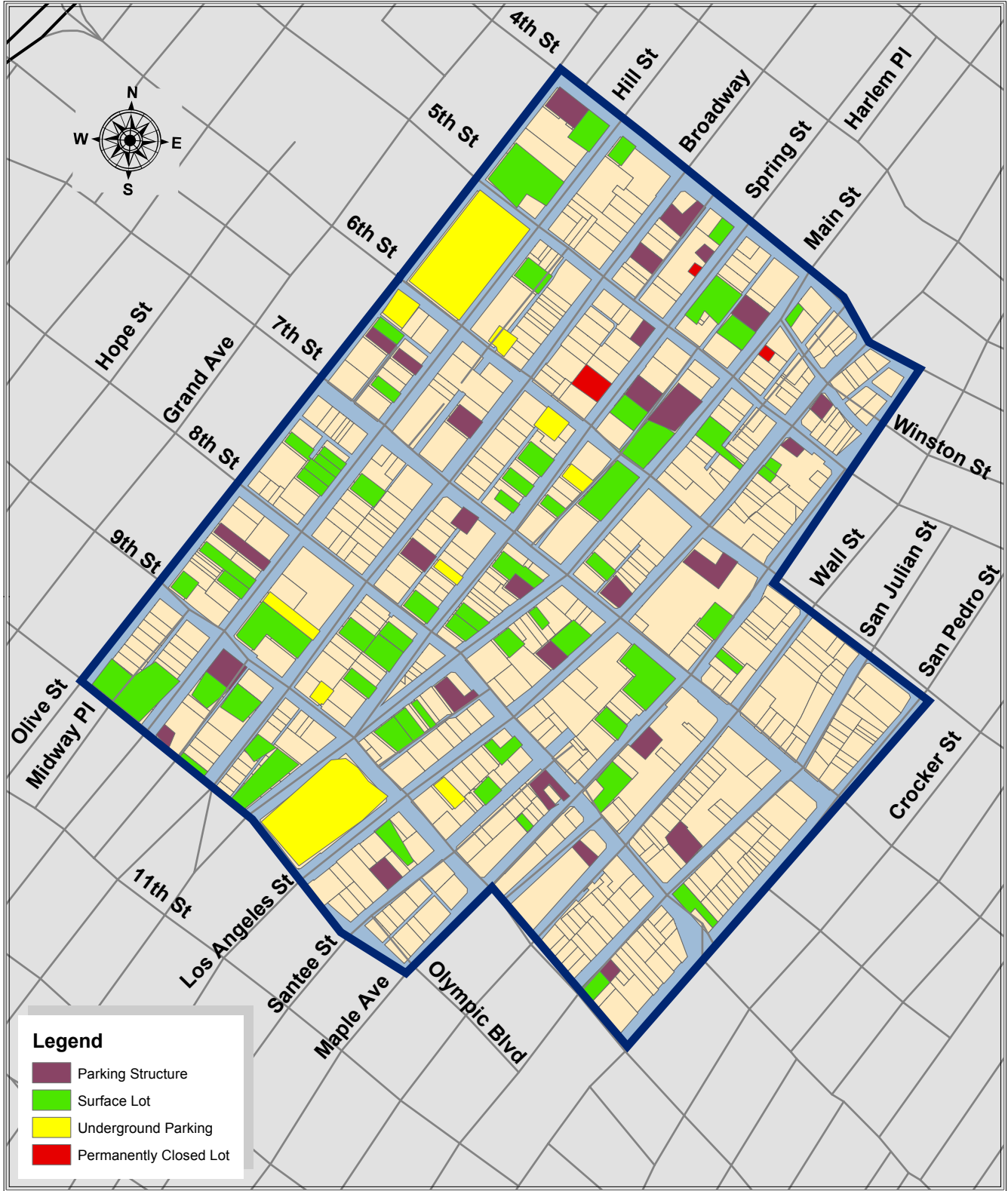


Figure 4 - Existing Off-Street Parking Locations

0 175 350 700 1,050 1,400
Feet

Map Source: Community Redevelopment Agency (CRA) GIS



Community Redevelopment Agency of the City of Los Angeles



City of Los Angeles Department of Transportation

September 2003

2.3.1 Weekday Parking Count

Weekday parking counts were conducted at all the on-street and off-street parking facilities in the study area, beginning in the morning at 8:00 A.M., through the early evening. A summary of the counts is shown in **Table 2**. During the middle of the day, the parking facilities are heavily utilized in almost all the study zones, with the exception of Zone 4. The morning on-street occupancy exceeded 100 percent as a result of illegal parking. The overall peak occupancy occurred in the morning. At that time, the occupancy of the on-street spaces was 102 percent. The peak on-street occupancy in the afternoon was 78 percent. In the evening, there was substantial capacity available in all the parking facilities. Many private parking lot operators regularly park cars in drive aisles and park more vehicles than the number of marked stalls by using car jockeys to move the cars on the lot. As a result, there is some additional capacity available in such lots, but over time, as lots are replaced by other uses, this practice is expected to diminish.

In general, when a parking system reaches an occupancy level of 85 to 90 percent it is considered full. A reservoir of 10 to 15 percent is needed so drivers can reasonably find a space without undue searching. In the evening, after 6:00 P.M., the occupancy levels drop dramatically for both the off-street spaces and the on-street spaces.

2.3.2 Saturday Parking Count

The results of the Saturday parking count are shown in **Table 3**. Those counts were conducted in the late morning, early afternoon, and evening. The on-street spaces were well used during the day, with a peak occupancy of 74 percent during the mid-morning/early afternoon count. As would be expected, the off-street occupancies were much lower than during the weekday. During the mid-morning/late afternoon, the highest occupancy was 46 percent for the off-street spaces. In the evening, the on-street spaces were more heavily used than then during the equivalent period on a weekday, but the off-street spaces were less than 10 percent occupied.

2.3.3 Sunday Parking Count

The results of the Sunday count are shown in **Table 4**. The counts were conducted in the late morning, early afternoon, and evening. On Sunday, several parking lots are closed, indicating the much lower demand on Sunday compared with weekdays and Saturdays. The on-street spaces were still well used, especially in Zones 3 and 5, which had occupancies exceeding 100 percent. There is extensive capacity available in the parking lots and garages in the study area, as indicated by the peak overall occupancy during midday of less than 20 percent.

Table 2
Weekday Parking Summary; Downtown Los Angeles Parking Study

Zone	Capacity ¹ (spaces)	Parking Occupancy (parked cars)											
		8:00 to 10:30 AM		10:30 AM to 1:00 PM		1:00 to 3:00 PM		3:30 to 6:00 PM		6:00 to 8:00 PM		8:00 to 9:00 PM	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
On-Street Parking													
1	135	94	112%	136	101%	125	93%	66	96%	55	41%	50	37%
2	73	38	109%	86	118%	72	99%	8	89%	35	48%	N/A	N/A
3	101	85	91%	127	126%	107	106%	63	79%	30	30%	N/A	N/A
4	317	177	56%	277	87%	217	68%	168	53%	84	26%	N/A	N/A
5	167	97	97%	185	111%	176	105%	149	104%	36	22%	N/A	N/A
6	125	100	64%	135	108%	120	96%	115	71%	38	30%	N/A	N/A
7	186	173	93%	194	104%	190	102%	89	48%	48	26%	N/A	N/A
Total	1,104	764	69%	1,140	103%	1,007	91%	658	125%	326	30%	N/A	N/A
Off-Street Parking													
1	5,511	4,375	79%	4,955	90%	4,654	84%	4,064	74%	1,262	23%	503	9%
2	2,482	2,091	84%	2,231	94%	1,907	77%	1,592	64%	208	8%	N/A	N/A
3	2,007	1,320	66%	1,709	85%	1,748	87%	1,502	75%	143	7%	N/A	N/A
4	1,254	932	74%	828	66%	661	53%	471	38%	68	5%	N/A	N/A
5	974	619	64%	820	84%	722	74%	586	60%	40	4%	N/A	N/A
6	2,593	1,646	63%	N/A	N/A	1,956	75%	973	38%	N/A	N/A	N/A	N/A
7	2,500	1,108	44%	N/A	N/A	1,903	76%	1,476	59%	N/A	N/A	N/A	N/A
Total	17,321	12,901	70%	10,643²	87%²	13,551	78%	10,664	62%	1,721	10%	N/A	N/A
¹ The curb capacity is reduced in the morning from 7:00 to 9:00 AM, and in the afternoon from 4:00 to 6:00 PM, because of parking restrictions and no parking zones to improve traffic flow. The percentage occupancies have been adjusted to reflect these reductions. ² Occupancy for Zones 1 through 5 only.													

**Table 3
Saturday Parking Summary; Downtown Los Angeles Parking Study**

Zone	Capacity (spaces)	Parking Occupancy (parked cars)					
		11:30 AM to 2:00 PM		3:00 to 6:00 PM		6:00 to 8:00 PM	
		Number	%	Number	%	Number	%
On-Street Parking							
1	135	122	90%	127	94%	93	69%
2	73	83	114%	71	97%	56	77%
3	101	93	92%	82	81%	47	47%
4	317	275	87%	226	71%	73	23%
5	167	192	115%	188	113%	58	35%
6	125	35	28%	56	45%	6	5%
7	186	21	11%	32	17%	12	6%
Total	1,104	821	74%	782	71%	345	31%
Off-Street Parking							
1	5,511	2,566	47%	2,270	41%	555	10%
2	2,482	1,457	59%	1,212	49%	256	10%
3	2,007	1,181	59%	989	49%	212	11%
4	1,254	1,394	111%	673	54%	44	4%
5	974	803	82%	624	64%	38	4%
6	2,593	400	15%	536	21%	610	24%
7	2,500	154	6%	316	13%	0	0%
Total	17,321	7,955	46%	6,620	38%	1,715	10%

**Table 4
Sunday Parking Summary; Downtown Los Angeles Parking Study**

Zone	Capacity (spaces)	Parking Occupancy (parked cars)					
		11:30 AM to 2:00 PM		3:00 to 6:00 PM		6:00 to 8:00 PM	
		Number	%	Number	%	Number	%
On-Street Parking							
1	135	N/S	N/S	N/S	N/S	N/S	N/S
2	73	63	86%	61	84%	40	55%
3	101	122	121%	113	112%	42	42%
4	317	206	65%	185	59%	68	21%
5	167	190	114%	174	104%	23	14%
6	125	17	14%	43	34%	3	2%
7	186	9	5%	22	12%	7	4%
Total	1,104	598	54%	578	52%	176	16%
Off-Street Parking							
1	5,511	827	15%	1,483	27%	745	14%
2	2,482	299	12%	238	10%	74	3%
3	2,007	494	25%	534	27%	76	4%
4	1,254	113	9%	91	7%	16	1%
5	974	339	35%	406	42%	59	6%
6	2,593	718	28%	873	34%	0	0%
7	2,500	77	3%	116	5%	0	0%
Total	17,321	2,867	17%	3,741	22%	970	6%

**Table 5
On-Street Parking Occupancy Summary**

Zone	Weekday			Saturday		Sunday	
	Morning	Afternoon	Evening	Afternoon	Evening	Afternoon	Evening
1	101%	93%	41%	94%	69%	NS	NS
2	118	99	48	97	77	84%	55%
3	126	106	30	81	47	112	42
4	87	68	26	71	23	59	21
5	111	105	22	113	35	104	14
6	108	96	30	45	5	34	2
7	104	102	26	17	6	12	4
Total¹	103%	91%	30%	71%	31%	81%	33%
¹ Percent of surveyed parking spaces. NS = not surveyed							

**Table 6
Off-Street Parking Occupancy Summary**

Zone	Weekday			Saturday		Sunday	
	Morning	Afternoon	Evening	Afternoon	Evening	Afternoon	Evening
1	79%	84%	23%	41%	10%	27%	14%
2	84	77	8	49	11	10	3
3	66	87	7	49	11	27	4
4	74	53	5	54	4	7	1
5	64	74	4	64	4	42	6
6	63	75	NS	21	24	34	0
7	44	76	NS	13	NS	5	NS
Total¹	70%	78%	10%	71%	10%	22%	6%
¹ Percent of surveyed parking spaces. NS = not surveyed							

2.4 Parking Usage Summary

A summary of the on- and off-street weekday, Saturday, and Sunday parking occupancy data is shown in **Tables 5 and 6**. These two tables clearly show the heavy weekday parking use, but the very high availability of parking in the evening on weekdays and on the weekend, although the Saturday use of the curb spaces was higher in the evening than the weekday evening.

2.5 Parking Rates

The parking rates in the study area are much lower than the rates in the downtown core. A 2001

survey conducted by the Broadway Initiative Parking Subcommittee indicated that the average daily parking fee was \$6.18 in the area bounded by 2nd and 9th and Hill and Main streets. By comparison, a 2001 parking rate survey by Colliers International indicated that the average daily parking rate in LA's CBD garages was \$17.35. The Colliers survey also indicated that Los Angeles monthly CBD parking rates ranked 14th of 50 North American cities, and the daily CBD parking rate rated sixth. The complete survey results are available on the Colliers website.

2.6 Summary of Existing Parking Usage and Existing Parking Demand

Following is a summary of the key findings of the parking surveys.

- There are more than 18,000 marked parking spaces available in the study area.
- The majority of the parking in the study area is provided in off-street lots and garages. Only six percent of the capacity is provided in on-street curb spaces. Of the off-street spaces, 60 percent are located in parking structures and 40 percent in surface parking lots.
- During weekday daytimes, the on-street and off-street use of the parking system is at capacity.
- In the evening after 6:00 P.M., on both weekdays and weekends, there is considerable parking available, both on- and off-street.
- On Saturdays during the day, the on-street spaces are well used. There is on-street capacity available in the evening, but not as much as during the week.
- On Sundays, many parking lots are closed, and the lots and garages are less than 20 percent occupied. There is capacity available on-street in most locations, and in the evening there is substantial available parking.

Based on the survey data, a total of 14,696 vehicles were parking in the study area on a weekday at midday. Using the parking industry standard of assuming 85 percent occupancy as "full" for the parking system, this represents a demand for more than 17,300 total spaces. Clearly, with a capacity of just over 18,000 marked spaces, the parking in the study area does not have any substantial capacity to absorb additional uses that would increase the demand without providing additional parking, even allowing for the practice of many private lot owners to "jam" their lots by parking vehicles in drive aisles or using car jockeys to park and unpark vehicles.

For parking planning purposes, the Urban Land Institute (ULI) has established guiding principals for providing additional public parking spaces. These principals are summarized below:

- When demand is at 70 percent on average, agencies should be *planning* for additional parking spaces.
- When demand is at 80 percent on average, agencies should be *designing* additional parking spaces.
- When demand is at 90 percent on average, agencies should be *constructing* additional parking spaces.

Based on these criteria and the likelihood of more development in the downtown, strong consideration should be given to planning and designing new parking facilities.

Future Parking Supply and Demand

3

Future Parking Supply and Demand

3.1 Proposed Developments

A list of developments (as of February 2003) in or near the study area was assembled from several sources. A listing of the developments and their respective locations are shown in **Figure 5** and **Table 7**. The majority of the developments listed in Table 7 are residential, ranging from as small as 7 dwelling units to as high as 439 dwelling units. Collectively, these developments represent 3,070 dwelling units, a significant increase in the residential population of the study area. As shown in **Table 8**, these developments can be sorted into six general categories:

1. Completed developments
2. Developments under construction
3. Developments that are permitted
4. Developments in the plan check phase
5. Developments under consideration
6. Future planning opportunity

Not all are located in the study area, but those that are not are generally in blocks just beyond the study area.

In addition to these developments, there are several major existing theaters along Broadway that have substantial seating capacity. For instance, four facilities have a combined seating capacity of almost 8,000 seats.

- Orpheum Theater: 1,957 to 2,057 seats
- Million Dollar Theater: 2,200 seats (note: this theater is outside the study area boundary)
- Downtown Palace Theater: 1,167 seats
- Los Angeles Theater: 2,600 seats

There are also two large theaters on Broadway—the State Theater and the United Artists Theater—with a combined seating capacity of almost 4,000 seats that are currently used as churches. In addition to these facilities, there are a number of other former theaters on Broadway that either house another use or are vacant. A complete listing of the theaters and their seating capacity is shown in **Table 9**, and their locations are shown in **Figure 6**.

The redevelopment of any other theaters or conversion to theater use could create more demand for parking in the study area, especially during evenings and weekends.



Kimley-Horn
and Associates, Inc.

Downtown Los Angeles Parking Study for Portions of the Historic Core and Adjacent Areas

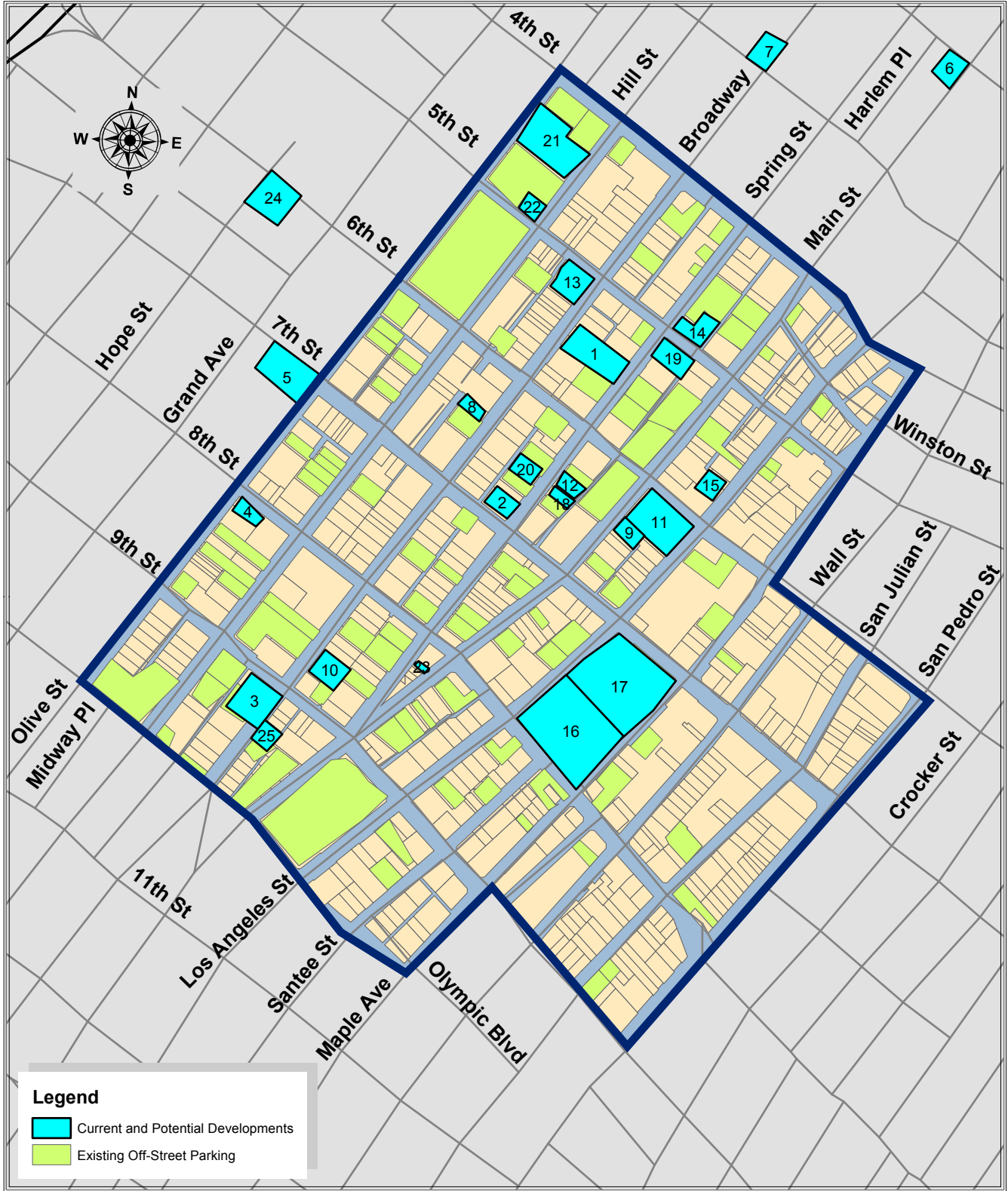


Figure 5 - Planned and Proposed Projects

0 175 350 700 1,050 1,400 Feet
Map Source: Community Redevelopment Agency (CRA) GIS



Community Redevelopment Agency of the City of Los Angeles

City of Los Angeles Department of Transportation

September 2003

Table 7 Proposed Development Projects Parking Study Area												
	Project	Location	Developer	Neighborhood	Development Type	Residential		Retail	Parking		Expected Completion	
						Units	Sq. Ft.	Sq Ft.	Spaces Required	Spaces Provided		Status
1	Arcade Building Broadway-Spring	541 S. Spring Street, 540 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	142	116,628	22,874			3	
2	Bartlett Building	201-215 W. 7th Street, 651 S. Spring Street Los Angeles, CA 90014	Barry Shy 818-974-9847	Historic Core	Loft Apts	139	180,000	10,000			2	2004-2005
3	Broadway Plaza Apts.	901-909 S. Broadway Los Angeles, CA 90015		Historic Core	Mixed Use	82	74,679	8,793			3	
4	Commercial Exchange Building	416 W. 8th Street Los Angeles, CA 90014		Fashion Dist.	Mixed Use	110					4	
5	Coulter & Mandell Building	500-518 W. 7th Street Los Angeles, CA		Historic Core	Mixed Use	54	75,000	?			3	2003
6	Higgins Building <i>(outside study area)</i>	108 W. 2nd Street Los Angeles, CA 90012		Historic Core	Loft Apts	143	145,000	15,000			2	Oct 02
7	Irvine Byrne/Pan American Bldg. <i>(outside study area)</i>	249-259 S. Broadway Los Angeles, CA 90012		Historic Core	Mixed Use	44	45,200				4	
8	Kress Building	621 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	10	47,000	10,000			4	
9	Main Mercantile Building	620 S. Main Street Los Angeles, CA		Historic Core	Mixed Use	42	86,000	13,000 base			4	
10	Orpheum Lofts	846 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	37	52,000	16,000			3	
11	Pacific Electric Building	600-610 S. Main Street Los Angeles, CA 90014	ICO Invest./Mark Morandi 310-247-0755	Historic Core	Mixed Use	314	450,000	20,000			3	Sept 03
12	Pacific Stock Exchange	618-620 S. Spring Street Los Angeles, CA 90014		Historic Core	Mixed Use	36	51,844	18,000			4	
13	Rite Aid Lofts (5th Street Store)	312 W. 5th Street, 500, 501 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	280	315,000	25,000			2	
14	Rowan Building	426-458 S. Spring Street Los Angeles, CA 90013		Historic Core	Mixed Use	209		10,000			3	
15	Santa Fe Lofts II	121 E. 6th Street Los Angeles, CA 90014		Historic Core	Loft Apts	103	76,500	7,170			3	
16	Santee Court (Phases II and III)	700-824 S. Los Angeles (10 bldgs. bounded by Maple, Los Angeles, 7th, & 9th)	Mark Weinstein (lender)	Fashion Dist.	Mixed Use	439	total: 455,000	total: 100,000			3	2004-2008
17	Santee Court (Phase I)	700-824 S. Los Angeles (10 bldgs. bounded by Maple, Los Angeles, 7th, & 9th)	310-395-3430	Fashion Dist.	Mixed Use	165					3	Sept 03
18	Sassony Building	626 S. Spring Street Los Angeles, CA 90014		Historic Core	Mixed Use	35	35,000	10,000			3	
19	Security Building	510 S. Spring Street Los Angeles, CA 90013		Historic Core	Loft Apts	153					3	
20	Spring Tower Artist Lofts (Barclay's Bank)	639-641 S. Spring Street Los Angeles, CA	Schlomof Izek 310-276-5557	Historic Core	Mixed Use	37	120,500	500			1	Completed
21	Subway Terminal Building	417 S. Hill Street Los Angeles, CA, 90013	System Prop. Devel. Corpo D. Cameron 213-687-7275	Historic Core	Mixed Use	268	216,144				3	
22	Title Guarantee Building	411 W. 5th Street Los Angeles, CA		Historic Core	Mixed Use	74	90,000	10,000			4	2004
23	Tomahawk Building	812-814 S. Spring Street Los Angeles, CA		Historic Core	Mixed Use	7	17,500	2,000			3	
24	University Club	630 W. 6th Street Los Angeles, CA		Historic Core	Loft Apts	95		2/3 of the first floor			3	
25	908 S. Brodway	908 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	14					4	

Status as of February 2003: 1 = Completed 2 = Under Construction 3 = Permitted or Under Permit/Plan Check 4 = Under Consideration 5 = Future Planning Opportunity

Table 8 Proposed Development Projects Sorted by Project Status Parking Study Area												
	Project	Location	Developer	Neighborhood	Development Type	Residential		Retail	Parking		Expected Completion	
						Units	Sq. Ft.	Sq Ft.	Spaces Required	Spaces Provided		Status
20	Spring Tower Artist Lofts (Barclay's Bank)	639-641 S. Spring Street Los Angeles, CA		Historic Core	Mixed Use	37	120,500	500			1	
2	Bartlett Building	201-215 W. 7th Street, 651 S. Spring Street Los Angeles, CA 90014		Historic Core	Loft Apts	139	180,000	10,000			2	
6	Higgins Building <i>(outside study area)</i>	108 W. 2nd Street Los Angeles, CA 90012		Historic Core	Loft Apts	143	145,000	15,000			2	Oct 02
13	Rite Aid Lofts (5th Street Store)	312 W. 5th Street, 500, 501 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	280	315,000	25,000			2	
					Subtotal	599		48,000				
10	Orpheum Lofts	846 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	37	52,000	16,000			3	
11	Pacific Electric Building	600-610 S. Main Street Los Angeles, CA 90014		Historic Core	Mixed Use	314	450,000	20,000			3	Sept 03
17	Santee Court (Phase I)	700-824 S. Los Angeles (10 bldgs. bounded by Maple, Los Angeles, 7th, & 9th)		Fashion Dist.	Mixed Use	165					3	Sept 03
19	Security Building	510 S. Spring Street Los Angeles, CA 90013		Historic Core	Loft Apts	153					3	
18	Sassony Building	626 S. Spring Street Los Angeles, CA 90014		Historic Core	Mixed Use	35	35,000	10,000			3	
23	Tomahawk Building	812-814 S. Spring Street Los Angeles, CA		Historic Core	Mixed Use	7	17,500	2,000			3	
					Subtotal	711		48,000				
1	Arcade Building Broadway-Spring	541 S. Spring Street, 540 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	142	116,628	22,874			4	
3	Broadway Plaza Apts.	901-909 S. Broadway Los Angeles, CA 90015		Historic Core	Mixed Use	82	74,679	8,793			4	
5	Coulter & Mandell Building	500-518 W. 7th Street Los Angeles, CA		Historic Core	Mixed Use	54	75,000	?			4	2003
14	Rowan Building	426-458 S. Spring Street Los Angeles, CA 90013		Historic Core	Mixed Use	209		10,000			4	
15	Santa Fe Lofts II	121 E. 6th Street Los Angeles, CA 90014		Historic Core	Loft Apts	103	76,500	7,170			4	
16	Santee Court (Phases II and III)	700-824 S. Los Angeles (10 bldgs. bounded by Maple, Los Angeles, 7th, & 9th)		Fashion Dist.	Mixed Use	439	total: 455,000	100,000			4	
21	Subway Terminal Building	417 S. Hill Street Los Angeles, CA, 90013		Historic Core	Mixed Use	268	216,144				4	
24	University Club	630 W. 6th Street Los Angeles, CA		Historic Core	Loft Apts	95		2/3 of the first floor			4	
					Subtotal	1392		148,837				
4	Commercial Exchange Building	416 W. 8th Street Los Angeles, CA 90014		Fashion Dist.	Mixed Use	110					5	
7	Irvine Byrne/Pan American Bldg. <i>(outside study area)</i>	249-259 S. Broadway Los Angeles, CA 90012		Historic Core	Mixed Use	44	45,200				5	
8	Kress Building	621 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	10	47,000	10,000			5	
9	Main Mercantile Building	620 S. Main Street Los Angeles, CA		Historic Core	Mixed Use	42	86,000	13,000			5	
12	Pacific Stock Exchange	618-620 S. Spring Street Los Angeles, CA 90014		Historic Core	Mixed Use	36	51,844	18,000			5	
22	Title Guarantee Building	411 W. 5th Street Los Angeles, CA		Historic Core	Mixed Use	74	90,000	10,000			5	2004
25	908 S. Brodway	908 S. Broadway Los Angeles, CA		Historic Core	Mixed Use	14					5	
					Subtotal	330		51,000				
					Total	3032		295,837				

Status as of February 2003: 1 = Completed; 2 = Under Construction; 3 = Permitted; 4 = Permit or Plan Check; 5 = Under Consideration; 6 = Future Planning Opportunity

Downtown Los Angeles Parking Study for Portions of the Historic Core and Adjacent Areas



Figure 6 - Existing Theaters Location

Table 9
Theater Facilities on Broadway

Theater	Current Use	Capacity (Seats)	Address
Million Dollar Theater	Theater/Entertainment	2,200	307 South Broadway
Roxie Theater	Closed	0	518 South Broadway
Cameo Theater	Closed	0	528 South Broadway
Arcade Theater	Closed	0	524 South Broadway
Los Angeles Theater	Theater/Entertainment	2,600	615 South Broadway
Downtown Palace Theater	Theater/Entertainment	1,167	630 South Broadway
State Theater	Church	2,380	703 South Broadway
Globe Theater	Swap meet/club	0	744 South Broadway
Tower Theater	Filming/church	0	802 South Broadway
Rialto Theater	Swap meet	0	812 South Broadway
Orpheum Theater	Theater/Entertainment	2,196	842 South Broadway
United Artists Theater	Church	1,517	933 South Broadway
Source: LA Conservancy			
Note: Where zero is indicated for the seating capacity, the seats have been removed from the facility.			

3.2 Future Parking Demand

3.2.1 Residential Parking Demand

Based on the known developments at this time, the additional parking demand for the study area will be generated almost exclusively by residential developments. **Table 10** shows the estimated parking demand for the residential developments, assuming a ratio of 1.5 parking spaces per unit.

Table 10
Estimated Parking Demand for Proposed Residential Projects¹

Project Category	Number of Units	Estimated Residential Parking Required (number of spaces)
Completed or Under Construction	637	956
Permitted	711	1,066
Permit or Plan Check	1,392	2,088
Under Consideration	330	495
Total	3,070	4,605
¹ Status as of February 2003.		

These results show clearly the impact of residential development and the need for parking. Presumably, those developments that are under construction, permitted, or are in the process of having their plans permitted or checked have resolved the parking issue for the residential portion of their development in a manner satisfactory to the unit occupants or their lenders. Even so, the parking need and impact of these developments is very substantial, with more than 4,500 parking spaces needed. But even with only those developments that are under consideration, there is a need for almost 500 additional parking spaces.

There is also some retail development with the proposed developments. About 295,000 square feet of retail space is proposed along with the residential projects. The retail square footage by project is shown in Table 7. The retail component of the projects is estimated to require approximately 440 spaces, assuming 1.5 parking spaces per 1,000 square feet and no sharing of parking spaces with the residential uses, although the zoning code requirement is only 1.0 parking space per 1,000 square feet.

3.2.2 Broadway Theater District Parking Demand

The demand for theater parking has been estimated using a ratio of 2.5 people per vehicle. The estimated peak demand for the major theaters in the study area, assuming capacity use, is estimated to be 2,385 spaces, as shown below:

<i>Theater</i>	<i>Seating Capacity</i>	<i>Peak Demand (cars parked)</i>
Los Angeles Theater	2,600	1,040
Downtown Palace Theater	1,167	467
Orpheum Theater	2,196	<u>878</u>
Total		2,385

While many theater events take place during the evening, it is clear that there is not sufficient capacity near the theaters to absorb a significant daytime event, such as a show, convention, or other event, at these facilities. Moreover, at present and for the foreseeable future, theater patrons will be unwilling to walk long distances to and from a parked vehicle after dark or in the late evening when many events end.

The CRA/LA has requested that this report consider the parking implications for theater venues with 20,000 seats. The parking required for 20,000 seats at similar capacity would be approximately 8,000 spaces, assuming theaters were attracting special events/activities and patrons to their venues.

3.2.3 Other Study Area Parking Requirements

There are existing parking shortages in the study area, as mentioned previously. In addition to these shortages, one of the other considerations is the potential loss of surface parking. In general, in a developing downtown area the surface parking is a temporary land use that begins to disappear as property is developed. Currently, a significant portion of the available parking, especially in the less densely developed sections of the study area, is surface parking. This is especially the case on the south and east ends of the study area. Any development on the sites of these surface lots will reduce the supply of available parking.

Finally, this area of Los Angeles is often used to produce films and commercials, which displaces existing parking for the duration of the shoot. This area of the city needs sufficient parking to accommodate these needs.

3.3 Transportation Demand Management

It is beyond the scope of this study to conduct an evaluation of transportation demand management (TDM) for the study area. However, TDM will be considered in the downtown parking and circulation study that the CRA will undertake as a follow-up to this study. In general terms, parking as part of the overall transportation plan for a region, and the demand for parking needs to be balanced with other areawide priorities and land use policies.

Options for increased transit use, ridesharing, or other means that reduce the number of vehicles driven into the downtown can reduce the demand for parking. Reducing the number of auto trips depends on several factors, including the availability of transit and the level of service, parking fees, and individual preferences.

Practices from Other Cities,
Parking Requirements and Zoning,
and Stakeholder Input

4

Practices from Other Cities, Parking Requirements and Zoning, and Stakeholder Input

4.1 Summary of Practices of Other Cities

Several other cities were contacted to determine how they have dealt with parking in situations similar to the Los Angeles Historic Core and adjacent downtown areas. Several cities, including Denver and San Diego, have experienced a rebirth and redevelopment in older sections, and parking has been one of the issues they have had to deal with. However, none of the cities has buildings of the scale and size of the Historic Core, which has many office and commercial buildings of 10 or more stories in height. For example, the Lower Downtown area of Denver has mostly older three- or four-story loft-type structures. So even though there are some similarities, the scale and size of the structures in Los Angeles are generally not comparable.

Denver, Colorado

The City of Denver essentially has a market approach to parking. The city's only role is to provide on-street parking and parking for city-constructed projects such as the Performing Arts Center. Almost all the parking is provided by the private sector in off-street lots and garages. Following is some specific information about three different locations in Denver.

Downtown

There is no parking requirement in the B-5 zone, which includes the downtown core area. In other areas of the downtown there, is a parking cap for office use of two parking spaces per 1,000 square feet of office space. Also project parking does not count against a project's FAR, so many new projects are being built with a large base of structure parking encompassing several levels, which increases the height of new developments.

Lower Downtown

Lower Downtown is a successful development area of older lofts and buildings adjacent to Coors Field. For historic buildings, there is no parking requirement, nor is there a distance requirement. Each development is responsible for determining its own parking requirements, and providing for those requirements. For newer residential buildings, the zoning requirement is one parking space per unit, which is lower than the requirement of two spaces per unit in the city zoning code. Many new developments are providing the required spaces below grade.

Cherry Creek

Cherry Creek is a shopping area that includes many small shops and offices as well as a large shopping center, Cherry Creek Mall. The city has modified the zoning requirements for many of the smaller buildings in the area to reflect the actual ability to provide parking, ranging from one parking space per 1,200 square feet to one space per 300 square feet. It has also equalized the parking requirement for retail and office, because of the frequent conversion of space from one use to the other. The city has also recently purchased 200 parking spaces in a private mixed-use development garage for employee parking. The purpose is to free up on-street curb spaces for retail/commercial parking and provide an alternative parking location for area employees.

Dallas, Texas

The City of Dallas has instituted several initiatives for downtown parking and access, including the Pegasus Parking Program, which is offered through the Central Dallas/Transportation Management Association (CD/TMA). This program offers a universal access card for use on the North Dallas Tollway, Love Field and DFW International Airport, and participating downtown parking garages, with one monthly statement for participants. Other programs include a Downtown Improvement District (DID) in the central business district. Among the programs offered are a downtown wayfinding study and an enhanced street and pedestrian lighting program.

Baltimore, Maryland

The City of Baltimore has a parking system, including off-street parking lots and garages, financed by parking revenue bonds. One of the issues in the downtown has been the need for affordable parking for downtown employees to make office leasing competitive with suburban centers. As part of that effort, the Downtown Partnership of Baltimore, a non-profit corporation, has instituted a downtown area shuttle (DASH) between outlying parking lots at the Ravens Football stadium and the downtown. The shuttle bus is free and is included in the \$50 monthly parking fee. DASH is a combined program of the Downtown Partnership, Maryland Department of Transportation, City of Baltimore, Maryland Stadium Authority, West Side Renaissance Corporation, and downtown businesses.

San Diego, California

The City of San Diego has several different parking requirements depending on the location of the building, and whether it is a new building or an existing building. For new uses in older buildings, there is no requirement for additional parking. In the downtown area, there is no parking requirement, except for residential developments.

The city has recently built one 500-space public parking garage to support development in and adjacent to the Gas Lamp District, and a second 1,000-space public parking garage is under construction. The construction cost for the 500-space 6th and Market garage was approximately \$7,000,415, and the estimated construction cost for the 1,000 space garage is approximately \$19,900,000.

The garages were financed with revenue bonds with pledges from the city parking meter fund and from tax increment financing district revenues. The first source of pledged revenue is the net income from garage operations. The second source is the pledged revenue from the on-street parking meter fund, up to 45 percent. The tax increment is the third source of pledged revenue.

Currently, the garage patronage and revenue have not yet reached the levels that were projected, but eventually the garage use is expected to increase to projected levels. To date, they have had to tap into the parking meter revenue, but have not had to tap into the tax increment revenue.

The market for the garage is weekday downtown employees, weekday shoppers and visitors, and weekend entertainment users. Some monthly permits for residential parking are sold on a month-to-month basis only, with no long-term leases. The monthly permit fees range from \$75 to \$130, depending on the parking hours. The daily fee is \$1 per hour, with a maximum fee of \$6. The weekend rate is a flat fee of \$7.

Los Angeles Projects

Orthopaedic Hospital of Los Angeles

The Orthopedic Hospital requested the CRA to act as a tax-exempt bond issuer. The CRA and the hospital are currently negotiating, and no commitment has been made by the CRA. In general concept, the debt service would first be payable from net revenues from garage operation and secondly from the Orthopedic Hospital Foundation (a 501 C3 corporation that allows for tax-exempt financing; currently, no CRA funding is included). The city has committed to support the project with \$3 million of City Special Parking Revenue Fund (SPRF) money, and the city is currently considering whether the money would be a grant or a loan. One idea being considered is that there may be tax benefits in simply increasing the size of the bond issue rather than use SPRF funds.

Santee Court Parking Facility

The other project worth noting is the proposed parking structure that will be developed with the Santee Court project, which is located in the two blocks bounded by Los Angeles Street on the west, Maple Street on the east, 7th Street on the north, and 8th Street on the south. The developer is negotiating with the MTA to construct a multilevel parking structure on an MTA bus staging area at 636 Maple Street, on the block bounded by Maple, Wall, 6th, and 7th streets. A parking structure with approximately 400 spaces is being planned. The developer will have a long-term ground lease from MTA for the land and expects to provide parking in the garage for Santee Court residents as well as the general public. The garage will also incorporate a replacement bus staging area on the ground level of the parking structure. The garage is expected to be self-park, with the possibility of valet parking or a shuttle bus for residents of Santee Court. This arrangement is acceptable to the project's lenders. The details of the financing and the arrangements with MTA are still being negotiated.

4.2 Parking Requirements and Zoning

The zoning requirements differ for new developments and for developments involving existing buildings or historic buildings. The City of Los Angeles Adaptive Reuse Ordinance governs many of the buildings in the study area. That ordinance requires that an adaptive reuse of an existing building provide only as many parking spaces as existed on the site as of June 3, 1999. This means that many of the buildings do not need to provide parking to satisfy a code requirement because there was no parking provided at that time.

Parking for residential adaptive reuse projects is actually based more on the need to market and rent the units than any zoning code issues. Based on the discussions with developers, a minimum of one parking space is required for each unit, but 1.5 to 1.7 spaces per unit is desirable, and the

parking needs to be on the site, or on a property that is immediately adjacent for security reasons. Remote parking is not deemed by the developers to be an acceptable solution for residential parking.

4.3 Stakeholder Input

In addition to the public and community meetings where input was obtained, information was also obtained from telephone interviews with developers, parking lot operators, and theater owners. Input was also obtained from a resident parking questionnaire. Key stakeholder input is summarized below.

4.3.1 Developers

For residential developments, the parking needs to be adjacent to or very near the development to be acceptable to tenants. The residential parking needs are estimated to range from 1.25 to 1.7 parking spaces per unit, and the monthly residential parking rates are in the range of \$60 to \$90, depending on location. Parking is more difficult to secure for smaller developments. Tax increment financing will be allowed in the City Center Redevelopment Plan for the Historic District; however, its legality is currently being contested by Los Angeles County. In the Historic Core, it is important to keep ground-level uses for retail in existing buildings. Lenders require firm guarantees for parking not controlled by the building owner. Some developers cannot find sufficient parking spaces to make their developments viable.

4.3.2 Parking Operators

Many of the existing parking lots and parking structures in the study area are controlled by private interests who hire a parking operator with a third-party contract to operate and manage the facility. In some cases, the lot or garage is an adjunct to a building, and the owner's primary concern is using the parking facility to support the building's tenants and visitors. In that case, the individual owners make decisions about how the parking facility will be operated, including fees, hours of operation, and any special arrangements with nearby businesses. One of the issues this creates is difficulty in implementing a coordinated parking program. Even though there are only a small number of parking operators, the actual number of land owners involved is much larger.

One of the operators with substantial holdings has been able to work out arrangements acceptable to lenders by guaranteeing that parking space will be made available within a certain radius if something should happen to the original lot or garage. In the view of at least one parking operator, the parking rates in the study area are low in comparison to other major metropolitan areas, making financing of new facilities difficult.

4.3.3 Theater Owners

The theaters closest to the core have less parking available. For example, the Orpheum Theater has a contiguous surface parking lot available to its patrons, but the Los Angeles Theater does not have access to contiguous parking for its events. Daytime events are difficult to stage and promote because of the lack of available parking. The Los Angeles Theater has tried unsuccessfully to use Pershing Square for patron parking, but it is not perceived as acceptable to patrons, particularly in the evening when capacity is available. Evening safety and security are important patron issues in the core area, especially for patrons coming from suburban areas. Some of the theaters have tried to implement valet parking, but the wait times are excessive because of the peaking characteristics and the long queues at the conclusion of performances.

4.4 Parking Requirements for Future Developments

The two key types of development expected in the future will be residential developments and the potential development of the theaters into a viable entertainment district. The parking

requirements for the residential developments tend to be market driven, requiring on-site or adjacent parking to satisfy the needs of the market and those of lenders. Also, even though as many as half of the residential parking spaces may be expected to be vacant during the day when residents are at work, sharing spaces with another use is often not practical. In other words, dedicated parking spaces for the residential use is very desirable, if not mandatory. The parking ratio for residential uses is expected to range between 1.5 to as high as 2.0 spaces per unit.

The other key component of potential development in the downtown is the theaters. For evening and weekend performances, there are spaces available in some locations. The estimated parking demand for the entertainment venues, assuming an average occupancy of 2.5 to 2.8 people per vehicle, is estimated to be about 0.35 to 0.4 parking spaces per occupied seat.

4.5 Resident Parking Input

Input from downtown residents was solicited at the Community Town Hall Meeting on April 24, 2003. A parking questionnaire was also distributed to those attending the meeting. Only a few questionnaires were returned, not enough to obtain a statistically accurate sample, but of those who did respond, there was no indication of reduced auto ownership, even for those residents who rode public transit to work.

4.6 Parking Signage, Wayfinding, and Other Information

The parking system is currently lacking a coherent wayfinding or signage program to direct drivers to parking facilities, whether public or private. Also, there is no single integrated source of information, web-based or other, to provide drivers with information on parking locations, rates, etc. At a minimum, the city should have a well-developed, consistent, high-quality signage program to direct patrons to parking, especially for visitors who are not familiar with the downtown area. Information could also be provided on-line, with maps, directions to parking facilities, and rates.

Potential Parking Options and Financial Alternatives

5

Potential Parking Options and Financial Alternatives

5.1 Potential Parking Options

There are several options available for providing additional parking for the study area. The first would involve the development of new parking facilities, likely multilevel parking structures, to serve existing and future parking needs. Other options include maximizing the use and availability of existing parking, such as the Pershing Square garage. This garage has capacity available during the evening, but is not perceived as a particularly user-friendly facility, especially by those who come to downtown Los Angeles infrequently or only come to the area for special events and performances. A listing of some of the potential facility solutions/options is presented in **Table 11**.

5.1.1 Joint-Use Parking Structures

Joint-use parking structures or facilities require coordination between the developer and other stakeholders, including the city. There are issues related to financing, how costs are split and allocated, and insurance and liability. In addition to these coordination issues, there are fiscal issues if tax-exempt financing is used.

5.1.2 Modify Existing Buildings to Incorporate Parking

Providing parking for developments in existing buildings is desirable, especially for residential development. However, there are mitigating factors, particularly in the Historic Core, where using the ground floor for parking is not desirable, and the preference is for commercial space at ground level to revitalize the street. In addition, the column placement and building geometry of existing buildings are often not conducive for the creation of an efficient parking layout. Finally, creating parking in existing buildings requires that curb cuts and access points be developed in areas of potential high pedestrian traffic.

5.1.3 Agreements with Private Lot Owners

Long-term agreements with private lot operators for residential projects are difficult to achieve. Most lot owners will only agree to month-to-month leases. This lack of long-term commitment can make it difficult for developers to rely on private lots for any of their required parking, and it is usually not acceptable to lenders. Similarly, using portions of private lots for specific developments has the same limitation—it may not extend for the life of the project. Such agreements must be structured creatively for them to work, and they require that alternative parking be available in the event that the parking facility is eliminated.

Table 11
Potential Parking Solutions/Options

Solution	Stakeholders	Issues
City and developers build joint-use parking structure(s)	<ul style="list-style-type: none"> • City of Los Angeles • CRA/LA • Developers 	<ul style="list-style-type: none"> • Competition with private developers • Who pays for what • Condemnation may be required • Security required if not on-site
Modify buildings to include parking	<ul style="list-style-type: none"> • City of Los Angeles • CRA/LA • Developers 	<ul style="list-style-type: none"> • Building may not work for parking • Ground-level commercial desired • Inefficient use of space • Limited parking available to public
Private lot owners enter into long-term agreements with developers	<ul style="list-style-type: none"> • City of Los Angeles • CRA/LA • Developers 	<ul style="list-style-type: none"> • Lot owners may not accept long-term agreements • Limits lot owner flexibility—may not be able to sell or improve
Portions of private lots designated for specific developments	<ul style="list-style-type: none"> • Lot Owners • Developers 	<ul style="list-style-type: none"> • May not extend for the life of the development
Shuttle bus to outlying parking facilities	<ul style="list-style-type: none"> • City of Los Angeles • CRA/LA • Developers 	<ul style="list-style-type: none"> • Works for employee parking, but may not work for residential parking
Parking-Related BID or Special District	<ul style="list-style-type: none"> • Property Owners • Developers • Residents • CRA/LA • City of Los Angeles 	<ul style="list-style-type: none"> • Requires BID boundary definition and establishment of BID.

5.1.4 Shuttle Buses to Remote Parking

Using shuttle buses to outlying parking is an effective way to use areas beyond the core of the downtown if capacity is available. However, this is usually most effective for employee parking, especially if the price differential between the outlying lot and downtown parking is substantial.

5.1.5 Automated/Mechanical Parking Facilities

Automated/mechanical parking facilities are also an option. These facilities use computer-controlled, motorized vertical lifts and horizontal shuttles to transport passenger automobiles from the arrival area to the parking location. These facilities were common in many cities in the 1950s, but have since been demolished in favor of self-parking. In recent years, they have been gaining popularity in Europe and Asia where land costs are high and available sites are small.

Mechanical parking facilities are particularly useful when there is not enough site area to provide internal garage access ramps, as well as in high-density locations, especially for non-public use, such as a residential development with low turnover parking. In the context of this study, mechanical parking facilities may be applicable for residential developments that could otherwise

not have enough area to develop adequate parking. There are very few such facilities currently operating in the U.S., and much investigation would need to be done on their cost, reliability, car retrieval speed, and acceptance by the public, who generally prefer to park their own vehicle, before proceeding with such a project.

5.1.6 Parking BID or Special Districts

An option that is not specifically related to new facilities is the use of a Business Improvement District (BID) or special district to coordinate parking and parking-related activities in an area. Currently, there is not single group or organization with parking as its focus. There are a number of issues in the study area or portions of the study area that require an areawide approach. These issues include wayfinding and signage and coordination among the various interest groups such as developers, operators, and businesses. The advantage of a BID or special district is that there could be funds available to implement improvements. There would not likely be sufficient funds for constructing new parking facilities, but there could be funds available for special programs, signage, wayfinding improvements, a parking validation program, or other areawide programs. Another advantage of a BID is that the mechanism is already in place, and it draws from a broad range of constituents, including business owners and businesses in the district. A special district would also be able to consider the particular parking needs and requirements of the district, since the parking issues will vary somewhat from district to district, depending on the type of land use and development in the district.

5.2 Parking Financing Options

A listing of potential parking financing options is presented in **Table 12**.

Table 12
Parking Financing Options

Financing Option	Advantages	Disadvantages
Private development or investment	No city or CRA/LA funds required. Can be built quickly if financing can be arranged	Facility may not be available for residential parking. Parking may not be located to support proposed developments.
Business improvement district (BID)	No city or CRA/LA funds required. Use BID to meet any shortfall or gap, if any	Requires approval by businesses or owners. Requires establishment of the BID and its boundaries. Does not benefit all equally.
Tax increment financing (TIF)	No city or CRA/LA funds required. Use TIF to meet shortfall, if any	Requires establishment of the TIF district.
Parking system bonds	Solid financial backing for project. Locations can be selected to benefit proposed projects and the entire study area.	Tax-exempt financing requirements may affect or limit residential users.

5.2.1 Private Development and Financing

Private development and financing is one possible option for achieving adequate parking, with private developers acquiring a site(s) and developing a market-based multilevel parking facility. The benefit for the city is that parking is provided and financed by the market, with no requirement for or reliance on municipal involvement or financing. Up to now, however, the primary holders of vacant property in the study area are private lot operators who have not been willing to develop their existing surface parking with multilevel parking structures. Also, because of the financial risk and the requirements of lenders, they would likely not develop multistory parking prior to development taking place, but rather after development had already occurred and demand for parking readily demonstrated.

5.2.2 Public Financing

There are a number of financial means available for public funding of multilevel parking facilities. One of the advantages of public funding is the ability to take advantage of tax-free financing. This would, of course, be subject to the provisions of the 1986 tax law, which has the following guidelines to meet tax-exempt financing:

- 90 percent or more the spaces must be made available to the general public.
- Not less than 95 percent of the total proceeds must be spent for construction, including related costs such as architectural and engineering fees.
- Not more than 10 percent of the annual debt service may be paid or guaranteed by a non-public entity.
- Any management agreements for operation by a private parking operator cannot exceed a five-year contract.

Several options are available for financing facilities in the study area:

- General obligation bonds
- Tax increment bonds
- Parking revenue bonds
- Guaranteed revenue bonds
- Business improvement district (BID) or other special district financing

Following is a brief discussion of these methods.

General obligation (GO) bonds involve pledging the full faith and credit of the city. Debt service could be paid from net revenues from the parking facility. The primary advantage of GO financing is that pledged revenues for the facility do not need to exceed the debt service requirements, which they do, for instance, with a parking revenue bond. However, general obligation bonds require a public vote to be approved.

Tax increment bonds are available as a financing mechanism in the City of Los Angeles. The financing comes from an increase in the property tax revenue in a developing area with a rising tax base. Under this form of financing, the city would establish a baseline property assessment in the vicinity of the parking facility or in the tax increment financing (TIF) district. Increases in property assessments over the baseline would be the revenue basis for paying garage debt service. This is only available in redevelopment project areas. Currently, the City Center Redevelopment project, where the study area is located, is under legal challenge.

Parking revenue bonds are another form of financing, with the revenue from a parking program or group of facilities used to secure the bonds. Usually, this type of financing does not work well with a single facility because of the need to provide a debt service coverage ratio greater than 1.0 to provide less risk to investors.

Guaranteed revenue bonds are generally the same as revenue bonds, except that the bonds are guaranteed by the full faith and credit of the municipality. This makes the issue attractive to lenders and usually results in lower interest rates than parking revenue bonds. It also lowers the debt service coverage ratios required for financing.

Business improvement districts (BID) are special districts in the city created to finance improvements in a specific location or subarea. This financing would require the establishment or restructuring of the BID, including the boundaries. Any improvements require the approval of the businesses or the owners. With this type of financing, no city or CRA/LA funds are used. One option might be to use a BID district as one of the guarantees or pledged revenue sources for a parking facility to secure better financing terms.

5.3 Prototypical Financial Analysis

We have prepared a general, non-specific financial analysis to test the potential revenue generation and the potential for developing parking structures in the study area. We have assumed the facility would be 400 spaces, located in a high-demand area, with rates that would be appropriate for area. A portion of the ground floor (a nominal 5,000 square feet) was allocated to retail/commercial space in keeping with the character of the downtown area.

5.3.1 Revenue

The revenue and expense summary is shown in **Table 13**. The gross revenue would be \$920,000. The net revenue would be approximately \$500,000 before debt service. We have assumed the garage would be open seven days a week and operated as a pay-on-foot operation to minimize cashier costs, with only one cashier available at any time for patron convenience. The gross revenue from the retail space assumes a rental rate of \$15 per square foot.

5.3.2 Expenses

We have prepared an estimate of the annual operating and maintenance costs for a parking structure with a nominal capacity of 400 spaces. The estimate includes a breakdown between personnel costs and operating costs. We have assumed for the purposes of this analysis that the proposed garage would be operated as a pay-on-foot facility using pay stations at the elevator lobbies for patrons to pay the fees. A single cashier would be on duty when the garage is open to collect fees and assist patrons who need help at the pay station.

We have assumed the garage would be open 365 days a year, with the following hours of operation: weekdays from 6:00 A.M. to 10:00 P.M.; Saturdays from 7:00 A.M. to 8:00 P.M.; and Sundays from 8:00 A.M. to 6:00 P.M. The garage would be available 24 hours a day to residential parkers via a security card access system.

5.3.2.1 Personnel Costs

Personnel costs for the garage include a cashier to collect fees, a garage manager to oversee the garage operation, an accountant/bookkeeper to keep the financial records, security personnel to patrol the garage, and maintenance/housekeeping personnel to oversee the day-to-day maintenance.

Table 13
Parking Structure Financial Analysis for 400-Space Parking Structure
Projected Revenue in First Full Year of Operation

Revenue	<i>First Full Year</i>	
<i>Revenue Source</i>		
A. Public Parking Patrons		
Peak Occupancy at 90 percent		360
Monthly		150
Daily Fee		100
Limited Monthly—evenings and weekends		100
Hourly @ 2 turnover		220
Evenings @10 percent		36
Weekends at 50 percent with 1.25 turnover		250
Total Patrons		<u>856</u>
B. Parking Rates		
Monthly		\$120
Daily		7
Limited Monthly		60
Hourly		5
Evenings		5
Weekends		5
C. Revenue		
	Weekdays or Months	
Monthly	12	\$216,000
Daily	255	178,500
Limited Monthly	12	72,000
Hourly	255	280,500
Evenings	255	45,900
Weekends	102	127,500
Ground Floor Retail (5,000 square feet @ \$15 per sq. ft.)		<u>75,000</u>
Total		<u>\$995,400</u>
Expenses		
A. Personnel Costs		
Garage Manager		\$55,328
Cashiers		46,960
Maintenance and Cleaning		67,085
Accounting/Bookkeeper		13,832
Security		<u>67,085</u>
Personnel Subtotal		\$250,290
B. Operating and Maintenance Expenses		
Utilities, including electricity, water, phone, etc.		\$60,000
Insurance (general liability and garage keepers)		15,000
Revenue Control Maintenance Contract		15,000
Supplies		10,000
General Annual Maintenance		50,000
Parking Management Fee (at 3 percent)		29,862
Retail O&M (\$5 per sq. ft. estimate x 5,000 sq. ft.)		<u>25,000</u>
O&M Subtotal		\$204,862
Total		<u>\$455,152</u>
Net Operating Revenue before Debt Service		<u>\$540,248</u>
Garage Hours of Operation:	Weekdays 6:00 AM to 10: 00 PM	70 hours
(garage capacity: 400 spaces)	Saturdays 7:00 AM to 8:00 PM	13
	Sundays 8:00 AM to 6:00 PM	<u>14</u>
	Total Hours per Week	97

nance and housekeeping of the garage. Security and maintenance personnel are assumed to be in the garage at all times when the garage is open. The garage manager and the bookkeeper would be available five days a week during usual working hours.

The total direct personnel costs are estimated to be \$250,000 as shown in Table 13. These costs are based on labor rates ranging from \$7.00 per hour for cashiers to \$20 per hour for a garage manager. Overhead and fringes have been estimated at 33 percent. Labor costs could be reduced somewhat by using part-time staff for appropriate functions to eliminate some fringe benefits or by reducing hours for maintenance or security personnel, or by combining some duties.

5.3.2.2 *Operating and Maintenance Expenses*

The other expenses for operating and maintaining the garage are estimated to be \$178,000 per year, plus \$25,000 for the retail space. These costs are itemized in Table 13 and noted briefly below:

- *Utilities.* Utilities include electricity for garage lighting, phone, water, and heat for the office. The primary component is the cost to light the garage, as the lights will be on 24 hours a day.
- *Insurance.* We have assumed the insurance for the parking structure is separate from the other insurance for the project. The cost for garage keeper's insurance and general liability is estimated to be \$15,000 per year. This cost may be reduced if some of the coverage is included in the general policy for the overall project.
- *Revenue Control Equipment Maintenance.* This item would be a maintenance contract for the revenue control equipment and the parking control equipment, including the pay-on-foot stations. This cost would not accrue until after the second year of garage operation, because the first year would be included in the one-year warranty for the construction contract.
- *Supplies.* This item would include office supplies, parking tickets, cleaning supplies, light-bulbs, and other supplies to support the staff and the garage operation.
- *Maintenance.* This item includes equipment maintenance and repair for those items not included in service agreements, minor structural repairs, and routine maintenance for the garage. The cost of maintaining the garage will vary from year to year. Some items will occur at regular intervals, such as resealing and repainting the parking stripes, which will only need to be done every five to seven years. We have allocated \$50,000 for this item. Not all the money will be spent in the early years, but it would be prudent to set up a separate maintenance fund to accumulate unspent reserves to be used when they are needed to cover major maintenance or repair items.
- *Parking Management Fee.* This item includes a management fee for an outside operator to run the garage. This fee could be negotiated in several ways, including a lump sum or a fee tied to revenue as an incentive for the operator to have a stake in maximizing the garage revenue. For this analysis, we have assumed a percentage management fee based on gross parking fees generated.
- *Retail O & M.* The O&M for the retail space is estimated at \$5 per square foot.

5.4 Financial Discussion

Based on this prototypical analysis, the garage would generate net revenues of approximately \$540,000. This amount would be sufficient to amortize a substantial capital amount, depending on the financing requirements, coverage requirements, and interest rates. For instance, assuming no coverage requirement, the net revenue would be able to amortize a debt of about \$6,000,000 at an interest rate of six percent for a 20-year period.

By way of comparison, it is estimated that a publicly financed structure would cost approximately \$12,000 to \$14,000 per space to construct, including fees and contingencies. This translates to a parking facility cost for a 400-space structure of \$4.8 to \$5.6 million. The retail space would add another \$400,000 to \$500,000 to the cost, assuming \$75 to \$100 per square foot, which would bring the total project cost to \$5.2 to \$6.1 million. This is within the financial capability using the assumptions of this analysis. However it should be noted that this analysis does not include the land cost, which will be substantial.

6 Conclusions and Recommendations

6.1 Summary of Major Findings

Existing Parking Demand and Usage

- There are approximately 18,000 marked public parking spaces in the study area.
- The majority of the parking in the study area is provided in off-street lots and garages. Only six percent is provided on-street.
- About 60 percent of the off-street parking is in garages and 40 percent in surface lots.
- On weekdays during the day, most of the spaces are occupied.
- There are considerable parking spaces available both on- and off-street during the evening after 6:00 P.M., both on weekdays and weekends.
- On Saturdays during the day, the on-street spaces are mostly occupied, but not to the same extent as on weekdays. This on-street capacity is available in the evening, but not as much as during the week.
- On Sundays, many parking lots are closed, and the lots and garages are less than 20 percent occupied.
- Special events, such as those that take place in the Fashion District, can significantly increase the parking demand in selected downtown areas.

Successful Financial Parking Development

- San Diego has financed new parking structures using revenue bonds with pledged revenues from other sources, including on-street meter revenue and tax increment money. The advantage is that the pledged revenues assist in financing, but they are only used if needed. To date, San Diego has had to use some parking meter revenue, but has not had to tap into the tax increment revenue.
- The Rowan Building includes a 378-space parking structure that is being financed with a \$25 million CRA housing revenue bond. This may be an option for new buildings or conversion of existing buildings to residential use.
- The Santee Court development in the study area is currently negotiating a creative agreement to develop a parking structure for its residential development. The MTA will give the developer a long-term ground lease for its bus staging area at 636 Maple Street. In return, the

developer will build a multilevel parking structure incorporating a new bus staging area on the ground level.

Parking Requirements and Zoning

- The City of Los Angeles Adaptive Reuse Ordinance governs many of the buildings in the study area. With that ordinance, an adaptive reuse of an existing building must only provide as many parking spaces as existed on the site as of June 3, 1999, which for many buildings is a zero parking requirement.
- Parking for residential adaptive reuse is based more on market requirements than zoning. Currently, that number is estimated to be 1.5 to 1.7 spaces per unit, with a minimum of 1.0 spaces per unit.
- A very limited sample of residential users indicated many residents had two autos per unit, even for those people working nearby.
- There is currently no policy or mechanism for replacing existing parking capacity when parking lots are lost to development.

Future Parking Demand

Residential Parking

- The estimated parking demand for the current and proposed residential projects in the study area is estimated to be 4,600 spaces. Some of the proposed residential projects are finding ways to accommodate their parking needs with on-site parking or other creative arrangements, but the options in the future are limited for the redevelopment of existing buildings.

Entertainment/Special Event Parking

- The daytime parking demand for the three largest theaters in the study area with a capacity of almost 5,000 seats is estimated to be 2,400 spaces, with full theater occupancy, either for performances, trade shows, or other types of events, a demand that cannot be met with current facilities.
- The total theater parking demand could increase to 8,000 spaces if the available seating capacity increased to 20,000 seats, with a commensurate increase in theater activity and use.

Future Parking Supply

- As development intensifies in the study area, some of the surface parking will be lost to new development. A 10 to 20 percent decrease in surface lot capacity would require an additional 600 to 1,200 replacement parking spaces.
- Development pressure will also decrease the number of on-street parking spaces to accommodate loading zones, driveways, and other non-parking uses.

Other Existing Parking Issues

- There is evening capacity in the Pershing Square Garage, but the garage's internal circulation, parking layout, and pedestrian circulation are confusing to patrons. Also, the garage is not perceived by nearby theater owners to be an acceptable solution for evening use by theater patrons.

Preliminary Financial Analysis

- In locations of high demand, parking structures will likely generate positive net revenue before debt service. The net revenue from parking will be sufficient to pay the operating cost and much of the debt service costs. There may not be enough revenue to absorb the land cost, which can be as high as \$100 per square foot in some of parts of the study area.

Potential Sites for New Parking Facilities

- There are a limited number of sites available for parking in the study area. Most are occupied by existing surface lots. Sites in areas where there is the highest demand (near Pershing Square) would likely require demolition of existing buildings or structures to accommodate a multilevel garage.
- The general locations that would best meet the future parking demand needs in the study area are in the 5th/Spring Street area, with substantial development underway, and the 9th/Broadway area, which has some larger sites available for parking. These locations are shown in **Figure 7**.

6.2 Recommendations

Parking Management and Planning

Issue

Control and coordination of parking in the study area is lacking. There is no formal group or agency that considers the parking needs, both existing and future, of an area or subarea in a coordinated way. There is no coordination between the city and other stakeholders, including developers, parking operators, businesses, and area residents, in terms of parking.

Recommendation

A parking committee of 10 to 15 individuals, including a chair, is recommended, representing a broad spectrum of area stakeholders and the City of Los Angeles. Suggested membership on the committee would include representatives of:

- City of Los Angeles: Mayor's Office
Community Redevelopment Agency of Los Angeles
Bureau of Parking
- Each BID in the study area
- Parking operators
- Theater owners
- Business owners
- Downtown residential community
- Community at-large

The group would meet regularly, possibly monthly at first, to establish a mission statement and develop a program to improve parking. The next step for the group would be to develop a plan and a coordinated program for improving and expanding parking in the study area. It is expected that the group would require technical support staff, using outside experts or consultants as they move forward. A possible source of funding for this group would be the CRA/LA as the umbrella organization, but it is essential that the group have a source of funding for both planning and implementing any recommendations.



Kimley-Horn
and Associates, Inc.

Downtown Los Angeles Parking Study for Portions of the Historic Core and Adjacent Areas



Figure 7 - Potential Parking Facility Sites



Community Redevelopment Agency of the City of Los Angeles

City of Los Angeles Department of Transportation

September 2003

New Parking Facilities

Issue

Additional parking is needed, especially in the most densely developed parts of the study area, to support and encourage development in the downtown. Parking is needed to support and encourage continued residential development, as well as provide parking for existing buildings such as theaters in the Broadway theater district and the existing commercial enterprises and businesses.

Recommendation

One or two new strategically placed parking structures should be constructed to promote and support continued development in this area of the city. The city should participate financially in the development of such structures.

Financing New Facilities

Issue

New parking facilities will require financing. What method of financing will be most reasonable for new facilities, based on the experience of other cities and other locations?

Recommendation

New parking facilities could be financed using methods similar to those of the City of Los Angeles at Orthopaedic Hospital and the City of San Diego, using bonds financed from parking revenues, but supported with pledged revenue from other sources, such as parking meter revenue, tax increment financing, business improvement district financing, and other sources of pledged revenue to assist in the financing.

Pershing Square Garage

Issue

There is some capacity available in the Pershing Square Garage in the evening, but it is not perceived by patrons as being an acceptable facility for the Broadway theaters located nearby. Some of this perception has to do with the internal configuration of the garage, which is not user-friendly, especially for first-time users. There is also the perception that this area of downtown is not safe in the evening.

Recommendation

The City of Los Angeles should conduct an evaluation of garage operation, layout, and pedestrian access and safety to develop means to make the garage more user-friendly and accessible for daytime and evening activities at nearby theaters and buildings. Then it would be a question of working with nearby theaters to market and promote the use of the garage for theater events.

Parking Overlay Zone

Issue

Existing surface could be eliminated by development, thereby reducing the overall available parking supply.

Recommendation

The City of Los Angeles could create parking overlay zones in redevelopment areas to require a one-to-one replacement of surface parking spaces eliminated by new development.

6.3 Next Steps

- Create the mechanism(s) for a parking management and coordination group in the study area or subareas.
- The City of Los Angeles should conduct a site evaluation and preliminary feasibility study to determine which site(s) would best support and encourage development in the study area.
- The city should determine alternative funding sources for new parking in conjunction with stakeholders and other City of Los Angeles departments.