

**Board Report**

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Agenda Number:66.

**PLANNING & PROGRAMMING COMMITTEE
OCTOBER 14, 2015****SUBJECT: WESTLAKE/MACARTHUR PARK STATION PARKING****ACTION: AUTHORIZE PUBLIC PARKING PILOT PROGRAM AT WESTLAKE/ MACARTHUR
PARK STATION JOINT DEVELOPMENT PROJECT****RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) authorizing Parking Management staff to **pilot a public parking program at the Westlake/MacArthur Park Station Joint Development Project** for twelve months.

ISSUE

Commuter parking occupancy has remained at zero percent at the Westlake/MacArthur Park Metro station development since it opened in summer of 2013. Moreover, stakeholders near the station have asked Metro to make parking spaces available to the community. Staff is recommending opening the 100 commuter parking spaces at the Westlake/MacArthur Park Joint Development Project to the community through a one year public parking pilot program until a permanent operation strategy is determined.

BACKGROUND

On October 2006, the Board authorized the execution of a Joint Development Agreement and Ground Lease with MacArthur Park, LLC, a development entity formed by McCormack Baron Salazar, to build 172 units of affordable housing, retail space, retail parking and 100 commuter parking spaces on Metro-owned property at the Westlake/ MacArthur Park Purple/Red Line Station. Metro also owns a kiss and ride parking facility with 18 spaces for the loading and unloading of passengers at this station which is frequently used by transit patrons.

Since the development opened Metro staff has received numerous requests from nearby stakeholders to open the parking spaces for public use. Metro staff recently conducted surveys of transit patron usage of the parking spaces, over a period of six weeks, three times a week and twice a day. The results from these surveys yielded zero percent usage by transit patrons. Due to the observed zero demand for transit parking at the Westlake MacArthur Park station, the loss of the 100 dedicated transit parking spaces is not expected to have any impact on transit riders during the period of the pilot program.

DISCUSSION

Underutilization of commuter parking spaces at this station can mainly be attributed to the demographics in the community, including lower rates of car ownership and the mid-line location of the station. Further, parking at the MacArthur Park station development is not desirable for those commuting to downtown Los Angeles as the downtown destination is nearby, therefore there is little savings in commute time or efficiency. In addition, residents in the community are served by rail and bus service and are able to walk or bike to their nearby transit station.

The local business community and other stakeholders have indicated a scarcity and need for additional public parking in the area. Opening these parking spaces to the community would generate revenue for Metro while a long term parking management solution is developed for this location, through the Supportive Transit Parking Program (STPP) Master Plan study discussed below.

In September 2015 the Metro Board authorized the award of the contract to Walker Parking Consultants for the development of a comprehensive Supportive Transit Parking Program (STPP) Master Plan. The STPP will address short and longer term parking demand and management issues at this and other locations throughout the system. The study will be completed by fall of 2016 and will identify a permanent use for the spaces at this facility. Thus the subject program will be a pilot for twelve months and phase into a month to month basis thereafter, pending the final recommendations of the Master Plan.

Parking Management staff has submitted Risk Allocation Matrix (RAM) - New Initiatives to lease out excess Metro owned property for interim parking purpose and a shared use paid public parking pilot program. The MacArthur Park Station public parking program can become a demonstration model for these new initiatives.

DETERMINATION OF SAFETY IMPACT

Making parking spaces available at the Westlake/MacArthur Park station will not create any safety impacts because they will operate within the existing infrastructure. Implementation of this program at this location will only require the installation of signage and potential equipment programming to manage the program.

FINANCIAL IMPACT

Metro Parking Management staff will operate the 100 commuter spaces through a paid monthly public parking program using current staffing. The program will generate approximately \$100,000 per year in gross revenue.

Impact to Budget

Annual revenues generated from the public parking program at this location would be restored back to the General Funds. The sources of funds are Proposition A, C and TDA Administration for the Parking Master Plan and General Funds (for the signage).

ALTERNATIVES CONSIDERED

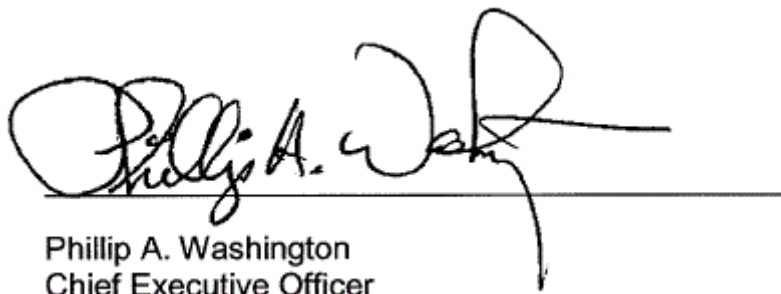
The Board may choose not to authorize staff to convert the Westlake/MacArthur Park transit parking spaces to a pilot public parking program. This is not recommended as Metro commuter parking spaces at this station have remained unused since the facility opened. Another reason this is not recommended is due to the loss of potential parking revenue to Metro. Finally, creating the pilot program is an opportunity to respond to requests from neighboring stakeholders.

NEXT STEPS

Upon approval by the Board, staff will implement a pilot public parking program at the Westlake/MacArthur Park station for daily and monthly parking spaces on a first come, first served basis.

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