IV. ENVIRONMENTAL IMPACT ANALYSIS
K. TRANSPORTATION
(2) PARKING

1.0 INTRODUCTION

This section addresses the amount of parking that would be required and provided within the Proposed Project. The analysis addresses potential Project impacts on both on- and off-street parking. The analysis addresses the impacts that would occur for the Project as Proposed, for the Project's Equivalency Program and for the Project's secondary impacts that would occur from the implementation of the Project's off-site mitigation measures.

The following discussion has been summarized from a Parking Study that was prepared for the Proposed Project. The parking analysis, prepared by Kaku Associates, *Parking Analysis for The Village at Playa Vista* (Parking Study), can be found in Appendix K.

2.0 ENVIRONMENTAL SETTING

2.1 Regulatory Framework

Parking regulations that are applicable to the Proposed Project are included in the Playa Vista Area D Specific Plan (Ordinance No. 160,523). Section 9A sets forth parking space requirements for dwelling units, office and other commercial uses, industrial buildings, and mixed-use developments that supersede those in the Municipal Code for projects within the Specific Plan area. Municipal Code parking requirements apply to all other uses not specified in the Specific Plan. Requirements that are applicable to the Proposed Project include the following:

Office and Other Commercial Uses	2.5 spaces per 1,000 square feet of floor area (*Section 9.A.2*) (Also used in this analysis to calculate parking for retail and all community-serving uses.)
Residential	1.5 spaces per unit for studio, efficiency, or one-bedroom unit, 2 spaces per unit with 2 or more bedrooms, plus 1 visitor space per 4 dwelling units (*Section 9.A.1*)

Mixed-Use Developments	Section 9A includes a provision for the determination of parking requirements in mixed-use developments that start with the required number of parking spaces for each individual use. The required numbers may be adjusted/reduced according to formulas specified in the Specific Plan. (*Section 9.A.4*).

In addition to these parking requirements, Section 9B of the Specific Plan states that parking requirements may be reduced below those specified in Section 9A of the Specific Plan or the Code, if the Director of Planning finds that such reductions are justified based on substantial evidence including, but not limited to, a parking demand analysis or measures that will be implemented by the owner or tenants to reduce traffic to and from the project.

2.2 Existing Conditions

The parking analysis addresses both off-street and on-street parking. Off-street parking generally includes spaces provided in surface lots and structures. On-street parking includes parking spaces provided within the public right-of-way, usually on minor arterial and residential collector streets.

2.2.1 Off-Street Parking

In the area of the former Plant Site (predominantly located within the First Phase Project, some within the Proposed Project), there is surface parking, which is intermittently used for activities associated with the remaining plant site buildings. Otherwise, there are no existing off-street parking facilities within the Proposed Project site.

2.2.2 Street Parking

There is currently no street parking located within the Proposed Project site. Centinela Avenue and Jefferson Boulevard are the only arterials adjacent to the Proposed Project site. The only parking available on these roadways is on the north side of Jefferson Boulevard, between Centinela Avenue and just west of Westlawn Avenue. This parking is not striped or metered, but can generally accommodate about 20 on-street spaces. On-street parking is prohibited in this section from 3 P.M. to 6 P.M. Parking on Jefferson Boulevard is prohibited in the remaining sections adjacent to the Proposed Project.

3.0 IMPACT ANALYSIS

3.1 Methodology

This analysis includes calculations of Project parking requirements based on two methodologies. The first calculation determines the number of parking spaces that would be required pursuant to the single use parking requirements of Section 9A of the Playa Vista Area D Specific Plan. The number of residential units, and size of commercial/office uses are multiplied by the specified per unit parking requirements.

The second calculation determines the number of spaces that would be needed to meet the demand for parking that is expected to arise given the types of development and site activity proposed. This calculation takes into account such factors as survey data on parking, mixed/shared-use efficiencies, etc. This demand based study addresses the alternative requirement provisions described in Section 9B of the Playa Vista Area D Specific Plan.

The two calculations are compared to determine whether the provisions of the Specific Plan and requirements would result in provision of an adequate number of off-street parking spaces to meet Proposed Project demand.

3.2 Significance Thresholds

The Draft Los Angeles CEQA Thresholds Guide (p. F.7-1) states the following regarding project impacts on parking:

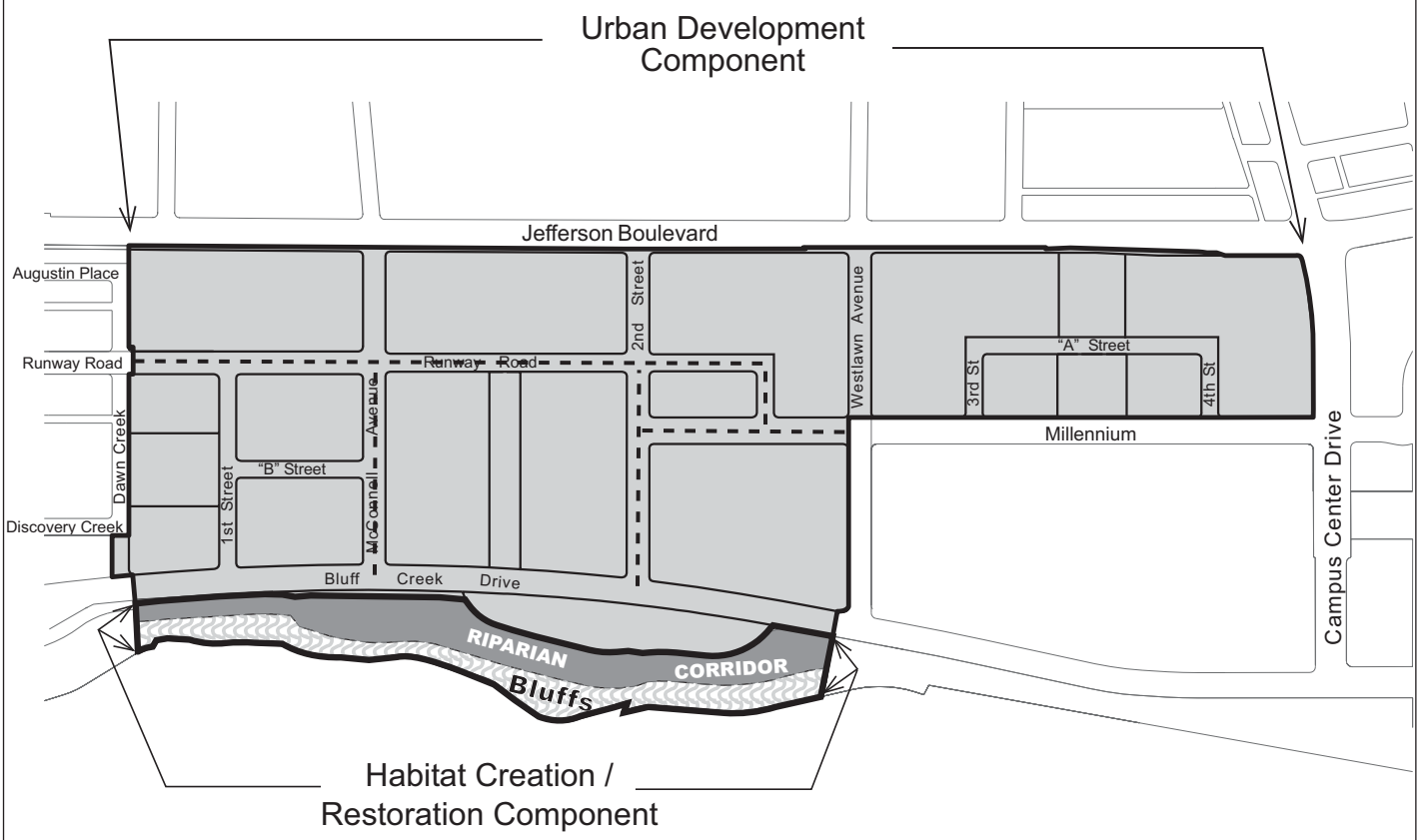
- A project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

Based on this guidance, the Proposed Project would have a significant impact on parking if:

- The number of parking spaces required to accommodate Project activities exceeds the number of parking spaces provided.

3.3 Project Design Features

The Proposed Project intends to provide off-street parking as required by the Playa Vista Area D Specific Plan. It would also provide on-street parking within the Proposed Project site as portrayed in Figure 81 on page 946. The on-street parking would be provided in a manner that is



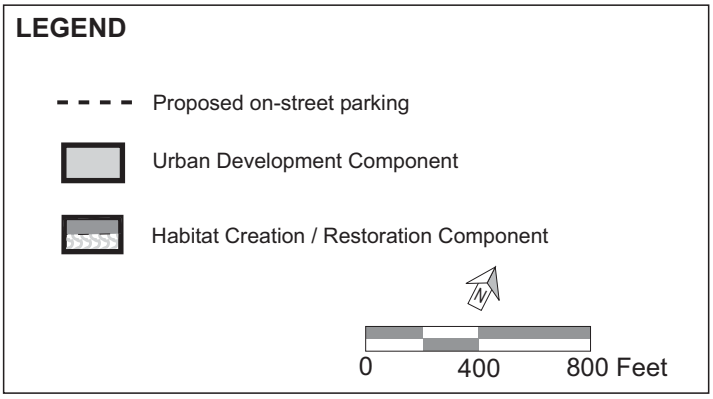


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Figure 81
Proposed Project On-Street Parking Locations

Source: PCR Services Corporation, July 2003

consistent with the City of Los Angeles local and collector street design standards, avoiding any sight-distance or other hazards at driveways and intersections. The specific location and number of on-street parking spaces would be dependent upon the final design and approval of subdivision maps where location of driveways, fire hydrants and other infrastructure details are taken into consideration.

3.4 Project Impacts

3.4.1 Off-Street Parking

Development within the Proposed Project is bounded by Jefferson Boulevard on the north, Campus Center Drive on the east, Bluff Creek Drive on the south and Dawn Creek Drive (approximately Beethoven Street) on the west. Table 133 on page 948 compares the number of parking spaces calculated pursuant to Section 9A of the Specific Plan to those calculated through the demand analysis based on expected site activities. As indicated in Table 133, Section 9A of the Specific Plan would require 6,337 parking spaces, of which 5,424 spaces would be for residential use and 913 spaces would be for non-residential uses without application of the mixed-use considerations. However, the Project's mixed uses would offer shared parking efficiencies as different non-residential uses vary in terms of the times of day when their respective parking demands would be expected to peak. Section 9.A.4 of the Area D Specific Plan sets forth the provisions under which shared parking would occur. For example, office uses peak in the late morning hours, while retail uses peak in the mid-afternoon and restaurants peak in the evening. The number of non-residential parking spaces required with shared parking would be 762 spaces. The total number of spaces required would be 6,186 spaces with shared parking.

The amount of parking demand based on the individual land uses is estimated to be 4,568 spaces, of which 3,718 spaces would be for residential uses and 850 spaces would be for non-residential uses. With shared parking, the demand for non-residential uses is estimated to be 751 spaces, and the total for all uses would be 4,469. The application of shared parking for office, retail and restaurant uses results in a demand for total non-residential parking spaces that is less than the required parking under the specific plan for the uses, individually. For both residential and non-residential uses, the demand for parking would be less than the amount of parking that would be required by the direct application of the single-use parking factors in Section 9A.

The Proposed Project would provide parking per the requirements of the Area D Specific Plan. The amount of parking for individual projects would be calculated on the basis of the standard use requirements established in Section 9A of the Specific Plan, or on the basis of a demand study, per the requirements of Section 9B. Since, the demand for parking requires fewer spaces than the standard rates of Section 9A, it may be concluded that the demand for parking

Table 133

REQUIRED NUMBER OF OFF-STREET PARKING SPACES

		Specific Plan – Section 9A		Demand Analysis	
Land Use	**Size**	**Requirements[a]**	**Spaces**	**Factor**	**Spaces**
Residential					
Studio, One-Bedroom	853 dwelling units	1.75/unit	1,493	1.43/unit[b]	1,220
Two+ Bedrooms	1,747 dwelling units	2.25/unit	3,931	1.43/unit[b]	2,498
Total Residential			5,424		3,718
Non-Residential					
Office	175,000 sq.ft.	2.5/1,000 sq.ft.	438	2.7/1,000 sq.ft.[c, d]	473
Retail	120,000 sq.ft.	2.5/1,000 sq.ft.	300	1.14/1,000 sq.ft.[c, d]	137
Restaurant	30,000 sq.ft.	2.5/1,000 sq.ft.	75	6.0/1,000 sq.ft.[c, d]	180
Community-Serving Uses	40,000 sq.ft.	2.5/1,000 sq.ft.	100	1.5/1,000 sq.ft.[c, d]	60
Total Non-Residential			913		850
Total Non-Residential With Shared Parking[e]			762		751
Total – All Uses			**6,337**		**4,568**
Total – All Uses With Shared Parking			**6,186**		**4,469**

[a] *Based on Area D Specific Plan, Ordinance No. 160,523 Section 9A.*

[b] *Based on survey data collected by Kaku Associates, Inc., per the Parking Study, Appendix K of the EIR.*

[c] *These values are based on weekday parking demand. Saturday parking demand is also evaluated in the Parking Study. Per the Parking Study, the weekday requirements are greater than the weekend requirements and, therefore, more conservatively reflect the peak requirements to be met.*

[d] *These demand factors are based on Urban Land Institute (ULI) studies as amended to reflect the urban mixed-use nature of the Proposed Project and anticipated use of non-automotive modes. For the office use, the demand factors were reduced 10% to reflect commuter trip reductions related to transit measures being implemented in and around the project area (ULI factor: 3.0 less 10% = 2.7 spaces/1,000 sq.ft.). For the retail, restaurant, and community serving uses, the demand factors were reduced 70% due to anticipated use of walk, bicycle, or internal Playa Vista shuttle for internal trips between uses within the Proposed Project and the adjacent Playa Vista First Phase Project and for walk-ins from the office use. (For retail, ULI factor 3.8 spaces/1,000 less 70% = 1.14 spaces/1,000 sq.ft.; for restaurant, ULI factor 20.0 spaces/1,000 less 70% = 6.0 spaces/1,000 sq.ft.; for community serving uses, ULI factor 5.0 space/1,000 less 70% = 1.5 spaces/1,000 sq.ft.)*

[e] *Mixed uses offer shared parking efficiencies as different uses vary in terms of the times of day when their respective parking demands would be expected to peak. For example, office uses peak in the late morning hours, while retail uses peak in the mid-afternoon and restaurants peak in the evening. The factors used for calculating shared parking are included in Section 9.A.4 of the Area D Specific Plan.*

Source: Kaku Associates, Inc. and Raju Associates, July 2003.

would be met under either section of the Specific Plan. Therefore, the number of parking spaces required to accommodate Project activities would not exceed the number of parking spaces provided, and impact on parking would be less than significant.

3.4.2 Street Parking

No street parking will be provided on major arterial streets adjacent to the Proposed Project. However, some new streets created within the Proposed Project can accommodate on-street parking. Figure 81 on page 946 identifies the internal roadways located within the Proposed Project that can accommodate on-street parking. The specific location and number of on-street parking spaces would be dependent upon the final design and approval of subdivision maps where location of driveways, fire hydrants and other infrastructure details are taken into consideration.

As described in the analysis of off-street parking that would be provided on the Project site, above, the Proposed Project's provision of on-site parking would sufficiently meet the Project's demand for parking. As a result, the Project's street parking would supplement the off-street parking supply to provide additional convenience for the on-site population. Further, convenient short-term street parking would be made available adjacent to the Proposed Project's neighborhood retail and community serving uses.

3.4.3 Equivalency Program Impacts

The preceding parking analysis addressed impacts associated with the demand for parking at the Project site. Such demand is generated by the types of development that would occur and the activity characteristics of each.

The exchange of office uses for retail and/or assisted living units would be accomplished within the same building parameters, and would occur at relatively limited locations within the Project site. Furthermore, under the Equivalency Program, there would be no substantial variation in the Project's street configurations, or related use of subterranean parking. Street parking would be provided in a manner similar to that of the Proposed Project. As with the Proposed Project, the Equivalency Program would provide off-street parking at the rate required under the Area D Specific Plan. Such parking would be provided under Section 9A of the Specific Plan, or under Section 9B pursuant to a demand study indicating lesser parking is required than under Section 9A. The Proposed Project's parking demand analysis, as described above, demonstrated that the Project's actual parking demand would be less than that required per the Area D Specific Plan standard factors. A similar analysis for each of the Equivalency Scenarios also indicated that the demand for parking would be less the standard parking requirements per Section 9A. As indicated in Table 134 on page 950, parking requirements for each of the Equivalency Scenarios would be less than those of the Proposed Project. Further, the estimated demand for parking would be less than the requirements under Section 9A of the Area D Specific Plan. Therefore, compliance with the Specific Plan will ensure that there is

Table 134

PARKING REQUIREMENTS – PROPOSED PROJECT AND EQUIVALENCY SCENARIOS

	Equivalency Scenario: All Retail		Equivalency Scenario: All Assisted Living		Equivalency Scenario: Retail/Assisted Living	
	Specific Plan Section 9A	Demand Analysis	Specific Plan Section 9A	Demand Analysis	Specific Plan Section 9A	Demand Analysis
Equivalency Program						
By Individual Use	6,166	4,350	6,316	4,562	6,179	4,387
With Shared Parking	6,030	4,245	6,170	4,465	6,045	4,286
Proposed Project						
By Individual Use	6,337	4,568	6,337	4,568	6,337	4,568
With Shared Parking	6,186	4,469	6,186	4,469	6,186	4,469
Over/(Under) Proposed Project						
By Individual Use	**(171)**	**(218)**	**(21)**	**(6)**	**(158)**	**(181)**
With Shared Parking	**(138)**	**(224)**	**(16)**	**(4)**	**(123)**	**(183)**

The same methodology as was used for the Proposed Project was used to determine the Equivalency Program parking requirements (see Table 133 on page 948).

sufficient parking to meet demand. Consequently, parking impacts attributable to the Equivalency Program, as is the case with the Proposed Project, would be less than significant.

3.4.4 Impacts of Off-Site Improvements

Proposed Project development could result in secondary impacts arising from implementation of the Project's mitigation measures, as well as the direct impacts described above. Mitigation measures within Section IV.K.(1), Traffic and Circulation, require physical improvements in transportation facilities at numerous locations including roadway widening at seven locations, as described in Subsection 5.8 of that Section. In addition, as discussed in Section IV.N.(1), Water Consumption, the Proposed Project would require the construction of a water regulator station in the vicinity of Jefferson Boulevard and Mesmer Avenue.

These infrastructure improvements would reduce the traffic and water utility impacts of the Proposed Project. They would not add new population or structures to the area, and would therefore have no impacts on the demand for parking.

However, the increase in travel lanes would affect existing parking at one off-site location. Approximately 27 parking spaces on the east side of Centinela Avenue, between the Ballona Channel and Culver Boulevard, would be affected both during construction and after

implementation of peak hour parking restrictions. Off-street parking associated with adjacent businesses and residential uses is currently available along the east side of Centinela Avenue and would not be affected by the off-site street improvements. The overall implementation of the Centinela Avenue Corridor improvement is proposed in two steps. The first step includes construction of the proposed roadway widening improvements, while the second step involves re-striping the roadway and imposition of parking restrictions during peak periods to facilitate a third northbound through lane. At this time, the applicant is required to provide this roadway corridor widening improvement, while the second step, namely, the imposition of peak-period parking restrictions and striping to allow a third northbound through lane, will be implemented when increases in traffic volumes triggering the need for this improvement are observed by the LADOT.

During construction of this corridor improvement, existing on-street parking may be temporarily unavailable. Approximately eight to ten spaces may be unavailable at any given point in time during construction; available spaces can be found along adjacent local streets. However, adverse impacts on parking due to construction activities are projected to occur. After construction, the impacts on on-street parking are limited in location and times of day affected. Because other parking is available off of Centinela Avenue, impacts on parking from off-site improvements are considered adverse but less than significant. As the Proposed Project would have no impacts on off-street parking, Proposed Project impacts, inclusive of the off-site improvements, would be less than significant.

4.0 MITIGATION MEASURES

The Proposed Project would not have significant impacts on parking. Mitigation Measures are not recommended or required for the Proposed Project, inclusive of the Equivalency Program and off-site improvements.

5.0 UNAVOIDABLE ADVERSE IMPACTS

There would be no adverse impacts to existing street parking bordering the Proposed Project site or to the street parking that would be created by the Proposed Project. Specific Plan requirements and the demand for off-street parking would be met with on-site parking facilities. Such parking would be provided for the Proposed Project and the Equivalency Program.

The Proposed Project includes mitigation measures to reduce traffic impacts which would require off-site roadway improvements. These improvements would generate indirect, secondary impacts which would result in the implementation of parking restrictions during the A.M. and

P.M. peak hour periods along the Centinela Corridor, between Ballona Channel and Culver Boulevard, as well as full-time unavailability of some spaces during construction, adverse impacts. Parking impacts of the Proposed Project, inclusive of the Equivalency Program and off-site improvements would be less than significant.

6.0 CUMULATIVE IMPACTS

It is expected that all development in related projects would include mitigation measures requiring conformance with the applicable regulations, and other projects would not utilize the same parking facilities as the Proposed Project. The only related project in the immediate vicinity of the Proposed Project site is Related Project 40, the Playa Vista First Phase Project. Both the Proposed Project and the Playa Vista First Phase Project are expected to provide sufficient parking space to meet the demand for parking. Cumulative impacts, inclusive of the Proposed Project, the Equivalency Program and the off-site improvements, would be less than significant.