
IV. ENVIRONMENTAL IMPACT ANALYSIS

M. PARKING

INTRODUCTION

This Section provides an assessment of the City of Inglewood's Municipal Code parking requirements and the anticipated parking demand for the proposed Hollywood Park Redevelopment Project. The following discussion summarizes, in part, the findings and conclusions from the Shared Parking Analysis for the Hollywood Park Project, prepared by Walker Parking Consultants (September 25, 2007) which addresses the parking demand methodology proposed to be used in the Mixed-Use zone of the Proposed Project. This Section also includes a discussion of the parking requirements for the residential neighborhoods of the Proposed Project as provided in the Hollywood Park Specific Plan. The Shared Parking Analysis is included in its entirety into Appendix G-2, of this Draft EIR.

ENVIRONMENTAL SETTING

City of Inglewood Parking Requirements

Inglewood Municipal Code Article 19 – Parking Regulations sets forth current parking supply requirements for the City of Inglewood. In general, parking requirements developed by cities consider each land use to stand alone, without consideration for the possibility of sharing parking with surrounding land uses. The City of Inglewood's off-street parking regulations for the applicable residential and commercial land uses that could be included within the proposed Hollywood Park Redevelopment Project are provided below:

Residential Parking Requirements

Pursuant to Section 12-43 of the Inglewood Municipal Code, the number of off-street automobile parking spaces provided for each of the following uses shall be not less than the following requirements:

- One or Two Dwelling Units on One Lot. Two fully enclosed parking spaces for each unit.
- Three or More Dwelling Units on One Lot. Two fully enclosed parking spaces for each unit. Any combination of rooms, so arranged that they can be easily converted into separate living quarters, shall be counted as an additional dwelling unit.
- Visitor Parking. For all multiple-unit residential facilities having six or more units, one additional parking space for visitors shall be provided on-site per every three units.

Commercial Parking Requirements

Off-street parking requirements for commercial land uses are established in Section 12-44 of the Inglewood Municipal Code. The following list identifies the aggregate amount of off-street parking spaces provided in connection with each of the following commercial uses that could potentially be developed within the proposed Hollywood Park Redevelopment Project:

- General Business, Retail or Wholesale. For facilities not larger than eighteen thousand square feet in floor area: one parking space for each three hundred square feet of gross floor area. For facilities larger than eighteen thousand square feet in floor area: sixty parking spaces, plus one parking space for each additional four hundred square feet of gross floor area in excess of eighteen thousand square feet of floor area.
- Offices, Business and Professional, Other than Medical and Dental. One space for each three hundred square feet of gross floor area.
- Bakeries, Confectioneries, Take-out Restaurants (where food is not consumed on the premises). One parking space for each three hundred square feet of gross floor area.
- Banks, Savings-and-loans, or Check-cashing Stores. One space for each one hundred fifty square feet of gross floor area.
- Health Clubs and Studios for Music, Dance, Martial Arts and Similar Activities. One parking space for each one hundred fifty square feet of gross floor area.
- Hotels or Motels. For facilities having more than one hundred bedrooms: one hundred two parking spaces, plus one parking space for each additional two bedrooms or any other room that can be used for sleeping purposes. Restaurant and meeting facilities shall be provided with additional parking spaces as required for each respective use.
- Markets: Food and Liquor Stores. One space for each one hundred fifty square feet of gross floor area.
- Restaurants, Bars and Cafes. One parking space for each one hundred fifty square feet of gross floor area.
- Service Shops (printing, cleaning, repair and the like). One parking space for each three hundred square feet of gross floor area.
- Shopping Centers (commercial multiple tenant facilities where parking is not determined by the respective requirements of each individual tenant). For centers larger than

fourteen thousand square feet in floor area: sixty parking spaces, plus one additional parking space for each additional four hundred square feet of gross floor area in excess of fourteen thousand square feet of floor area.

- Theaters. One parking space for each five fixed seats or each thirty-five square feet of floor area (exclusive of halls, stairs, lobby, theater offices or restrooms).
- Card Clubs. One parking space for each fifty square feet of gross floor area, excluding kitchens, for facilities not exceeding twenty-five thousand square feet in area; and one parking space for each seventy-five square feet of gross floor area for any floor area in excess of twenty-five thousand square feet.

ENVIRONMENTAL IMPACTS

The parking requirements for the Mixed-Use zone of the Project (including guest/visitor parking required for residential units that could be built in the Mixed-Use zone) are proposed to utilize a shared parking methodology. The residential zone parking for the Project will be separate from the Mixed-Use zone and will not use a shared parking methodology. Rather, the residential parking provided will be similar to the requirements under the Inglewood Municipal Code, with some modifications.

Shared Parking Methodology

Off-street parking requirements found in many municipal codes, including the City of Inglewood, are developed for stand alone residential or commercial uses without consideration for the possibility of shared parking with surrounding land uses. Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial standpoint while minimizing the negative aspects of excessive land area or resources being devoted to parking.

One of the most popular real estate trends is known as “place making,” the development of town centers and urban villages with mixed uses in pedestrian-friendly settings. Another significant trend today is locating development consistent with established transit corridors and bus lines. With housing located

within walking distance, or a short bus ride from light-rail transit, some trips and, in turn, some parking spaces can be eliminated. These trends reduce the amount of required parking.

The Urban Land Institute (“ULI”) and the Institute of Transportation Engineers (“ITE”) have released publications that list parking ratios for many types and subtypes of land uses. The Urban Land Institute first published Shared Parking in 1983. This publication has been used ever since to explain the concept of shared parking and to create models that forecast peak parking conditions for mixed-use developments, and/or urban settings. Walker Parking Consultants contributed to that original publication and also led the team that researched and wrote Shared Parking, 2nd Edition, published in 2005. ULI also provides case studies within Chapter 5 of the Shared Parking publication. These case studies perform a shared parking analysis on existing sites throughout the United States to support the theory of shared parking and the methodology developed by ULI to forecast future parking demands in a shared parking environment and they validate the use of shared parking to reduce otherwise applicable parking standards. The sites in the study include: the Puente Hills Mall, Fashion Island (Newport Beach), Veteran Plaza (Tampa, FL), Long Beach Towne Center, Covina Town Square, Burbank Empire, Westfield Promenade (Woodland Hills), Ahwatukee Foothills Towne Center (Phoenix, AZ), Irvine Spectrum, Reston Town Center (Reston, VA), Easton Town Center (Columbus, OH), Block at Orange, and the Village Glen Plaza (Westlake Village, CA). The specific shared parking methodology that was utilized to estimate the Proposed Project’s peak parking demand is discussed in further detail under Project Impacts subheading below.

Thresholds of Significance

A project would normally have a significant impact on parking if the project provides less parking than required by the City’s development standards, or less parking than needed as determined through an analysis of demand from the project. Based on this guidance, the Proposed Project would result in a significant impact on parking if the number of parking spaces required to accommodate Project activities exceeds the number of parking spaces provided.

Project Impacts

Construction

There would be no adverse impacts to existing street parking bordering the Project Site during construction. Due to the large size of the Project Site, construction workers will park in designated areas on the Project Site. During the grading and excavation phase of the Proposed Project, while Casino operations are still active, temporary parking areas will be created adjacent to the Casino for its patrons. Once grading/excavation work is complete adjacent to the Casino site, permanent parking areas will be designated during the construction phase of the Proposed Project. Adequate parking spaces will be maintained throughout grading/excavation and construction, therefore, impacts due to construction will be less than significant.

Operation

Mixed-Use Zone Parking Requirement

Parking for the commercial, entertainment, hotel and retail land uses will be provided with a combination of surface parking lots, structured parking lots and on-street parking spaces within the designated mixed-use land use plan area (the “Mixed-Use zone”) pursuant to the requirements and standards established in the Hollywood Park Specific Plan. Parking in the Mixed-Use zone will be provided on a shared basis, based upon the mix of uses and estimated parking demands. The details of the shared parking methodology are discussed later in this section.

With respect to the structured parking lots¹ to meet the Proposed Project’s demand, as shown on the Conceptual Circulation Plan in Figure II-8, Parking Structure 1 (“P1”) may contain up to approximately 2,199 stalls. Parking Structure 2 (“P2”) may contain up to approximately 1,121 stalls. The Casino Garage (“P3”) may contain up to approximately 2,005 stalls. Parking Structure 4 (“P4”) may contain up to approximately 1,883 spaces. Parking Structure 5 (“P5”) may contain up to approximately 570 parking stalls. In total, the Mixed-Use zone could contain parking structures and lots that could provide up to 7,778 parking spaces. However, it is anticipated that less parking will actually be demanded by the commercial, entertainment, hotel and retail land uses. The ultimate number of parking spaces developed will depend upon the land uses built and will be determined at the time of Plot Plan Review as provided in the Hollywood Park Specific Plan. This parking is separate and independent of the residential parking for residential units outside the Mixed-Use zone.

Each of the parking garage structures will be developed as open-air parking structures with 42”-high spandrel walls to block light trespass from vehicle headlights. Parking Structure sizes may be increased as much as twenty percent to reflect actual parking demand adjacent to the location of the structure.

Residential Parking Requirement

Residential parking (including guest parking) will be located within the residential land use areas, and in the Mixed-Use Zone to the extent residential units are located there.

Pursuant to the Hollywood Park Specific Plan, the minimum number of off-street parking spaces required for resident parking in the residential zone are: (1) two spaces for the Single-Family Housing Type, (2)

¹ *Individual parking structures will be constructed on an as-needed basis to meet the shared parking demands of the proposed mixed-use development. It is anticipated that the actual parking demand identified herein may vary by up to 20% at different stages of buildout based on the shared parking demand analysis model to be established in the Specific Plan. Consequently, the size of each individual structure may vary to reflect parking demand. For purposes of a worst-case air quality and noise analysis, this Draft EIR assumes each structure could be as large and as tall as possible.*

1.5 spaces for studio and one-bedroom units for Townhome and Wrap/Podium Housing Types, and (3) two spaces for units with 2 or more bedrooms for the Townhome and Wrap/Podium Housing Types. With respect to guest/visitor parking within the residential zone, the Hollywood Park Specific Plan provides one guest/visitor space for three dwelling units, except that single-family homes on 3,500 sf lots shall have one guest/visitor spaces per dwelling unit. These spaces may be located within a parking structure, parking lot or on-street.

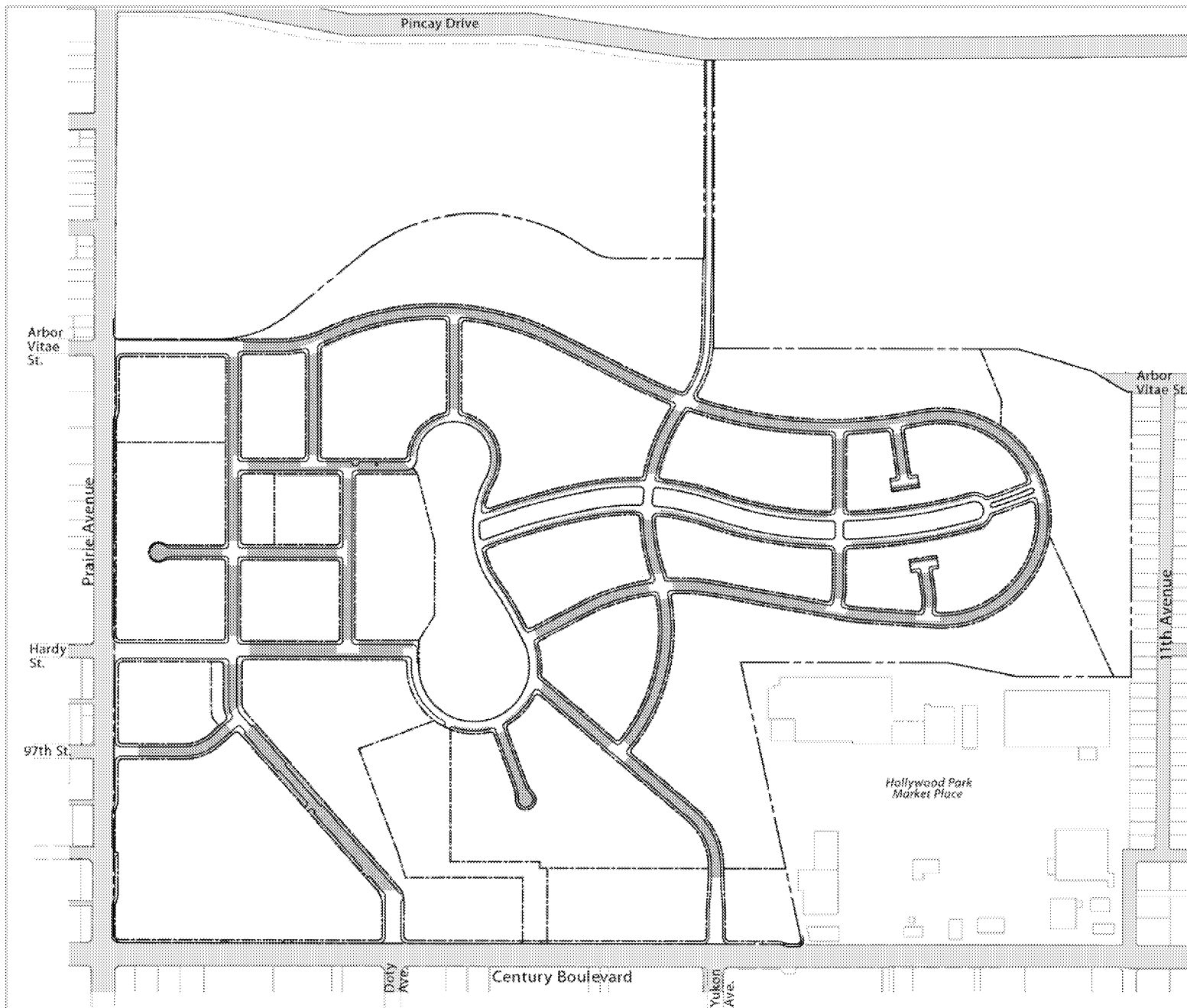
Pursuant to the Hollywood Park Specific Plan, studio and 1-bedroom units in the Mixed-Use zone shall have 1.5 spaces per unit, and units with 2 or more bedrooms shall have 2 spaces per unit. Residential parking for each unit within the Mixed-Use zone would be cordoned off from commercial parking areas to provide controlled access for residents for security purposes. The minimum number of guest/visitor spaces for residential units in the Mixed-Use zone will be determined by the shared parking analysis.

Parking for residential dwelling units may utilize on-street or tandem parking, and guest/visitor parking may utilize on-street parking, although no street parking will be provided on major arterial streets (Century Boulevard and Prairie Avenue) adjacent to the Project Site. However, some new streets created within the Proposed Project can accommodate on-street parking. Figure IV.M-1, Permitted Street Parking, identifies 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 final design and approval of subdivision maps where location of driveways, fire hydrants and other infrastructure details are taken into consideration. Furthermore, convenient short-term street parking would be made available adjacent to the Proposed Project's retail and community serving uses.

Depending upon the actual bedroom counts that are developed in the residential dwelling units, it is estimated that the Project Site could contain up to approximately 7,700 parking spaces in the residentially-zoned areas of the Project Site to accommodate the parking demand generated by residents on the Project Site. This includes up to approximately 6,000 required resident parking spaces (typically in garages), 700 on-site parking spaces, and 1,000 on-street parking spaces. These parking spaces are created in the residentially zoned areas of the Project Site and are in addition to the number of spaces created for the retail, commercial, entertainment, casino, residential, and hotel land uses as described above in "Mixed-Use Zone Parking Requirements." Again, it should be noted that the precise number of resident and guest spaces for the residential units and the location of these spaces will be determined at the time of Plot Plan Review per the requirements of the Development Standards in the Hollywood Park Specific Plan. The Specific Plan's parking standards are designed to meet the parking demand generated by the housing product types proposed for the Project, which tend to generate a smaller number of residents due to the size of the units and the bedroom counts. As a result, the project's parking demands for the residential land uses would be met and impacts would be less than significant.

Civic Zone Parking Requirement

The precise number of parking for the 4-acre civic site will be determined at the time of Plot Plan Review and will depend upon the ultimate use selected for the site.



Source: Hollywood Park Specific Plan, William Hezmalhalch Architects, July 1, 2008.



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Figure IV.M-1
 Permitted Street Parking

City of Inglewood Municipal Code

The City of Inglewood does not have any parking requirements that apply to large mixed-use communities such as the proposed Hollywood Park Project. Because the Proposed Project involves a town center or urban village type development with mixed uses and pedestrian-friendly walkability standards, the application of the City's parking code requirements for the proposed mixed-use retail plan area would result in an oversupply of parking. Nevertheless the City of Inglewood's parking requirements for the stand-alone land uses that are proposed as part of the Hollywood Park Redevelopment project are provided in Table IV.M-1, below.

**Table IV.M-1
City of Inglewood Parking Requirements**

Land Use	Size (sq. ft./units)	Parking Requirements	Minimum Requirement
Residential ^a			
Dwelling Units	2,995 DU	2/DwellingUnit	5,990
Guest ^b	2,995 DU	1/3 Units	998
<i>Subtotal Residential</i>			6,988
Mixed-Use Program			
Retail	468,400	60+ 1/400 SF GFA in excess of 14,000 GFA	1, 231
Restaurant (Sit Down) ^c	49,100	1/150 SF GFA	327
Restaurant (Fast Food) ^c	42,500	1/300 SF GFA	142
Cinema	60,000 3,000 seats	1/5 Seats or 1/35 SF GFA in theaters	600
Casino	120,000	1/75 SF GFA	1,600
Office	75,000	1/300 SF GFA	250
HOA Facility	10,000	1/5 Seats or 1/35 SF GFA in seating area	286
Hotel (rooms)	210,000 (300 rooms)	102 for first 100 rooms plus 1 per 2 rooms over 100	202
Hotel (Meeting Space)	20,000	1/5 Seats or 1/35 SF GFA in seating area	571
<i>Subtotal Mixed-Use</i>			5,209
<i>Notes:</i>			
<i>^a Includes the parking requirements for any multiple family residential units that may be located within the mixed-use plan area.</i>			
<i>^b Assumes that all units are multiple family.</i>			
<i>^c Assumes that all units are multiple family.</i>			
<i>Source: City of Inglewood Municipal Code, WMS, 2007, Walker Parking, 2007.</i>			

Based on the code requirements for the residential land uses, it is roughly estimated approximately 6,988 parking spaces will be required to serve the residential land uses, including residential guest parking requirements. The Specific Plan requirements would be comparable, but would also permit the use of

tandem and on-street parking for some required spaces. The actual number of residential parking spaces will be determined on the number and type of dwelling units developed and the actual bedroom counts for the units developed. Resident and guest parking will be provided pursuant to the development standards of the proposed Specific Plan.

As shown in Table IV.M-1, the application of the code required parking standards for the mixed-use portion of the Proposed Project would yield a requirement of approximately 5,209 parking spaces. This estimate is based on a rough approximation of the retail shopping center and retail characteristics provided by the Project Applicant as a sample development scenario. It should be noted, however, that the actual size and characteristics of the proposed retail plan is anticipated to vary depending on market forces and the procurement of individual tenant occupancies. Therefore, the parking requirements identified in Table IV.M-1 are provided for general comparative purposes.

Shared Parking Demand

Based on a review of several case studies for mixed-use projects that are of a similar scale and characteristics to the Hollywood Park Project, the code required parking calculation presented above would result in an overdevelopment of the actual parking supply for the Proposed Project. For this reason, as part of the Plot Plan review for the Project, the Project Applicant will provide a shared parking analysis for the Proposed Project based upon the actual quantity and type of land uses to be developed. A preliminary shared parking analysis for the Proposed Project was prepared utilizing the most up-to-date information from the second edition of *Shared Parking*. Data specific to the City of Inglewood and the location Hollywood Park have been entered into the model, and site and market specific variations taken into consideration to arrive at the number of parking spaces required to serve the development. The shared parking summary provided in this section is an example of a prototypical program for the Mixed-Use zone. Actual program information, including types of land uses and quantity of land uses, would be included as part of the Plot Plan for the Mixed-Use zone once the exact nature of the types of tenants is known. The land uses and quantities contained in the tables below are, therefore, not the precise program. However, the methodology used to derive the parking demand for this “sample program” would be similar to the methodology used for the shared parking demand analysis that will be submitted as part of the Plot Plan package.

Step 1 – Project Data

The preliminary analysis was based on the quantity of square footages for the retail, restaurant, quick-serve restaurant, office and meeting space, cinema seat count, casino historic data, and the guest parking for residential units (if applicable). The shared analysis does not consider the parking supply set aside for Hollywood Park single-family, condominium and townhome residents, located in the residential land use zone, or the parking demand that they generate.

Other project data that has been considered includes:

- The site is currently along two major arterials that offer bus service.
- Modal split for employees ranges from 80% to 90% based on mode of transportation to work data for Inglewood paired with professional judgment for each land use type.
- The overall redevelopment will include roughly 3,000 residential units providing a large captive demand for the retail, residential, grocery, and cinema on site.
- The parking supply for the mixed-use residential units will be fenced-off through the use of access control equipment and will be reserved on a space by space basis.
- Valet service may be provided in locations near the retail/restaurant core, and the entrance of the Casino.
- The project applicant intends to provide free parking initially, but has set up curb cuts, etc. for the future placement of access control equipment and cashiers.

Step 2 – Select Parking Ratios

The parking ratios that project the peak parking demand for Hollywood Park were derived from ULI. The ULI ratios are based on occupancy counts from stand-alone land uses throughout the U.S. (updated in 2005). The ULI ratios also draw a distinction between employees (long-term parkers) and visitors or patrons (short-term parkers). Most land uses also generate different parking demands on weekends than weekdays, so ULI has identified different parking demand ratios for each.

Step 3 – Select Factors & Analyze Patterns

For both weekdays and weekend days ULI also provides adjustment factors for each hour of the day. These factors are based on 100% being the peak parking required by that land use. Any land use may reach 100% at more than one point during the day. The shared parking methodology works when the square footages for all land uses are combined with the parking ratios and these hourly factors. Any given land use may generate a large amount of parking at its peak hour while another generates at only 20% during that time.

Step 4 – Critical Needs Periods

The critical needs periods are driven in general from the largest quantity of land use or the largest parking requirement before any reductions are made. In that case the model adjusts to the retail or casino activity at the site. The parking ratio was developed through study of the existing casino. Casino activity peaks at 2:00 p.m. based on the Off-Track Betting function of the site, it then drops off for several hours until the Card Club picks up. Retail activity peaks from 2:00 p.m. to 3:00 p.m. on the weekends, tying in with the casino peak period. Although restaurant parking demand peaks in the evening, the peaks for casino and

retail pull the overall demand away from the evening (dinner) restaurant peak. Based on the ULI model the peak hour parking occurs at 2:00 p.m. on a weekend in late December. Parking will again be impacted at 6:00 p.m. on weekends when the cinema picks up and retail and restaurant are still generating significant activity.

Step 5 – Modal Split Adjustment

Modal split is the adjustment that accounts for modes of transportation that a user group would likely use other than single-occupant vehicles such as rail, bus, carpooling, walking etc. Data for the City of Inglewood was found on the U.S. Census website. Data from 2000 indicated that roughly 80% of workers drove alone, and roughly 10% carpoled. These are the only two modes of transportation that would generate parking on-site. Because a carpool consists of at least two persons, that land use demand only generates half as many vehicles, or 5%. When combined we find a modal split of 85% of employees arriving by cars. This split is reasonable because of site and market specific considerations including proximity to transit, transit ridership statistics, and proximity to a large number of residential units.

Step 6 – Noncaptive Adjustment

A non-captive adjustment accounts for a parking reduction for users of the site already parked and accounted for by one land use utilizing another land use on-site. For Hollywood Park, employees of the office building may choose to take lunch in one of the restaurants on-site, thus generating no additional parking demand. Alternatively a resident of Hollywood Park may be employed by one of the businesses on the site. These adjustments are specific to the site. This factor is applied in a judicious manner so not to create a parking shortfall. Recognizing that any development without adequate parking may not generate business to its potential, the non-captive reduction was lessened to assure adequate parking.

Step 7 – Required Parking

Using the information supplied, information gathered, and appropriate adjustments for this development and the surrounding area, Walker calculated the shared peak parking demand. Tables IV.M-2 and IV.M-3 show the weekday and weekend shared peak parking demand for all user groups and land uses on site other than condominium and townhome residents. Based on the findings in Table IV.M-2 and Table IV.M-3, the Proposed Project would need to supply 4,922± parking spaces (weekend peak) in the shared lot/garage, and an additional 404 controlled parking spaces for the condominiums and townhomes in the mixed use plan area. Under the program data supplied and the parking management scenario provided by the Project Applicant, Walker found that a total of 5,326± parking spaces would be needed to sufficiently supply parking at the peak period.

**Table IV.M-2
Shared Parking Demand – Overall Peak Weekday
Sample Program Tenant Mix**

Hollywood Park Land Use/User Group	Quantity	Weekdays Base Ratio/Unit	Month Adj. Late Dec.	Pk Hr Adj. 2:00 P.M.	Non Captive Daytime	Drive Ratio Daytime	Late Dec. 2:00 P.M.
Community Shopping Ctr	339,380	2.90 / ksf GLA	80%	100%	95%	90%	673
Employee		0.70	90%	100%	97%	80%	166
Fine /Casual Dining	49,100	15.25 / ksf GLA	95%	65%	97%	95%	426
Employee		2.75	100%	90%	97%	85%	100
Quick Serve Restaurant	42,500	12.75 / ksf GLA	95%	90%	50%	90%	209
Employee		2.25	100%	95%	95%	80%	69
Cineplex	3,000	0.19 / seat	100%	75%	95%	90%	366
Employee		0.01	100%	60%	100%	80%	14
Hotel	300	0.90 / room	100%	70%	100%	100%	189
Hotel Meeting/Banquet	20,000	30.0 / ksf GLA	100%	65%	60%	75%	176
Employee	300	0.25 / room	100%	100%	100%	80%	60
Community Room ^a	5,000	30.00 GLA	100%	65%	60%	75%	44
Residential Guest	202	0.15 / unit	100%	20%	100%	97%	6
Office (25k to 100k sq.ft.)	75,000	0.30 / ksf GFA	80%	100%	100%	100%	18
Employee		3.27	80%	100%	95%	95%	177
Grocery	53,200	4.00 GLA	100%	95%	85%	90%	155
Employee		0.70	100%	100%	95%	80%	28
Casino	120,000	10.94 GLA	100%	79%	100%	100%	1035
Employee		2.79	100%	93%	100%	85%	264
Market Square	75,820	3.20 GLA	100%	100%	100%	85%	207
Employee		0.80	100%	100%	100%	80%	49
Subtotal Customer/Guest Spaces							3,315
Subtotal Employee/Resident Spaces							867
Total Parking Spaces							4,182
Percent Reduction							40%
<p><i>Note: The sample program above assumes a maximum of 202 residential units in the Mixed Use Zone area, typically over the retail uses. As such, these units would generate parking demand in addition to this total of 4,182. If all of the 202 units were two bedroom units, an additional demand of 404 spaces (202 X 2 spaces per unit) would be required, bringing the total spaces to 4,586 (4,182+404).</i></p> <p>^a For purposes of the Shared parking demand analysis Walker Consultants assumed 5,000 square feet of the HOA Community Room would be occupied floor area.</p> <p>Source: Walker Parking Consultants, 2007.</p>							

**Table IV.M-3
Shared Parking Demand – Overall Peak Weekend
Sample Program Tenant Mix**

Hollywood Park Land Use/User Group	Quantity	Weekends Base Ratio/Unit	Month Adj. Late Dec.	Pk Hr Adj. 6:00 P.M.	Non Captive Evening	Drive Ratio Evening	Late Dec. 6:00 P.M.
Community Shopping Ctr	339,380	3.20 / ksf GLA	80%	80%	95%	90%	594
Employee		0.80	90%	85%	97%	80%	161
Fine /Casual Dining	49,100	17.00 / ksf GLA	95%	90%	95%	95%	644
Employee		3.00	100%	100%	97%	85%	121
Quick Serve Restaurant	42,500	12.00 / ksf GLA	95%	85%	50%	90%	185
Employee		2.00	100%	90%	95%	80%	58
Cineplex	3,000	0.26 / seat	100%	70%	95%	95%	493
Employee		0.01	100%	100%	100%	80%	24
Hotel	300	1.00 / room	100%	85%	100%	100%	255
Hotel Meeting/Banquet	20,000	30.0 / ksf GLA	100%	100%	70%	75%	315
Employee	300	0.18 / room	100%	60%	100%	80%	26
Community Room ^a	5,000	30.00 GLA	100%	100%	70%	75%	79
Residential Guest	202	0.15 / unit	100%	60%	100%	100%	18
Office (25k to 100k sq. ft.)	75,000	0.03 / ksf GFA	80%	5%	100%	100%	0
Employee		3.33	80%	5%	95%	95%	1
Grocery	53,200	4.30 GLA	100%	80%	85%	90%	140
Employee		0.80	100%	85%	95%	80%	28
Casino	120,000	12.03 GLA	100%	89%	100%	100%	1,279
Employee		2.71	100%	87%	100%	90%	255
Market Square	75,820	3.60 GLA	100%	80%	100%	90%	197
Employee		0.90	100%	85%	100%	85%	49
Subtotal Customer/Guest Spaces							4,199
Subtotal Employee/Resident Spaces							<u>723</u>
Total Parking Spaces							4,922
Percent Reduction							32%
<p><i>Note: The sample program above assumes a maximum of 202 residential units in the Mixed Use Zone area, typically over the retail uses. As such, these units would generate parking demand in addition to this total of 4,182. If all of the 202 units were two bedroom units, an additional demand of 404 spaces (202 X 2 spaces per unit) would be required, bringing the total spaces to 5,326 (4,922+404).</i></p> <p>^a For purposes of the Shared parking demand analysis Walker Consultants assumed 5,000 square feet of the HOA Community Room would be occupied floor area.</p> <p>Source: Walker Parking Consultants, 2007.</p>							

Step 8 – Critical Needs / Management Concerns

Currently the critical needs period is based on weekend, daytime demand generated by the casino and retail on site. Two potential tenants may have a concern about how sharing parking with other land uses

will affect the parking available for their patrons. These two uses are cinema and grocery. Based on modal split and non-captive adjustments Walker found a peak parking demand for the cinema of 691 and for the grocery store of 208.² The proximate supply proposed for both of these land uses will be more than adequate to accommodate their parking demand at their peak periods.

Walker was asked to provide the Project Applicant with additional information concerning how the peak hour found through our analysis compares to other time periods throughout the day and year. Data utilized for this analysis can be found in Appendix B to the Shared Parking Study contained in Appendix G-2 to this EIR. The overall shared parking could be reduced by roughly 100 spaces while only causing a projected shortfall in December and late December, and for only 2:00 p.m., 6:00 p.m. and 7:00 p.m. This shortfall could possibly be alleviated through the use of stacking vehicles utilizing valet parking. There is also the possibility that over time visitors to the site will begin to adjust to the site and utilize the available transit without affecting the vitality of the development.

Based on the sample program provided, the shared parking analysis projects a total demand of 5,326± parking spaces to sufficiently supply parking in the Mixed-Use zone at the peak period.

As part of the Plot Plan Review Process, an analysis of driveways in the Mixed-Use zone would be provided to ensure that adequate vehicle queuing area would be provided to accommodate the anticipated demand. Additionally, vehicle queuing within the City's right-of-way is not anticipated to occur during peak hours due to the design of the Project's Circulation Plan. Therefore, impacts due to vehicle queuing would be less than significant.

Through the parking requirements to be established in the Specific Plan, the Proposed Project would provide adequate parking in accordance with the actual parking demands during each phase of development and occupancy. The Proposed Project may include up to 7,778 structured parking spaces in Parking Structures 1 through 5 for the Mixed-Use zone, while the residential parking on the residential land uses would be parked according to the standards in the Hollywood Park Specific Plan and could include up to 7,700 spaces depending on final bedroom counts of the residential units developed. Application of both mixed-use and residential parking standards for the Proposed Project would meet the parking demand generated by the Project. As a result, all of the project's parking demands would be met within the Project Site, and as such, impacts to parking would be less than significant.

Land Use Equivalency Program Impacts

The Proposed Equivalency Program allows for specific limited exchanges in the types of land uses occurring within the Hollywood Park Specific Plan Area.

² The peak periods for all months and from 6:00 a.m. to 12:00 a.m. for the peak month are provided in Appendix B to the Walker Parking Study. The Walker Parking Demand Analysis is provided in Appendix G-2 to this Draft EIR.

The exchange of office/commercial, retail, hotel and/or residential uses 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 residential and mixed-use parking at the same standards. For any additional retail, office/commercial and hotel area, the Project Applicant would submit a shared parking study at the time of Plot Plan Review to generate the parking demand for the Project. For the additional residential units, the Project Applicant would apply the parking standards in the Hollywood Park Specific Plan to generate the residential (and guest) parking demands for the Project. The Plot Plan would indicate how the Project has met this parking demand and would be reviewed and approved for efficacy. As with the Proposed Project, compliance with the Hollywood Park Specific Plan and Shared Parking Study will ensure that there is sufficient parking to meet the demand.

All Project Design Features and/or recommended mitigation measure to minimize parking impacts under the Proposed Project would be implemented under the Equivalency Program. Consequently, as with the Proposed Project, with implementation of applicable mitigation measures, parking impacts attributable to the Equivalency Program would be less than significant.

CUMULATIVE IMPACTS

It is anticipated that development of the related projects would occur in conformance with the applicable regulations, and other projects would not utilize the same parking facilities as the Proposed Project. The Proposed Project's parking demand would be met on site. Four related projects are within close enough proximity to the Project Site that they could potentially increase the cumulative demand for parking within the immediate parking area. These projects include (1) the Forum Site (Related Project I-17), a 250,000 square foot retail center with 1,000 dwelling units; (2) the Homestrech at Hollywood Park (Related Project I-19), a 796,970 square foot retail center; (3) the Prairie Promenade (Related Project I-5), a 97,490 square foot retail center; and (4) the Inglewood Promenade (Related Project I-1), a 1,792,472 square foot retail center. Similar to the Proposed Project, each of these projects are expected to provide sufficient parking space to meet the demand for parking, such that spill-over or unplanned shared parking practices would not occur. Cumulative parking impacts would therefore be less than significant.

Impacts pertaining to queuing are site-specific impacts. Thus, impacts associated with access and queuing would not contribute to a cumulative impact.

PROJECT DESIGN FEATURES

PDF M-1. The Proposed Project shall be developed in conformance with the Parking Standards in the Hollywood Park Specific Plan to meet the parking demand of the Proposed Project.

MITIGATION MEASURES

- MM M-1. At the time of Plot Plan review, the Project Applicant shall provide a Shared Parking Study with the parking requirements for the Mixed-Use zone on the Project Site and the plan will show where the parking spaces are provided on the site in the Mixed-Use zone.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The project's parking impact would be less than significant after mitigation.