IV. Environmental Impact Analysis

B.2. Parking

1. Introduction

The information in this Section is based on information contained in the following document, which can be found in Appendix I of the Draft EIR:

Convention Center Modernization and Farmers Field EIR Transportation Study prepared by The Mobility Group, March 21, 2012.

2. Environmental Setting

a. Existing Parking Regulations and Requirements

(1) Convention Center

Parking requirements for the Los Angeles Convention Center (Convention Center) have evolved over the years as the facility has been expanded, pursuant to various land use entitlements issued by the City of Los Angeles. The current parking requirement for the Convention Center is set by Zone Variance ZA-1995-62-ZV, as later clarified by ZA 98-0524 (ZAI). The total amount of parking on the site varies depending on the use of the "flex" space in the South Hall parking garage. This flex space is known as Kentia Hall and can be used either as part of the parking garage or as exhibit space. ZA-1995-62-ZV required a total of 5,465 spaces if Kentia Hall was used as exhibit space, and 5,880 spaces if Kentia Hall was used as parking. ZA-1995-62-ZV also anticipated that the parking requirement would be modified in the future as the Convention Center expanded. ZA-1995-62-ZV was later clarified by ZA 98-0524 (ZAI), which reduced the number of parking spaces required at the Convention Center. Due to the demolition of North Hall and the adjacent West Hall Blue lot as part of the construction of STAPLES Center, ZA 98-0524 (ZAI) was required as a condition of the STAPLES Center approvals. ZA 98-0524 (ZAI) clarified that a total of 5,147 parking spaces is required if Kentia Hall is used as exhibit space (effective ratio of 7.96 spaces per 1,000 square feet), and 5,567 parking spaces are required if Kentia Hall is used as parking (effective ratio of 5.98 spaces per 1,000 square feet). The Convention Center currently has a total parking supply of 5,140 spaces when Kentia Hall is used as exhibit space and 5,558 spaces when Kentia Hall is used as parking. space.

(2) STAPLES Center

The code required parking for STAPLES Center is currently 2,200 spaces based on Los Angeles Municipal Code (LAMC) 12.21 A.4.(i).(1), which requires 1 space per 10 seats in places of public assembly. Up to 1,195 of these spaces can be provided in the Convention Center West Hall and Cherry Street Garages through a shared parking arrangement with the Convention Center. The remainder is currently provided in the Olympic West Garage and other nearby locations.

(3) Los Angeles Sports and Entertainment District (LASED)

Parking requirements for the LASED are set by the LASED Specific Plan which is comprised of two specific areas. The first area is the Olympic Properties (L.A. LIVE), which comprises the Olympic East parcel bounded by Figueroa Street, Olympic Boulevard, Georgia Street and Chick Hearn Court; the Olympic West parcel bounded by Olympic Boulevard, Georgia Street, Chick Hearn Court and L.A. Live Way; and the Olympic North parcel which is bounded by Olympic Boulevard, Georgia Street, Francisco Street, and James Wood Boulevard. The second area is the Figueroa Properties, including parts of three blocks between Figueroa Street and Flower Street and between 9th Street and Pico Boulevard.

The LASED Specific Plan allows placement of code parking anywhere within 1,500 feet of the Specific Plan area. For the purposes of this parking analysis, only the Olympic East and Olympic West parcels are included as they currently share and will continue to share parking with uses in the immediate vicinity of the Proposed Project (STAPLES Center and the Event Center). Additionally, the Olympic North parcel and the Figueroa parcels do not currently share parking with the Project Site and are not anticipated to do so in the future, and thus are not considered in this analysis as part of the Proposed Project's code required parking supply. The parking requirement under the LASED Specific Plan for the Olympic West and East parcels of L.A. LIVE is 3,583 spaces.

b. Parking Supply—Existing Conditions

This section describes the existing parking supply in the area of the Proposed Project as well as the existing utilization of the parking supply at key times that coincide with Proposed Project events. Parking supply at the Project Site is divided between on-site spaces provided at the Convention Center and off-site spaces provided at the L.A. LIVE garages, Downtown off-street garages, and Downtown off-street surface lots summarized in Table IV.B.2-1 on page IV.B.2-3 and discussed below.

Table IV.B.2-1
Existing Parking Supply On- and Off-Site

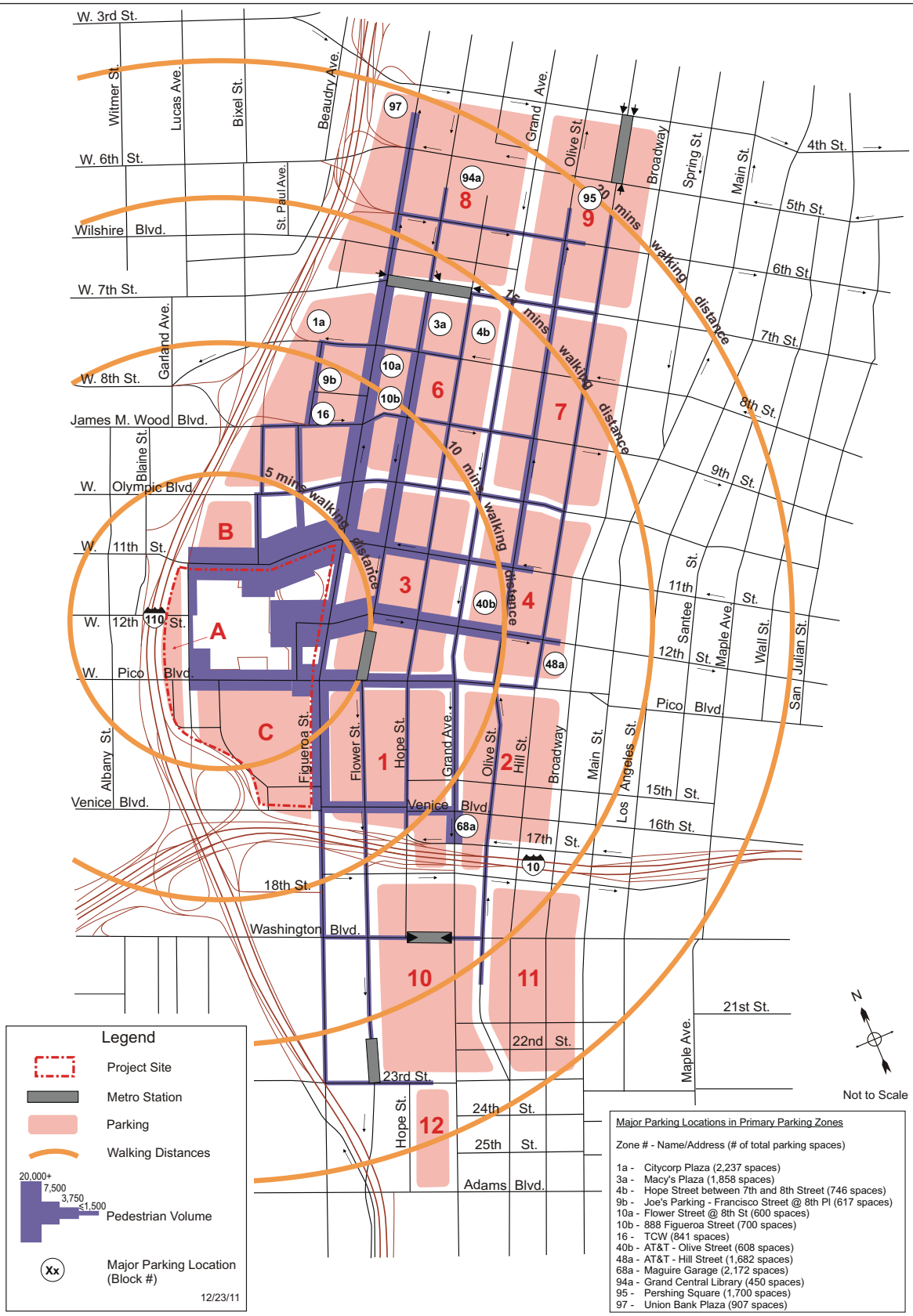
Type	Number of Spaces
On-Site	
Cherry Street Garage	858
West Hall Garage	1,625
Bond Street West Lot	180
Bond Street East Lot	103
South Hall Garage	1,671
Venice Garage	1,121
On-Site Convention Center Subtotal	**5,558**
Off-Site	
L.A. LIVE Garages	3,518
Downtown Off-Street Garages	25,523
Downtown Off-Street Surface Lots	13,881
Off-Site Subtotal	**42,922**
Total Parking Supply	**48,480**

Source: Convention Center Modernization and Farmers Field EIR Transportation Study. The Mobility Group, March 21, 2012.

A Parking Supply Area (PSA) was identified for study purposes that included the area bounded by 4th Street on the north, Broadway on the east, Adams Boulevard on the south, and the I-110/SR-110 Freeway to the west. This is considered to be the Primary Parking Area, and has been divided into twelve parking zones, as shown in Figure IV.B.2-1 on page IV.B.2-4.

These Parking Zones are all within a maximum 20-minute walk distance from the Event Center. Approximately 79 percent are within a 15-minute walk distance. This is considered a reasonable walking distance and is comparable to other stadiums in downtown environments. A summary of the existing parking supply by walking distance from the Project Site is shown in Table IV.B.2-2 on page IV.B.2-5.

Within this area, an inventory was developed of off-street parking spaces. This included most parking facilities within this area, but excluded certain facilities that were identified to be either unavailable or unsuitable (e.g. private parking for residential uses, and parking garages which were considered unsuitable for potential Event Center Parking as they are currently not open to the public, may have difficult access/circulation for public event use, or were considered to be unlikely to open for event parking). The inventory is therefore considered to be conservative because it did not include every space in the PSA.



Refer to Subsection 2.b of Section IV.B.2, Parking for discussion on definition of the Parking Supply Area.

Source: The Mobility Group, 2011.

Figure IV.B.2-1
Future with Project Parking Supply

Table IV.B.2-2
Existing Parking Supply by Walking Distance

Location	<5 Minutes	>5 & <10 Minutes	>10 & <15 Minutes	>15 & <20 Minutes	Total
On-Site					
Convention Center	3,936	1,622	0	0	5,558
Off-Site					
L.A. LIVE	3,119	399	0	0	3,518
Off-Street Garages	0	2,463	14,099	8,961	25,523
Off-Street Surface Lots	888	5,572	6,034	1,387	13,881
Off-Site Subtotal	4,007	8,434	20,133	10,348	42,922
Total	**7,943**	**10,056**	**20,113**	**10,348**	***48,480***
% of Total Supply	**16%**	**21%**	**42%**	**21%**	**100%**

Source: Convention Center Modernization and Farmers Field EIR Transportation Study. The Mobility Group, March 21, 2012.

All parking facilities included in the inventory are currently public garages or lots that are generally open or that open for events, or were contacted during the study and expressed a willingness to open up for event parking in the future. This is consistent with the way most parking facilities in the area currently provide parking during events at STAPLES Center, L.A. LIVE and the Convention Center.

This Primary Parking Area contains the vast majority of public parking spaces conveniently accessible to the Project Site, and is thus the area that would be included in all parking management strategies and parking informational materials as the targeted areas for event parking (i.e. areas to which patrons would be directed). The Pico-Union neighborhood was not included in the Primary Parking Area because there is very little parking supply available compared to areas east of the Harbor Freeway in the Primary Parking Area. Also, while there are some parking spaces in Pico-Union, it is the intent of the Proposed Project's parking strategy to not target parking in that area in order to prevent traffic and parking impacts in the local neighborhood. (The possibility of some event attendees parking in Pico-Union, and potential measures to prevent significant impacts, are discussed in Section IV.B.1.13, Transportation, of this Draft EIR).

Similarly, the areas east of Broadway were not included in the Primary Parking Area due to the fact that sufficient parking supply is available in the Primary Parking Area, and that it is the intent of the Proposed Project's parking strategy to not target parking east of Broadway in order to prevent parking and traffic conflicts and impacts in the garment, fashion and retail districts (see further discussion in Section IV.B.2.3.d)

As shown in Table IV.B.2-1, there are a total of 48,480 off-street parking spaces in the Parking Supply Area. There are currently 5,558 spaces in the on-site area of the Project Site, with 5,275 spaces divided between the West Hall Garage, the existing Cherry Street Garage, the South Hall Garage and the Venice Garage, and a total of 283 spaces in two small surface lots. There are currently a total of 42,922 off-street parking spaces in the off-site parking area. Of these, 29,041 spaces (about two-thirds) are in 41 off-street parking garages and 13,881 spaces are in 98 off-street surface lots. Included in this total the Event Center is the pre-event hour, when the highest accumulation of event parking would occur. The results of the parking occupancy surveys are summarized in Table IV.B.2-3 on page IV.B.2-7 for the pre-event hour for a Sunday, Saturday and Weekday.

During the Sunday pre-event hour (12:00–1:00 P.M.), 16 percent of the 48,480 parking spaces in the Parking Supply Area were occupied, leaving a total of 40,840 unoccupied parking spaces. During the Saturday pre-event hour (12:00–1:00 P.M.), 22 percent of the 48,480 parking spaces in the Parking Supply Area were occupied, leaving a total of 37,656 unoccupied parking spaces. During the weekday evening pre-event hour (4:30–5:30 P.M.), 43 percent of the 48,480 parking spaces in the Parking Supply Area were occupied, leaving a total of 27,422 unoccupied parking spaces.

3. Environmental Impacts

a. Methodology

The parking strategy for the Proposed Project is based on the use of the considerable available parking supply that currently exists on-site as well as off-site in the Downtown Area. For the analysis of future conditions, the parking supply was adjusted to exclude any parking facility (typically surface lots) that is currently entitled for development with other uses and so would no longer be part of the parking supply.

The estimated parking demand for the Proposed Project was allocated to the available parking spaces described above for each event/analysis scenario time period. This allocation was based on the distributed parking strategy discussed below that would be a key component of the Transportation Management Plan (TMP), which is discussed further in Section IV.B.1, Transportation, of this Draft EIR. This parking strategy would direct patrons to specific parking zones closest to their direction of arrival into downtown (e.g., patrons arriving from the north will be directed to parking zones north of the Event Center). This approach would allow the most effective shared use of downtown parking resources, and minimize the volume of traffic driving around the immediate area of the Event Center or driving past it to find parking. For purposes of preparing a conservative analysis, on-street parking in the primary parking area was not included in the parking supply, as it is the intent of the Proposed Project that all off-street parking be accommodated in off-street parking.

Table IV.B.2-3
Existing Parking Supply Occupancy Pre-Event Hour

	Sunday Pre-Event Hour (12:00 to 1:00 P.M.)	Saturday Pre-Event Hour (12:00 to 1:00 P.M.)	Weekday Pre-Event Hour (4:30 to 5:30 P.M.)
On-Site			
Total Spaces	5,558	5,558	5,558
Occupied Spaces	3,483	3,763	3,283
% Occupied	63%	68%	59%
Unoccupied Spaces	2,075	1,795	2,275
Off-Site			
Total Spaces	42,922	42,922	42,922
Occupied Spaces	4,157	7,061	17,775
% Occupied	10%	16%	41%
Unoccupied Spaces	38,765	35,861	25,147
Total			
Total Spaces	48,480	48,480	48,480
Occupied Spaces	7,640	10,824	21,058
% Occupied	16%	22%	43%
Unoccupied Spaces	40,840	37,656	27,422

Source: Convention Center Modernization and Farmers Field EIR Transportation Study. The Mobility Group, March 21, 2012.

Based on an evaluation of the possible range, type, and size of events, the key event scenarios addressed in the parking impact analysis include:

- Sunday Day Spectator Event 1:00 P.M. to 4:30 P.M.
- Saturday Day Spectator Event 1:00 P.M. to 4:30 P.M.
- Weekday Evening Spectator Event 5:30 P.M. to 9:00 P.M.

These three event scenarios represent the highest likely combination of event attendance and parking requirements and are analyzed in detail below. Other events scenarios would either draw lower attendances or occur at times when background parking requirements are lower than those identified above.

The analysis focuses on Spectator Events as these would have the highest number of attendees at any one time. When the Event Center is used for a Spectator Event, it cannot be used by the Convention Center for exhibit space, so the Convention Center events would use approximately the same amount of overall exhibit space as they currently use today. When the Event Center is used for exhibit space, even in conjunction with the

remainder of the Convention Center space, the attendee level at any one time would not exceed that of a sold-out Spectator Event at the Event Center.

b. Significance Thresholds

The *City of Los Angeles CEQA Thresholds Guide* (page L.7-2) states that 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. As such, the Project would result in a significant parking impact if the Project provides less parking than needed as determined through an analysis of the Project's parking demand.

For an Event Center facility such as a stadium in a downtown environment, it is not practical to provide dedicated parking, which would remain unused when events were not taking place, particularly in this case where there is already a substantial amount of parking built and available.

Specifically then, the Proposed Project would result in a significant parking impact if the parking demand exceeds the overall parking supply, taking into account both the parking within the immediate area of the Proposed Project and the available parking in the areas of Downtown adjacent to and within a 15 to 20 minute walk of the Proposed Project site.

c. Project Design Features

The Proposed Project would address its parking needs through the implementation of a Parking Strategy that is based on the 12 parking zones discussed above. The Transportation Management Plan will be designed such that patrons park in the targeted areas within the 20-minute walk contour in the most efficient manner, in order to minimize overall travel, time and spread traffic across the multiplicity of arrival and departure routes. An extensive public information program would publicize the locations of these parking zones, and would also define specific access and egress routes from/to freeway corridors to each parking zone. The purpose of the Parking Strategy is to minimize traffic circulating looking for parking spaces, and also to minimize traffic passing by the stadium (on either surface streets or freeways) to find parking on the opposite side from their direction of approach. To effect this, patrons would be directed by a variety of means to park in areas that are closest to their arrival corridor

For example, patrons arriving via the San Bernardino freeway from the east would be directed to parking zones to the north of the Event Center, while patrons arriving via the Harbor Freeway from the south would be directed to park in parking zones to the south and east. Furthermore, specific access/egress routes to and from the freeway to the parking

zones would be specified and detailed for each approach corridor and parking zone. This would ensure that traffic is spread across the significant access/egress routes and freeway ramps that are available, rather than traffic being focused on only a few routes and ramps.

This strategy would be achieved in a number of ways. First, significant promotional material would be published advising patrons of available parking areas and preferred access/egress routes. Second, parking tickets can be pre-sold with event tickets, based on zip code origin (for example patrons purchasing tickets who live in the Inland Empire can be sold parking in locations east of the Event Center, patrons purchasing tickets in the San Fernando Valley, or the Burbank/Glendale/Pasadena areas can be sold parking in locations north of the Event Center, etc.). Third, patrons can be directed to the various appropriate access/egress routes through freeway and street signage, published materials, and real time media such as web sites, smart phones, and Southern California's 511 information system.

d. Analysis of Proposed Project Impacts

(1) Construction

During construction of the Project, an adequate number of on-site parking spaces would be available at all times or the Project would provide a shuttle to an off-site parking location for the construction workers. Therefore, Project construction would result in a less than significant impact with regard to the availability of on-site parking spaces.

(2) Parking Supply and Demand Analysis

(a) Overview

Parking demand was estimated for the Event Center, Convention Center, L.A. LIVE and STAPLES Center, for weekend and weekday conditions. The analysis focuses on the peak combined concurrent demand from all four uses, based on a review of concurrent events that is summarized in Table IV.B.2-4 on page IV.B.2-10, which shows when events/activities would generally occur and how they could overlap.

For a weekend, events could occur at all four uses in both the afternoon and evening. Because L.A. LIVE parking is highest in the evening, and peak level parking could also occur for the Event Center and the Convention Center in the evening, the analysis for a weekend is based on the evening period.

Table IV.B.2-4
Overview of Concurrent On-Site Events

Project Component	Weekend Event		Weekday Event	
	Events Occur in Afternoon	Events Occur in Evening	Events Occur in Afternoon	Events Occur in Evening
Event Center	Yes	Yes	No	Yes
Convention Center	Yes	Yes	Yes[a,b]	No
STAPLES Center	Yes[c]	Yes[c]	No	Yes[c]
L.A. LIVE	Yes	Yes[d]	Yes	Yes[d]

[a] *Event typically ends at 6:00 P.M. or 7:00 P.M., so does not overlap with peak L.A. LIVE demand (8:00–9:00 P.M.).*

[b] *Event typically ends at 6:00 P.M. or 7:00 P.M., but overlap could occur with start of Event Center evening event.*

[c] *Event would not occur at same time as full attendance ticketed event at Event Center. (See Section II.E., Project Description, of this Draft EIR.)*

[d] *L.A. LIVE parking demand highest in evenings.*

Source: Convention Center Modernization and Farmers Field EIR Transportation Study. The Mobility Group, March 21, 2012.

For a weekday, Event Center events would generally be in the evening, but Convention Center events typically do not occur after 6:00 P.M. or 7:00 P.M. However, there could be overlap in parking demand between the end of a daytime Convention Center event and an evening Event Center event during the late afternoon/early evening (5:00–6:00 P.M.). Although L.A. LIVE parking also peaks in the evening on weekdays, the combined parking in the later evening (8:00–9:00 P.M.) is not as high as when this overlap could occur in the late afternoon/early evening. So for the weekday the analysis focuses on that period.

The Event Center parking demand was based on a full attendance event at all times. The Convention Center Demand was based on the 90th percentile parking demand (there are very few days each year when the 90th percentile parking demand is exceeded, primarily for example the Auto Show, which is discussed separately below). For L.A. LIVE, the parking demand ranges from typical/average to peak conditions, but for analysis purposes the peak demand was used as estimated for the LASED Specific Plan/EIR and subsequent LASED Specific Plan Amendments. The parking demand for STAPLES Center in this analysis would be zero, as there would be no concurrent event with a major ticketed event at the Event Center.

(b) Future Parking Supply

With the Proposed Project, there would be a supply of 6,670 on-site parking spaces as shown in Table IV.B.2-5 on page IV.B.2-12 and Figure IV.B.2-2 on page IV.B.2-13 (an increase of 1,112 spaces from the existing supply of 5,558 spaces). The existing Cherry Street Garage (858 spaces) would be demolished and replaced with the 2,950-space L.A. Live Way Garage. A new 928-space parking garage will be built on the site of the existing Bond Street West Lot at the south west corner of L.A. Live Way and Pico Boulevard and replace the existing 180-space surface lot. The existing Bond Street East Lot at the south east corner of L.A. Live Way and Pico Boulevard would be removed. The existing Convention Center parking at the South Hall Garage (1,671 spaces) and Venice Garage (1,121 spaces) would remain.

The future total off-site parking supply in the Parking Supply Area would total 39,086 spaces, including 3,518 spaces at L.A. LIVE and 35,748 spaces in the remainder of downtown. This represents a reduction of 3,836 spaces from the existing supply of 42,922 spaces because it takes into account the spaces that would be eliminated from the supply as future development occurs on currently entitled surface parking lots. However, some of these spaces are currently used, so the actual available supply of unoccupied spaces is somewhat less (based on the occupancy surveys conducted and described earlier).

In total, a supply of 39,374 parking spaces would be available during a weekend event, whereas 28,746 parking spaces would be available during a weekday evening event. This would be comprised of 6,670 on-site spaces and 32,704 off-site spaces during a weekend event and 22,076 off-site spaces during a weekday evening event. This is a minimum because it does not include the considerable supply of spaces on Bunker Hill north of 4th Street, spaces west of the Harbor Freeway, nor spaces at locations such as Union Station and the University of Southern California and the Coliseum area, all of which could be used as parking if necessary. These additional parking spaces have not been included because, as the following analysis will indicate, they are not necessary to meet the projected parking demands of the Proposed Project. Further, as discussed earlier, areas west of the Harbor Freeway have not been included as the Transportation Management Plan does not target use of such spaces to avoid potential parking impacts in the Pico-Union area. Similarly, areas east of Broadway have not been included and would not be targeted to avoid impacting the parking supply for the Fashion District.

Table IV.B.2-5
Existing and Proposed On-Site Parking Spaces

Location	Number of Parking Spaces	
	Existing	Proposed
(Cherry Street) L.A. Live Way Garage	858	2,950
West Hall Garage	1,625	0
Bond Street West Lot	180	0
Bond Street Garage	0	928
Bond Street East Lot	103	0
South Hall Garage	1,671	1,671
Venice Garage	1,121	1,121
Total	**5,558**	**6,670**

Source: Convention Center Modernization and Farmers Field EIR Transportation Study. The Mobility Group, March 21, 2012.

(c) Proposed Project Parking Demand

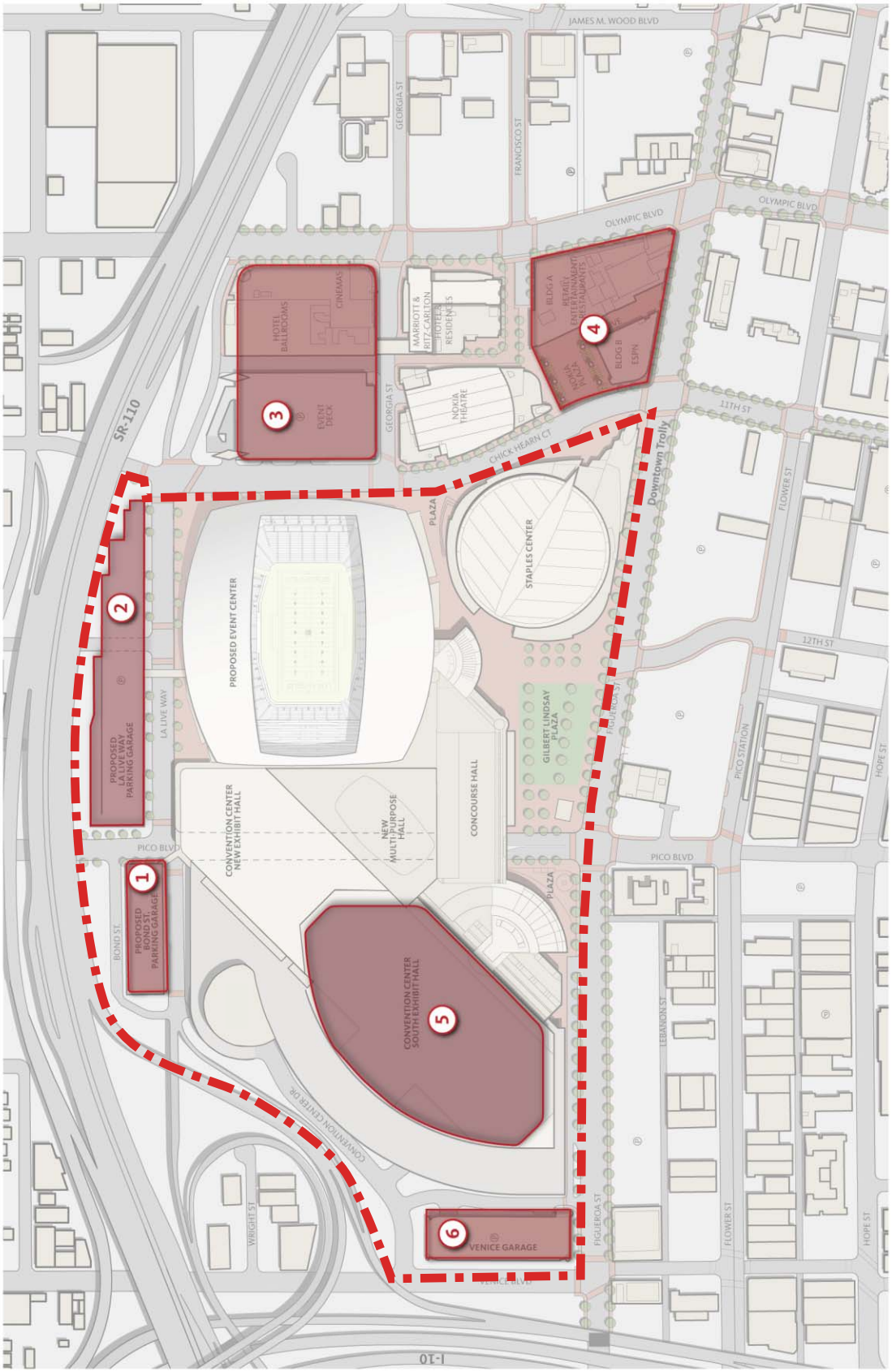
(i) Overview

The combined parking analysis is summarized in Table IV.B.2-6 on page IV.B.2-14. The combined peak parking demand for all four locations would be 30,477 spaces for a Weekend Event and 27,174 spaces for a Weekday Evening Event.

(ii) Weekend Event Parking Demand

A total of 6,670spaces would be available on-site. A total of 23,807 parking spaces would therefore be required off-site (in the downtown area) for the peak weekend demand. As shown in Table IV.B.2-6, there would be 32,704 off-site spaces available[1]. Therefore, there would be sufficient parking to meet not only the parking needs of the Event Center, but also the combined demand for concurrent events at all four uses during weekends. It should be noted that this is a conservative analysis, as it assumes simultaneous peak demand for all activities (except concurrent STAPLES Center events), although this would not be expected to occur on a regular basis.

[1] *29,186 unoccupied parking spaces in the off-site area of the Primary Parking Area, plus 3,518 spaces at L.A. LIVE. See Table 5.2.3.1 of the Transportation Study (See Appendix I of this Draft EIR).*



Key

1. Proposed Bond St. Structure
   928 Spaces Proposed
2. L.A. Live Way Garage
   2,950 Spaces Proposed
3. Olympic West Structure
   2,720 Spaces
4. Olympic East Structure
   798 Spaces
5. South Hall Parking Garage
   1,671 Spaces
6. Venice Parking Garage
   1,121 Spaces

Project Site Boundary

N

Not to Scale

Source: Gensler, 2011; The Mobility Group, 2011.

matrix environmental

Figure IV.B.2-2
Parking Locations

Table IV.B.2-6
Parking Demand and Supply Analysis

	Weekend Event Peak Demand	Weekday Evening Event Peak Demand
Demand		
Event Center Full Attendance[a]	20,964	20,874
Convention Center[b]	4,026	3,775
L.A. LIVE[c]	5,487	2,525
STAPLES Center[d]	0	0
Total Demand	30,477	27,174
Supply		
On-Site[e]	6,670	6,670
Off-Site Spaces Needed	23,807	20,504
Off-Site Spaces Available	32,704	22,076

[a] *Table 5.2.3.1 and 5.3.3.1 from the Transportation Study (see Appendix I of this Draft EIR).*

[b] *Peak demand for 90th percentile event from Chapter 5.*

[c] *LASED Specific Plan/EIR, 2001, and updates for LASED Specific Plan Amendments.*

[d] *No concurrent STAPLES Center event during full attendance event at Event Center.*

[e] *Includes 2,950 spaces in L.A. Live Way Garage, 928 spaces in Bond Street Garage, 1,671 spaces in South Hall Garage, 1,121 spaces in Venice Garage.*

Source: Convention Center Modernization and Farmers Field EIR Transportation Study. The Mobility Group, March 21, 2012.

(iii) Weekday Evening Event Parking Demand

As shown in Table IV.B.2-6 on page IV.B.2-14, a total of 20,504 parking spaces would be required off-site (in the downtown area) for the peak weekday evening demand. As shown in Table IV.B.2-6, there would be 22,076 spaces available.[2] Therefore, there would be sufficient parking to meet the parking needs of the Event Center and also for the combined demand for concurrent events at all four uses for weekday events.

It should be noted again that this is a conservative analysis, as a weekday evening event at the Event Center with full attendance would only occur infrequently. However, there may also be occasions when the combined peak parking demand for a weekday could slightly exceed the supply in the Primary Parking Area (for example the few

[2] *18,558 unoccupied parking spaces in the off-site area of the Primary Parking Area, plus 3,518 spaces at L.A. LIVE. See Table 5.3.3.1 in the Transportation Study (see Appendix I of this Draft EIR).*

occasions when a Convention Center or other event could exceed the 90th percentile level—see analysis below for the Auto Show). The Transportation Management Plan would include measures such as event coordination planning, and working with parking operators to provide event parking along with shuttle bus connections where necessary and appropriate, to address this special and infrequent situation.

It is noted though, that the Primary Parking Area on which the parking analysis is based does not include all the parking spaces in downtown, or in adjacent areas. There are a considerable number of additional parking spaces north of 4th Street (on Bunker Hill), east of Broadway, and in Central City West (north of Olympic Boulevard) that could be used, along with spaces at Union Station and near USC that would be linked to the Project Site with rail transit (Red Line and Exposition Line respectively). The Transportation Management Plan would include provisions for using parking outside the Primary Parking Area, including appropriate shuttle bus connections, for weekday evening events when necessary (for example, shuttles would not be needed if parking areas were close to the rail stations in these areas).

(iv) Proposed Project concurrent With Auto Show

For a Weekday Evening Event, the estimated parking demand for the Proposed Project and concurrent Auto Show would be a total of 30,522 spaces, comprising 20,874 for the Event Center and 9,648 for the Convention Center. This demand would utilize the 6,252 on-site spaces (excludes 418 spaces in Kentia Hall not available because of their use as exhibit space), and would require 24,300 off-site parking spaces.

An analysis of parking demand and supply, not only for the Proposed Project With Concurrent Auto Show Event but also for the STAPLES Center and L.A. LIVE, is summarized in Table IV.B.2-7 on page IV.B.2-16, for the same time period as a Weekday Evening Event at the Event Center. Table IV.B.2-7 shows the total concurrent parking demand for these uses during a Weekday Evening Event to be 33,047 spaces.[3] Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

[3] *Includes parking demand of 2,525 spaces for L.A. LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.*

Table IV.B.2-7
Parking Demand and Supply Comparison
Weekday Evening Event With Concurrent Auto Show

	Weekday Evening Event Peak Demand
Demand	
Event Center Full Attendance[a]	20,874
Convention Center[b]	9,648
L.A. LIVE[c]	2,525
STAPLES Center[d]	0
Total Demand	**33,047**
Supply	
On-Site[e]	6,252
Off-Site Spaces Needed	26,795
Off-Site Spaces Available	22,076
(unoccupied spaces)	

[a] *From Table 5.3.3.1 in Chapter 5.*

[b] *From Table 9.23.1.*

[c] *LASED Specific Plan/EIR, 2001, and updates for LASED Specific Plan Amendments.*

[d] *No concurrent STAPLES Center event during full attendance event at Event Center.*

[e] *Includes 2,950 spaces in L.A. Live Way Garage, 928 spaces in Bond Street Garage, 1,253 spaces in South Hall Garage (excluding Kentia Hall spaces because used as exhibit space), 1,121 spaces in Venice Garage.*

Source: Convention Center Modernization and Farmers Field EIR Transportation Study. The Mobility Group, March 21, 2012.

Table IV.B.2-7 shows this overall demand for 33,047 spaces would use the 6,252-space on-site parking supply and would require 26,795 off-site parking spaces. Table IV.B.2-7 also shows there would be 22,076 off-site parking spaces available[4] in the Primary Parking Area previously analyzed, which would be insufficient to satisfy the demand. Therefore, there would be a need for 4,719 off-site parking spaces beyond the limits of the Primary Parking Area.

[4] *As shown in Table 5.3.3.1 this would be comprised of 18,558 unoccupied parking spaces in the off-site area (excluding L.A. LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.5.3.3.1 in Appendix 5, and the 3,518-space supply at L.A. LIVE.*

As noted above, there is a considerable parking supply in areas outside of and adjacent to the Primary Parking Area (defined earlier as extending to 4th Street in the north, to Broadway in the east, to Adams Boulevard in the south, and the I-110/SR-110 freeway in the west). Substantial parking supplies exist north of 4th Street on Bunker Hill and at Union Station, west of the SR-110 freeway in Central City West between Olympic Boulevard and Sixth Street, east of Broadway between Broadway and Main/Los Angeles Streets, and south of Adams Boulevard at USC and the Coliseum including the Shrine Auditorium. It is estimated there are at least 22,000 additional spaces in these areas, excluding the USC/Coliseum area, and about 42,000 spaces including the USC/Coliseum area. While many of these spaces would be in use on a weekday afternoon, there would be potential to use some of the parking in these areas as remote parking with shuttle bus connections, or direct rail transit connections (e.g., from Union Station and from the USC/Coliseum area) to the Project Site. Such provisions would be included in the Transportation Management Plan for a concurrent Auto Show Event. As such, parking impacts for the Proposed Project concurrent with the Auto Show would be reduced to a less than significant level.

(v) Additional Conclusions

Based on the foregoing analysis, it is concluded that the proposed on-site supply for the Proposed Project would be an efficient joint utilization of parking resources that would avoid an oversupply of parking, and would be sufficient to meet parking demands in combination with both on-site shared parking strategies and shared parking with available parking in the downtown area.

This would also be the case for concurrent events at the Convention Center, L.A. LIVE, and STAPLES Center without an event at the Event Center, as the parking demand for STAPLES Center would be much lower than for the Event Center (approximately 6,750 spaces for attendees of STAPLES Center compared to approximately 19,500 spaces for the attendees of Event Center).

It would also be the case for when the Event Center is used for a Convention Center event, as the total parking demand would be lower for a Convention Center event than for an Event Center event as shown in Table IV.B.2-6 on page IV.B.2-14.

(3) Regulatory Parking Requirements

(a) Proposed Project

Under the Proposed Project, the amount of exhibition and meeting area in the Convention Center buildings would effectively be the same, with only a very slight change from 886,093 square feet of rentable exhibit and meeting space to 886,851 square feet, an increase of 758 square feet. Additionally, 245,650 square feet of rentable exhibit and

meeting space would be available in the Event Center when no Spectator Events are being held there. The total amount of rentable exhibit and meeting space at the Convention Center and Event Center would be 1,132,501 square feet, or an increase of approximately 28 percent.

If the existing effective parking ratio requirement of 5.98 spaces per 1,000 square feet under ZA-98-0524 (ZAI) were to be applied to the new square footage, the future parking requirement for the Convention Center would theoretically be 5,303 spaces for the Convention Center space, and 6,772 spaces for the Convention Center plus Event Center space when used for exhibitions Under LAMC 12.21 A.4.(i).(1), which requires 1 space per 10 seats in places of public assembly, the parking requirement for the Event Center (72,000 seats) for a Spectator Event would be 7,200 spaces.

Application of the requirements of the Zoning Code, ZA-1998-0524-ZAI and the LASED Specific Plan Parking Code, without factoring in shared parking opportunities, would therefore require a total of 12,503 spaces for the Proposed Project. Including STAPLES Center (2,200 spaces), the joint requirement would total 14,703 spaces, and with L.A. LIVE (3,583 spaces), the joint requirement for all four uses would total 18,286 spaces. This would compare to the on-site supply of 6,670 spaces for the Proposed Project. and a total of 10,188 spaces in the immediate Project including L.A. LIVE parking.[5]

However, it was determined that a strict application of the Zoning Code, ZA-1995-62-ZV (as modified by ZA 98-0524 (ZAI)) and the LASED Specific Plan Parking Code is not appropriate for the Proposed Project as they assume the stand-alone use of existing and proposed facilities and do not consider adjacent uses that could share available parking supply. Furthermore, the Convention Center, STAPLES Center, L.A. LIVE, and the Event Center would have different event schedules that would not always occur concurrently, resulting in an oversupply of parking. Such an oversupply would be inconsistent with, and in conflict with, the Proposed Project's goals of increasing transit use and reducing automobile trips to events. Additionally, as discussed above, there is a large amount of existing parking capacity in adjacent areas of Downtown Los Angeles that could be effectively shared and efficiently used thereby reducing the need for specific dedicated on-site parking for each use on the Project Site.

[5] *The existing on-site supply totals 5,558 spaces. With the Proposed Project, 1,625 current spaces under the West Hall would be removed, and 3,878 spaces would be added in the L.A. Live Way and Bond Street Garages, for a new on-site total of 6,670 spaces.*

(b) Proposed Convention and Event Center Specific Plan

Based on business agreements among the Applicants, as part of the Transportation Management Plan there will be an event coordination plan for events occurring at the Convention Center and Event Center. Beyond parking, various aspects of the operations would be coordinated, including Convention Center use of meeting rooms in the Event Center. Consistent with that coordinated approach, the proposed Convention and Event Center Specific Plan would allow the flexible coordinated use of parking resources both within the Project Site and with the general supply of parking available in Downtown Los Angeles.

For the Convention Center, ZA-1995-62-ZV already assumes that for the absolute peak parking demand, an event could use available parking in the adjacent areas of downtown. A shared parking arrangement currently exists between the Convention Center and STAPLES Center that allows for a more efficient use of Convention Center parking. Additionally, parking is also currently shared between the Convention Center and L.A. LIVE and between STAPLES Center and L.A. LIVE.

The proposed Specific Plan would set the parking requirement at the level of on-site spaces provided after completion of the Proposed Project, which would be 6,670 spaces, and would allow the use of the considerable amount of off-site parking spaces in the downtown area. The proposed on-site supply would be an efficient joint utilization of parking resources that would avoid an oversupply of parking, and would be sufficient to meet parking demands in combination with shared parking and available parking in the downtown area. The analysis of the various event days and times above demonstrates that there is sufficient parking both on-site and off-site to meet the parking demands of the four facilities. With the implementation of the proposed Specific Plan, a less than significant impact with regard to LAMC parking requirements would occur.

4. Cumulative Impacts

A list of proposed development projects (the related projects) that could affect parking conditions in the area of the Project Site by adding parking demand to those parking lots and garages serving the Proposed Project was prepared based on information obtained from the City of Los Angeles Department of Transportation; the City of Los Angeles Planning Department; the Community Redevelopment Agency; various other studies, reports, and websites; and field observations. A total of 133 potential related projects were identified for inclusion in this study. These related projects are in some stage of the approval and entitlement process, ranging from projects that are under construction to projects that have been approved but not yet constructed, to projects that are currently proceeding through the planning process. It should be noted that some of the related

projects may not actually be built out by 2017, or may be approved and built at reduced densities.

As discussed above, the future total off-site parking supply in the primary Parking Supply Area would total 39,086 spaces, including 3,518 spaces at L.A. LIVE and 35,748 spaces in the remainder of downtown. This accounts for a reduction of 3,836 spaces from the existing supply of 42,922 spaces, as it takes into account the spaces that would be eliminated from the supply as future development from related projects occurs on currently entitled surface parking lots. As shown above in the analysis of Saturday day events, Sunday day events, and Weekday evening events, an off-site parking supply surplus will exist for all operational scenarios of the Proposed Project. Similarly, all related projects would be required to comply with the regulatory parking requirements specific to their land uses, and each related project would be analyzed on a case-by-case basis to determine its impact to the parking supply and to verify compliance with applicable regulatory standards. Therefore, it is not anticipated that the Proposed Project in conjunction with the 133 related projects would result in a significant cumulative impact to parking supply.

5. Project Design Features and Mitigation Measures

a. Project Design Features

Project Design Feature B.2-1: The Proposed Project will provide an additional 1,112 parking spaces after replacement of existing parking that will be demolished and replaced in new parking garages. The Proposed Project will construct two new parking garages, the Bond Street Garage (928 spaces) and the L.A. Live Way Garage (2,950 spaces which would be 2,092 spaces above the existing 858 spaces to be demolished by the Proposed Project).

Project Design Feature B.2-2: The Proposed Project will provide a total of 250 new bicycle parking spaces in the on-site parking garages.

b. Mitigation Measures

Transportation Management Plan

Mitigation Measure B.2-1: During operation of the Proposed Project, the Event Center Applicant shall implement parking strategies as part of the Transportation Management Plan designed such that patrons park in the targeted parking areas generally within the 20-minute walk contour in the most efficient manner, in order to minimize overall travel time and circulating traffic and to spread traffic across a

multiplicity of arrival and departure routes. This plan may consist of, but not be limited to: the publishing and distribution of promotional materials advising patrons of available parking areas and preferred access/egress routes; pre-selling parking tickets with event tickets, based on zip code origin; and directing patrons to the various appropriate access/egress routes through freeway and street signage, published materials, and real time media such as web sites, smart phones, and Southern California's 511 information system.

*Express*Park Program

The *Express*Park Project is a one-year pilot program that will use technology and demand-based pricing to provide an innovative parking management strategy in Downtown Los Angeles. It is one component of the Los Angeles Congestion Reduction Demonstration that is intended to increase the availability of limited parking spaces, reduce traffic congestion and air pollution, and encourage use of alternative modes of transportation.

The Event Center Applicant shall implement the following measures in coordination with LADOT's Downtown *Express*Park Program:

Mitigation Measure B.2-2: During operation of the Proposed Project, the Proposed Project shall coordinate with LADOT's Downtown *Express*Park Program to facilitate the efficient use of the parking supply. This shall involve including the on-site parking garages in the City's Program (for monitoring of occupancy and utilization), and coordinating information sources, types, and distribution methods for off-site parking locations and access/egress routes during events.

Mitigation Measure B.2-3: During development of the TMP and during operation of the Proposed Project, the Event Center Applicant shall encourage the participation of other parking garages in the downtown in the *Express*Park Program. The Event Center Applicant shall also fund a study (up to a total of $200,000) for the City of Los Angeles to explore ways of extending parking garage participation in the *Express*Park Program.

Mitigation Measure B.2-4: Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall make a one-time fixed contribution of $1,000,000 to the Downtown *Express*Park Program.

Mitigation Measure B.2-5: The Event Center Applicant shall make a total 3-year annual contribution to the Downtown *Express*Park Program of $100,000 per year for three years to be used by LADOT for system

maintenance of the *Express*Park Program. Payments shall begin one year after opening of the Event Center.

Off-Site and Remote Parking

Mitigation Measure B.2-6: During operation of the Event Center, the Event Center Applicant shall provide off-site parking for employees who drive and shall provide shuttle bus service from the remote parking locations to the Project Site, similar to the programs successfully deployed for STAPLES Center and L.A. LIVE.

Mitigation Measure B.2-7: Use of Remote Parking When Necessary. During operation of the Event Center, for the occasional times when determined to be necessary (as defined in the TMP), the Event Center Applicant shall arrange remote parking outside the Primary Parking Area (for example, on Bunker Hill, at Union Station, east of Broadway, in Central City West (north of Olympic Boulevard), and south of the Project Site in the general USC/Coliseum area including the Shrine Auditorium), and shall provide connecting shuttle bus service to the Project Site as necessary (some remote parking locations would be connected to the Project Site by rail transit lines such as the Red Line, and the Blue/Expo Lines). The Event Center Applicant shall coordinate with potential additional parking facilities based on availability and willingness to participate. Remote parking plans shall be included in the Transportation Management Plan.

6. Level of Significance After Mitigation

Implementation of the mitigation measures above would ensure that impacts related to parking would be less than significant.