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IV. Environmental Impact Analysis

B.2 Traffic/Access - Parking

1. Introduction

The information in this Section is summarized from the following document, which can be found in Appendix E-1 of the Draft EIR:

- *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report*, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.

2. Environmental Setting

a. Existing Parking Regulations and Requirements

A summary of the amount of parking required at the Project Site based on the existing land uses at the site is shown on Table 44 on page 941. (A detailed analysis of existing required parking is presented in Appendix Q of the Transportation Study dated March 2010 included in Appendix E-1 to this Draft EIR.) To date, nearly all of the parking requirements associated with the existing land uses are based on the County of Los Angeles Planning and Zoning Code policies and regulations as most of the existing buildings and facilities are located in the County of Los Angeles jurisdiction. Furthermore, pursuant to a City and County inter-jurisdiction agreement, (see Appendix E-1 to this Draft EIR), all parking requirements for new buildings and facilities within Universal CityWalk (whether in the City or County) are currently determined in accordance with County policies and regulations. Otherwise, where buildings and land uses are subject to City regulations, parking provisions of the Los Angeles Municipal Code have been applied. Additionally, during the past 80 years, parking policies and requirements have changed, and several of the on-site buildings were constructed prior to there being any off-street parking requirements; buildings that fall into this category and still remain today do not have any regulatory parking requirements. Existing buildings and land uses (whether in the City or County) which provide parking at less than current policies and regulations are legal non-conforming uses. As shown in Table 44, the Project's baseline parking requirement is 16,062 spaces.⁵⁹

⁵⁹ *Baseline conditions include existing development and interim development. Please refer to Section II, Project description, of this Draft EIR, for additional information regarding interim development.*

Table 44
Parking Requirements – Baseline Conditions

	Requirement
<i>Existing Development</i>	
Studio	1,277
Studio Office	719
Office	2,068
Entertainment	6,226
Entertainment Retail	3,436
Amphitheatre	2,014
Total Existing Development	15,740
Interim Development	322
Total Baseline Conditions	16,062

Source: PSOMAS, August 30, 2007 (the date the Program Summary was established for the EIR).

b. Parking Supply – Baseline Conditions

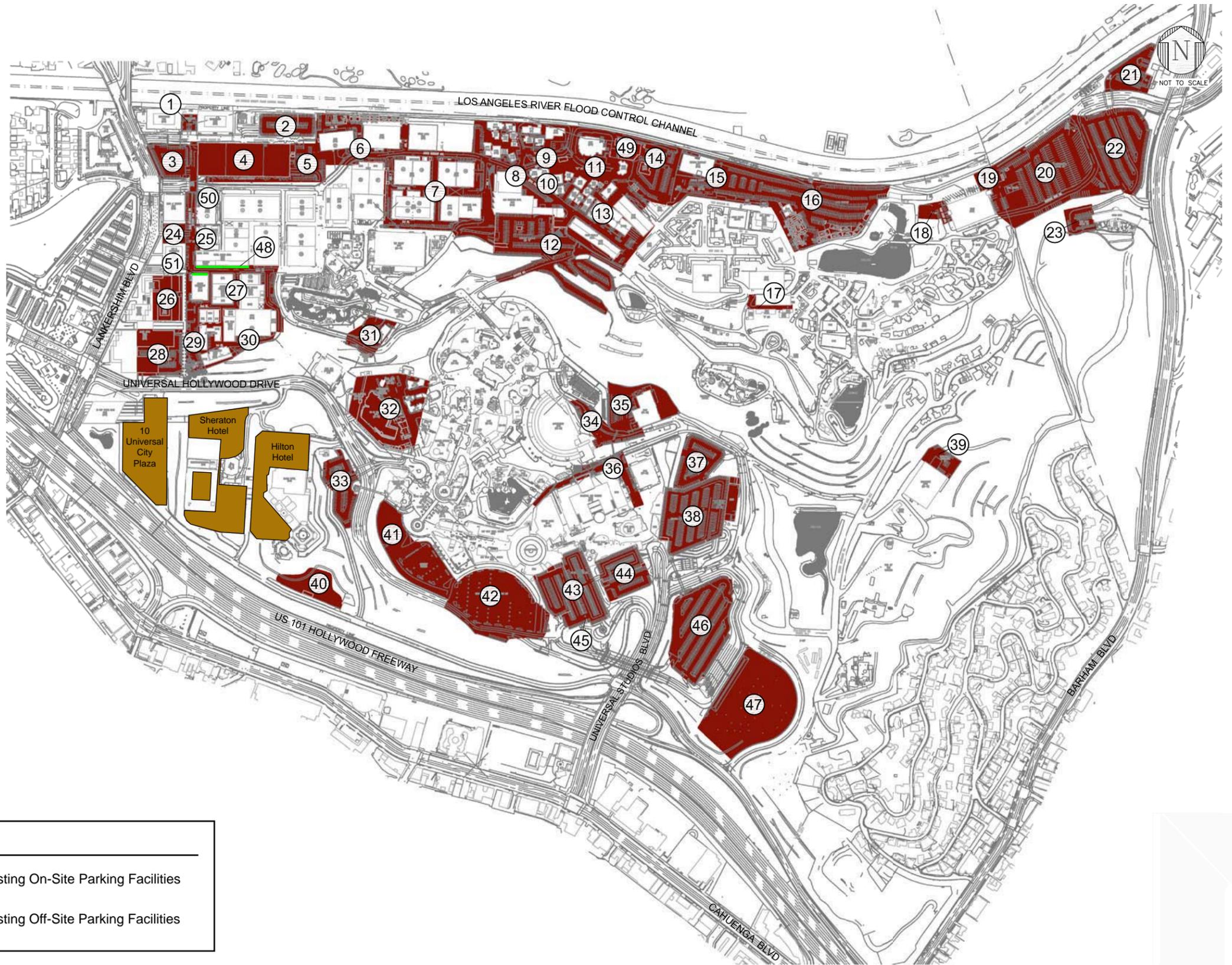
Parking at the Project Site is managed on a site-wide basis. The Project Site currently has 16,940 parking spaces that supports the numerous land uses within Universal City, including Universal Studios, Universal Studios Hollywood Theme Park, Universal Amphitheater, and Universal CityWalk. Slightly more than one-half of the existing parking supply is located near the entertainment venues within the Entertainment Area. The remaining spaces are distributed between the Studio Area, the Business Area, and the existing Back Lot Area. The Applicant currently maintains actual parking counts under an existing Parking Management Plan. The Parking Management Plan looks at parking data on a year over year and month over month basis for the entire Project Site. In general, the Parking Management Plan helps provide daily projections for the upcoming week at the Project Site and is based on actual weekly parking numbers. For example, at the beginning of each week, Day 1 counts are calculated and then used to adjust parking demand projections for the remainder of the week based on activities and events at the Project Site. This is done for every day of the week and is based on the preceding day(s) parking counts. The Parking Area Plan illustrated in Figure 91 on page 942 shows the location of the parking facilities currently on-site.⁶⁰ Additionally, the current parking supply does not include the parking facilities that are no longer under the ownership of the

⁶⁰ *The parking supply for the County portion of the Project Site, inclusive of Universal CityWalk uses (whether in the City or County), is tracked by the County through the Parking Summary Matrix, which includes a summary of the parking provided for existing buildings and uses. A copy of the Parking Summary Matrix is provided in Appendix Q of the Transportation Study dated March 2010, included in Appendix E-1 to this Draft EIR. The Parking Summary Matrix is used to track the total number of parking spaces required for existing buildings and uses, the location and total number of parking spaces provided on-site, and the surplus parking spaces at any given time.*

- 1 - Technicolor Lot
- 2 - Abbott & Costello Parking Garage - Building 2128
- 3 - Lankershim Visitor Lot
- 4 - Carl Laemmle Parking Garage - Building 2160
- 5 - S Lot
- 6 - C Lot
- 7 - G Lot
- 8 - U Lot
- 9 - R Lot
- 10 - V Lot
- 11 - S121
- 12 - W Lot
- 13 - N Lot
- 14 - "RR" Lot
- 15 - Reitman Garage - Building 6111
- 16 - Muddy Waters
- 17 - Film Vault
- 18 - T Lot
- 19 - Barham Visitor Lot
- 20 - Transportation Lot
- 21 - Lakeside Plaza
- 22 - Barham Lot
- 23 - Child Care Center Lot
- 24 - D Lot
- 25 - E Lot
- 26 - 1320 Parking Garage - John Ford Building
- 27 - H Lot
- 28 - 1360 Parking Garage - Jules Stein Building
- 29 - L Lot
- 30 - M Lot
- 31 - K Lot
- 32 - Frankenstein Garage
- 33 - King Kong Lot
- 34 - Amphitheater Backstage Lot
- 35 - Tram Maintenance Lot E
- 36 - Tour Service Lot
- 37 - Curious George Surface Lot
- 38 - Curious George Parking Structure
- 39 - Merchandise Warehouse
- 40 - A Lot
- 41 - Woody Woodpecker Lot (Bus & RV Parking)
- 42 - Woody Woodpecker Lot
- 43 - Jurassic Parking Structure
- 44 - Jurassic Parking Structure - Valet
- 45 - Jurassic Park Surface Lot
- 46 - ET Lot
- 47 - Z Lot
- 48 - Main Street Green Curb
- 49 - Production Lot
- 50 - V.I.P. Lot (Executive Parking Lot)
- 51 - V.I.P. Green Curb

Legend

- Existing On-Site Parking Facilities
- Existing Off-Site Parking Facilities



Source: Incedon Consulting Group, 2010.

Applicant, although the Applicant utilizes a shared parking agreement with the 10 Universal City Plaza office building and Sheraton and Hilton hotels.

A total of 9,946 parking spaces are provided for the entertainment venues. This supply is adequate to serve parking design day (i.e., a day representing typical use for entertainment venues) as well as the parking peak demand day (i.e., a summer weekend day for entertainment venues), with a 10 percent contingency cushion,⁶¹ of 6,846 and 9,858 spaces on a design day and summer weekend day, respectively.

As part of on-going operations at the Project Site, additions and changes to land uses at the site occur on a continuous basis, as allowed under existing permits. These additional/changed facilities are referred to as “interim projects.” Specifically, the following interim projects have been identified: replacement of existing sets and facades and new related office space; miscellaneous studio, Theme Park, and Universal CityWalk improvements; and miscellaneous infrastructure improvements. Table 44 on page 941 shows the required parking associated with the interim projects is 322 parking spaces. With the addition of the interim projects, the existing parking supply would continue to exceed the parking requirements for both existing and interim development.

Due to the Project Site’s configuration and its mixed-used nature, parking is shared among certain uses at the Project Site. On-site operations are designed to make use of the available parking supply so they can be used for more than one activity and can be shared by any of the principal land uses. For example, during high summer Theme Park attendance, filming activities within the Studio and Back Lot Areas of the property are often reduced due to summer production hiatus which allows use of the parking areas located in these districts by Entertainment Area employees. Also, uses at the Project Site often peak at different times of the day. Studio uses on the Project Site are busy during the early mornings through early afternoons but reduce substantially in late afternoon and evenings. The Amphitheater and Universal CityWalk often peak in evening hours; therefore, Amphitheater and Universal CityWalk employees can also take advantage of the parking supply in the Studio Area of the Project Site.

The baseline amount of parking currently provided at the Project Site exceeds the amount of required parking for existing development as of August 30, 2007 by 1,200 spaces (878 spaces considering interim projects).

⁶¹ *Standard industry practice in regards to parking planning for entertainment and retail centers provides a contingency factor of 5% to 10% spaces on a typical day to provide a cushion for good customer service and to ensure that time spent circulating to find a space is not excessive (Shared Parking, Second Edition, ULI – the Urban Land Institute and the International Council of Shopping Centers, 2005).*

3. Environmental Impacts

a. Methodology

Analysis of the parking requirements for the Project was conducted based on detailed operational/demand analysis of the existing and future Project Site activities together with the proposed County and City Specific Plans, *Los Angeles County Subdivisions and Planning and Zoning Codes* (Los Angeles County code), and the *City of Los Angeles Municipal Code*.

b. Thresholds of Significance

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.

c. Project Design Features

The Project's parking requirements and regulatory provisions are set forth in both the proposed City and County Specific Plans as they apply to the portions of the Project Site that are regulated by the respective specific plans. Provided below is a summary of the parking requirements and regulatory provisions for new development as set forth in the proposed City and County Specific Plans.

Two primary objectives that have been established with regard to the management of parking facilities at the Project Site are:

1. Provide sufficient parking on-site to meet the parking demands generated by the Project.
2. Support trip and emission reduction goals and encourage and support alternative transportation by implementing a Transportation Demand Management program, which would include: preferred parking for carpools/vanpools; bicycle racks; and loading/unloading areas for vans and shuttles for the non-residential components of the Project.

To address the first objective, parking requirements were analyzed for each component of the proposed Project. To implement the second objective, the Project would develop a site-wide Transportation Demand Management program, as described in Section IV.B.1, Traffic, (one of the measures of the program is to reduce parking supply).

Parking for existing buildings and uses transferred from one jurisdiction to another would remain the same, notwithstanding any new requirement for new development in the new jurisdiction.

With regard to showers and lockers, employees who walk or bicycle to work may use the shower and locker facilities available on the lot. Showers are available for Universal Studios Hollywood employees across from Wardrobe on the 3rd floor of the Walter Lance Building (Bldg. No. 5511/3). Showers are also available on the Mezzanine of the Bud Westmore Building for Lower Lot employees (4250/MZ). Employees would use the freight elevator to reach the Mezzanine and follow the signs to the locker rooms.

(1) City Specific Plan

Development in the Mixed-Use Residential Area and small portions of the Entertainment and Business Areas would fall under the City's jurisdiction and thus parking requirements would be enforced by the Department of Building and Safety in compliance with the proposed City Specific Plan and the Los Angeles Municipal Code. Where the proposed City Specific Plan contains language or standards which require more parking or permit less parking than the Los Angeles Municipal Code, the proposed Specific Plan shall supersede the Los Angeles Municipal Code. A comparison of the parking regulations set forth in the proposed City Specific Plan and the Los Angeles Municipal Code is provided in Table 45 on page 952.

(a) Minimum Parking Required

1. **Single-family dwellings unit, single-family detached condominiums, or cooperatives** – There shall be 2 covered off-street automobile parking spaces on the same lot or within the same condominium map for each dwelling unit.
2. **Two-family dwellings units (Duplexes)** – There shall be 2 off-street automobile parking spaces on the same lot for each dwelling unit. At least 1 of these automobile parking spaces shall be covered.
3. **Live-Work Dwellings** -- There shall be 2 off-street automobile parking spaces on the same lot for each dwelling unit. At least 1 of these automobile parking spaces shall be covered. In addition, there shall be at least 0.25 guest automobile parking space per dwelling unit.
4. **Multi-family dwellings units** – Parking for this use shall be as follows:
 - (a) **Rental units (apartments)** – For units with less than 3 habitable rooms, there shall be at least 1 automobile parking space; for 3 habitable rooms, there shall be at least 1.5 automobile parking spaces; and for

more than 3 habitable rooms, there shall be at least 2 automobile parking spaces. No guest parking shall be required.

- (b) **For-sale units (condominiums, cooperatives)** – For all units, there shall be at least 2 automobile parking spaces. In addition, there shall be at least 0.25 guest automobile parking space per dwelling unit.
5. **Community-Serving Facilities, other than Police Stopover, Fire Station, Fitness Facility, and Public Library** – There shall be a minimum of 1 automobile parking space per 1,000 square feet of floor area for facilities larger than 1,000 square feet.
 6. **Fitness Facility** – There shall be 4 automobile parking spaces per 1,000 square feet of floor area.
 7. **Commercial Office** – There shall be 1 automobile parking space per 500 square feet of floor area.
 8. **Public Parks** – No automobile parking spaces shall be required.
 9. **Public Library** – There shall be 2 automobile parking spaces per 1,000 square feet of floor area, up to a maximum of 20 parking spaces. Up to one-half of these spaces may be shared with Retail use parking (as described below) if the library is constructed in proximity to a community meeting room. In the event that the library is not located near a community room, the total number of parking spaces for library employees and visitors shall be increased by three additional parking spaces.
 10. **Retail and restaurant uses** – There shall be a minimum of 4 automobile parking spaces per 1,000 square feet of floor area.
 11. **Studio Uses, other than Ancillary Support Facilities, Sound Stage, and Warehouse uses** – There shall be 1 automobile parking space per 500 square feet of floor area.
 12. **Sound Stage** – There shall be 1 automobile parking space per 1,000 square feet of floor area.
 13. **Warehouse** – There shall be 1 automobile parking space per 1,000 square feet of floor area.
 14. **Technical Support, other than Studio Use, Sound Stage, and Warehouse uses** – No automobile parking spaces shall be required.
 15. **Ancillary Support Uses and Studio Support Uses, other than Sound Stage, and Warehouse uses** – No automobile parking spaces shall be required.

16. **Fire Station** – There shall be 2 automobile parking spaces for each fireman on one shift and 3 visitor automobile parking spaces.
17. **Child Care** – There shall be 1 automobile parking space per classroom or every 500 square feet of floor area, whichever is greater.
18. **Non-Occupiable Structures** - No automobile parking spaces shall be required.
19. **Police Stopover** - There shall be 2 automobile parking spaces regardless of floor area.

(b) Location of Parking Spaces

Generally, parking spaces required in support of development within the Mixed-Use Residential Area may be located anywhere within the Mixed-Use Residential Area. Furthermore, parking for the City portions of the Business and Entertainment Areas may be shared with the proposed County Specific Plan land uses, although those areas are in the City jurisdiction and would be regulated by the proposed City Specific Plan.

(c) Co-location of Residential Guest Parking

Residential guest parking may be located with parking spaces for retail, restaurant, or other businesses provided that the maximum distance between the residential building and the nearest point of the parking facility would be 750 feet. Furthermore, all required parking spaces for residential uses must be located within 750 feet of the dwelling unit which they intend to serve.

(d) Reduced/Shared Parking Plan

The parking requirements listed above in support of development within the Mixed-Use Residential Area may be modified for reduced parking or to provide shared parking between two or more uses within the proposed City or County Specific Plan areas, if the City Planning Director determines that a lower total number of parking spaces would provide adequate parking for these uses. A shared parking plan shall not be required for special events or temporary uses that may utilize shared parking with other uses as needed on a temporary basis.

(2) County Specific Plan

The proposed County Specific Plan is applicable to land uses within the County jurisdiction and includes the Studio and most of the Business and Entertainment Areas. The proposed County Specific Plan specifies the minimum number of parking spaces required for each individual land use associated with the County portion of the Project.

Generally these parking requirements are based on the current Los Angeles County code, a review of similar code requirements in other jurisdictions, and a review of other parking studies published by the Urban Land Institute. Where the proposed County Specific Plan contains language or standards that require more parking or permit less parking than identified in the Los Angeles County Code, the proposed County Specific Plan shall supersede the Los Angeles County Code. The County Planning Department would be responsible for monitoring compliance with the parking requirements of the proposed County Specific Plan. A comparison of the parking regulations set forth in the proposed County Specific Plan and the Los Angeles County Code is provided in Table 48 on page 956.

(a) Minimum Parking Required

1. **Retail** – Parking for retail establishments that are not located within the Theme Park shall be provided at a minimum rate of 4 automobile parking spaces per 1,000 square feet of floor area.
2. **Restaurant** – Parking for restaurants that are not located within the Theme Park shall be provided at a minimum rate of 1 automobile parking space for each 3 seats.
3. **Hotels** – Parking shall be provided at the minimum rate of 1 automobile parking space for every 2 guest rooms and 1 parking space for every guest suite.
4. **Theme Park** – Currently, land uses within the Theme Park are parked on a case-by-case basis. Visitors come to the Universal Studios Hollywood Theme Park to enjoy the total experience that is created by the multiple attractions, informal entertainment activities, retail establishments, and food outlets. These characteristics would continue to be a part of the Theme Park as it is modified and new attractions are added. Due to the unique nature of the land uses within the Theme Park, the proposed County Specific Plan proposes an overall parking ratio that would be used to determine future Theme Park parking needs. This parking ratio is equal to the number of code-required spaces at Universal Studios Hollywood under the current entitlements, divided by currently developed square footage, and is shown below.

Theme Park – Parking Ratio

Parking Requirement	5,322 spaces
Square Footage	672,975 square feet
Overall Parking Ratio	7.9 spaces/1,000 square feet

Source: Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.

The Project shall employ the overall parking ratio of 7.9 automobile parking spaces per 1,000 square feet of net new floor area for all future Theme Park attractions. Parking is not required for ancillary support facilities within the Theme Park.

5. **Office** – Parking shall be provided at a minimum rate of 1 automobile parking space for each 400 square feet of floor area.
6. **Studio Office/Child Care Facility** – Parking shall be provided at a minimum rate of 1 automobile parking space for each 400 square feet of floor area.
7. **Studio Use (other than studio office, sound stage, or warehouse)** – Parking shall be provided at a minimum rate of 1 automobile parking space for each 500 square feet of floor area.
8. **Sound Stage** – Parking shall be provided at a minimum rate of 1 automobile parking space for each 1,000 square feet of floor area.
9. **Warehouse** – Parking shall be provided at a minimum rate of 1 automobile parking space for each 1,000 square feet of floor area.
10. **Theater/Cinema/Amphitheater/Assembly** – Parking shall be provided at a minimum rate of 1 automobile parking space for each 3 seats.
11. **Ancillary Support Uses and Studio Support Uses** – No automobile parking is required.

Parking for any land use not addressed in the proposed County Specific Plan shall be provided at a parking rate in accordance with the Los Angeles County Code provided that unless otherwise provided herein.

(b) Modifications to Minimum Parking Required

The Project Applicant or its successor may request modification to the minimum parking requirements established in the proposed County Specific Plan. Such request shall be accompanied by a parking analysis, prepared by a qualified transportation/parking engineer to the satisfaction of the Planning Director, and shall demonstrate justification for the modification request.

(c) Location of Parking

Parking for each building or use may be located anywhere within the proposed County Specific Plan area or off-site by parking arrangements or covenants satisfactory to the Planning Director. In the event that separate legal lots are created within the proposed County Specific Plan area, parking may be provided within any such lot as long as offsite

parking agreements or covenants are provided. No parking will be permitted in any designated fire lane, unless approved by the County of Los Angeles Fire Department.

(d) Tandem Parking

Vehicles may be parked in tandem provided that attendants to move vehicles are available at all times that the parking area using tandem parking is open for use. If the attendant requirement is met, each tandem stall shall constitute the number of parking spaces equivalent to the number of cars it can accommodate.

(e) Shared Parking Plan

The parking provided to meet the requirements discussed above could be shared between two or more uses within the proposed County Specific Plan area consistent with existing practices on the Project Site as approved by the Planning Director. In addition, parking requirements described above may be modified for shared parking between two or more uses within the proposed County Specific Plan area, if the Planning Director determines that a lower total number of parking spaces would provide adequate parking for these uses. Additionally, parking requirements for uses located in the City portions of the Business and Entertainment Areas would be permitted to share parking inventory with the surrounding uses in the County.

d. 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) Demolition

Implementation of the Project includes demolition of approximately 638,000 square feet of existing land uses. The anticipated demolition of existing on-site uses would reduce the Project Site's parking requirements by 5,161 parking spaces, from 16,062 to 10,901 parking spaces. In terms of parking supply, the anticipated demolition of existing on-site uses would reduce the amount of available parking at the Project Site by 3,646 spaces, from 16,940 to 13,294 parking spaces. These changes in parking requirements and parking supply serve to increase the parking surplus at the Project Site from 878 parking spaces (accounting for the interim projects) under baseline conditions to 2,393 parking spaces. A detailed analysis of changes in parking requirements and supply

based on demolition activities is presented in Chapter X of the Transportation Study dated March 2010 included in Appendix E-1 to this Draft EIR.

(3) Operation

(a) City Specific Plan

(i) City Specific Plan Parking Requirements

Table 45 on page 952 presents a comparison of the parking regulations set forth in the proposed City Specific Plan and those set forth in the Los Angeles Municipal Code for specified land uses that are addressed in the code.

As shown in Table 45, the proposed City Specific Plan requirements provide for equal or more parking than that required by the Los Angeles Municipal Code for the specified uses, except with regard to restaurants and fitness facilities. The Los Angeles Municipal Code requires 1 automobile parking space for every 200 square feet of floor area for a restaurant use that is 1,000 or less square feet in size and 1 automobile parking space for every 100 square feet of floor area for a restaurant use greater than 1,000 square feet in size. For health clubs (i.e., fitness facilities), the Los Angeles Municipal Code requires 1 automobile parking space per 100 square feet of floor area. The Project would be developed as an urban mixed-use transit-oriented development that is accessible via a number of alternative modes of travel (i.e., train, bus, tram, shuttle, bicycle, walking). In addition, the Project would include residential uses, neighborhood-serving retail, restaurant uses, and a fitness facility, and would focus on pedestrian-friendly features to promote walkability and reduce the need for parking spaces. The employees, visitors, and residents that would use the restaurants and fitness facility associated with the Project would already be parked at the Project Site. For these reasons, a lower parking ratio than that set forth in the Los Angeles Municipal Code is appropriate for on-site restaurants and fitness facility located within the Mixed-Use Residential Area.

Table 46 on page 953 presents a summary of the required parking, under the proposed City Specific Plan, based on a potential mix of the Project's land uses (i.e., types of commercial uses as well as the size and ownership status of the residential units).

As indicated on Table 46, the proposed estimated City Specific Plan requirement for the proposed residential component of the Mixed-Use Residential Area is 6,268 spaces, assuming the distribution of unit sizes as shown in the table. The proposed estimated City Specific Plan requirement for proposed non-residential uses is 583 spaces, assuming the land use distribution shown in the table.

Table 45
Comparison of City Specific Plan and Los Angeles Municipal Code Parking Requirements

Land Use	City Specific Plan Parking Regulations	City Code Parking Regulations
Single-family Dwelling Unit	2.0 spaces/unit	2.0 spaces/unit
Two-family Dwelling Unit	2.0 spaces/unit	Same as Multi-family
Multi-family, Rental Unit < 3 habitable rooms = 3 habitable rooms > 3 habitable rooms	1.0 space/unit 1.5 spaces/unit 2.0 spaces/unit	1.0 space/unit 1.5 spaces/unit 2.0 spaces/unit
Multi-family, For-sale Unit All units Guest Parking	2.0 spaces/unit 0.25 spaces/unit	same as above for rental units ^a
Fitness Facility	4.0 spaces/1,000 sf	1.0 spaces/100 sf
Commercial Office	2.0 spaces/1,000 sf	2.0 spaces/1,000 sf
Public Parks	No parking required	N/A
Retail	4.0 spaces/1,000 sf	4.0 spaces/1,000 sf
Restaurant < 1,000 sf > 1,000 sf	4.0 spaces/1,000 sf 4.0 spaces/1,000 sf	5.0 spaces/1,000 sf 10.0 spaces/1,000 sf
Warehouse	1.0 space/1,000 sf	1.0 space/1,000 sf
Child Care Facility	Greater of 1.0 space/classroom or 1.0 space/500 feet	Greater of 1.0 space/classroom or 1.0 space/500 feet

^a *The City also assesses a project's parking requirements in terms of Advisory Agency Policy AA 2000-1, which, in addition to a parking requirement of 2.0 automobile parking spaces/ per dwelling unit, requires condominium projects of more than 6 units to provide 1/4 spaces of guest parking per dwelling unit unless located in a parking congested area, in which case 1/2 spaces of guest parking per unit are required to be provided.*

The Parking Congestion Area Map is used to determine whether an area is parking congested. Although the Parking Congestion Area Map indicates that the areas of the Project Site currently located within the City are within a parking congestion area, a large portion of the proposed City Specific Plan area is currently located within the County of Los Angeles. Given that the Project Site is physically separated from surrounding neighborhoods, is a mixed-use development that would focus on pedestrian-friendly features to promote walkability, and is a Transit Oriented Development with a Transportation Demand Management program, including transit connections to various transit opportunities to reduce the need for and dependence on the automobile, the potential for spillover parking and the need for parking would be reduced. Therefore, a requirement of 0.25 guest space per dwelling unit would satisfy the residential portion of Project's guest parking demand with regard to Advisory Agency Policy AA 2000-1.

Source: Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.

Table 46
Summary of City Specific Plan Area Parking Requirements – Potential Land Use Mix

Land Use	Size	Parking Requirements ^a	
		City Specific Plan Parking Ratio	Parking Spaces
Residential			
Condominiums	2,257 Dwelling Units ^b	2.25 per DU	5,078
Apartments			
1-bedroom	340 DU	1.5 per DU	510
2-bedroom	340 DU	2.0 per DU	680
<i>SUBTOTAL – Residential</i>			6,268
Non-Residential			
Community Shopping Center and Restaurant	115,000 sf	4.0 per 1,000 sf ^c	460
Community Services			
Library	10,000 sf	20.0 spaces	20
Police Stop Over	- ^c	- ^c	2
Fire Station	16 firemen	- ^d	35
Miscellaneous	36,000 sf	1.0 per ksf ^e	36
Child Care Center	15,000 sf	2.0 per ksf	30
<i>SUBTOTAL – Non-Residential</i>			583
TOTAL			6,851
<p>^a Based on requirements set forth in the City Specific Plan.</p> <p>^b Dwelling Unit = DU.</p> <p>^c The parking requirement for the police stop over facility is two parking spaces.</p> <p>^d The required parking is calculated based on 2.0 spaces per fireman for one shift to accommodate parking during shift changes and includes 3 visitor spaces.</p> <p>^e 1,000 sf = 1 ksf.</p> <p>Source: Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.</p>			

(ii) City Specific Plan - Parking Demand Analysis

As discussed previously, the parking requirements under the proposed City Specific Plan could be modified to account for shared parking between two or more land uses within the proposed City Specific Plan area, through preparation of a Shared Parking Plan and as determined by the Planning Director. The parking demand analysis with regard to the proposed City Specific Plan reflects the implementation of a shared parking program within the Mixed-Use Residential Area.

The Shared Parking Plan would provide for an adjustment to the required parking within the Mixed-Use Residential Area whereby seasonal, hourly, monthly, and weekday versus weekend adjustment ratios specified in the Shared Parking (Urban Land Institute, 2005) report are applied to the parking requirement for each individual use within the Mixed-

Use Residential Area to determine peak demand requirements. For each land use in the Mixed-Use Residential Area, the demand requirement analysis includes the parking requirements set forth above and the adjustment ratios.

Based on the information presented in Table 47 on page 955, a December weekday at 7:00 P.M. was determined to be the peak month and time with a peak demand of 6,736 spaces. As the Project under the proposed land use mix would provide more than this amount of parking, the Project would provide sufficient parking to meet the demand requirements of the proposed Specific Plan land uses under the proposed land use mix. Therefore, Project impacts related to parking under the proposed City Specific Plan would be less than significant.

(b) County Specific Plan

(i) County Specific Plan Parking Requirements

Table 48 on page 956 presents a comparison of the parking regulations set forth in the proposed County Specific Plan and those set forth in the Los Angeles County Code. As shown, the proposed County Specific Plan requirements provide for equal or more parking than that required by the Los Angeles County Code.

Table 49 on page 956 presents a summary of the number of proposed County Specific Plan required parking spaces associated with new Project development that falls under the jurisdiction of the County. As shown on the table, the required parking for new development is approximately 6,785 spaces. The Project includes 6,304 parking spaces for development under the proposed County Specific Plan. As shown on Table 49, considering the number of existing parking spaces, the number of parking spaces that would be added as part of the interim projects, the number of parking spaces that would be removed during the Project's demolition phases, and the number of proposed additional parking spaces, the Project would result in a surplus of 1,912 parking spaces based on the parking requirements outlined in the proposed County Specific Plan. Thus, the Project would provide sufficient parking to accommodate the proposed development within the County's jurisdiction. Therefore, Project impacts related to parking under the proposed County Specific Plan would be less than significant.

(ii) County Specific Plan - Parking Demand Analysis

Under existing conditions, the parking that is available on-site is sufficient to meet the Project Site's existing parking demand via the implementation of the Applicant's or its successor's site-wide parking management program. As previously discussed, this program takes advantage of the sharing of parking among uses that have daily and

**Table 47
Shared Parking Demand Analysis – Potential Land Use Mix, City Specific Plan**

PEAK MONTH: DECEMBER, PEAK PERIOD: 7 P.M., WEEKDAY															
Land Use	Project Data	Weekday				Weekend				Weekday			Weekend		
		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Peak Hour Adj.	Peak Month Adj.	Estimated Parking Demand	Peak Hour Adj.	Peak Month Adj.	Estimated Parking Demand
										7 P.M.	December		7 P.M.	December	
Community Shopping Center (<400 ksf) Employee	95,000 sf GLA	3.20 0.80	1.00 1.00	1.00 1.00	3.20 per ksf GLA 0.80 per ksf GLA	3.20 0.80	1.00 1.00	1.00 1.00	3.20 per ksf GLA 0.80 per ksf GLA	0.75 0.95	1.00 1.00	228 72	0.75 0.80	1.00 1.00	228 61
Community Services Employee	36,000 sf GLA	0.80 0.20	1.00 1.00	1.00 1.00	0.80 /ksf GLA 0.20 /ksf GLA	0.80 0.20	1.00 1.00	1.00 1.00	0.80 /ksf GLA 0.20 /ksf GLA	0.75 0.95	1.00 1.00	22 7	0.75 0.80	1.00 1.00	22 6
Family Restaurant Employee	15,000 sf GLA	3.00 1.00	1.00 1.00	1.00 1.00	3.00 /ksf GLA 1.00 /ksf GLA	3.00 1.00	1.00 1.00	1.00 1.00	3.00 /ksf GLA 1.00 /ksf GLA	0.80 0.95	1.00 1.00	36 14	0.70 0.95	1.00 1.00	32 14
Fast Food Restaurant Employee	5,000 sf GLA	3.00 1.00	1.00 1.00	1.00 1.00	3.00 /ksf GLA 1.00 /ksf GLA	3.00 1.00	1.00 1.00	1.00 1.00	3.00 /ksf GLA 1.00 /ksf GLA	0.80 0.90	1.00 1.00	12 5	0.80 0.90	1.00 1.00	12 5
Library Employee	10,000 sf GLA	10.00 10.00	1.00 1.00	1.00 1.00	10.00 spaces 10.00 spaces	10.00 10.00	1.00 1.00	1.00 1.00	10.00 spaces 10.00 spaces	0.75 1.00	1.00 1.00	8 10	0.75 1.00	1.00 1.00	8 10
Police Stop Over					2.0 spaces				2.0 spaces			2			2
Fire Station Visitor	16 firemen 3 visitor	2.00 3.00	1.00 1.00	1.00 1.00	2.00 per fireman 3.00 visitor	2.00 3.00	1.00 1.00	1.00 1.00	2.00 per fireman 3.00 visitor	1.00 1.00	1.00 1.00	32 3	0.25 1.00	1.00 1.00	8 3
Child Care Center Employee	15,000 sf GLA	1.60 0.40	1.00 1.00	1.00 1.00	1.60 /ksf GLA 0.40 /ksf GLA	1.60 0.40	1.00 1.00	1.00 1.00	1.60 /ksf GLA 0.40 /ksf GLA	0.50 1.00	0.95 0.95	11 6	0.15 0.50	0.95 0.95	3 3
Residential, Rental, Shared Spaces Reserved Guest	680 units 1.6 sp/unit 680 units	1.60 0.15	1.00 1.00	1.00 1.00	1.60 /unit 0.15 /unit	1.60 0.15	1.00 1.00	1.00 1.00	1.60 /unit 0.15 /unit	1.00 1.00	1.00 1.00	1,088 102	1.00 1.00	1.00 1.00	1,088 102
Residential, Owned, Shared Spaces Reserved Guest	2,257 units 2 sp/unit 2,257 units	2.00 0.25	1.00 1.00	1.00 1.00	2.00 /unit 0.25 /unit	2.00 0.25	1.00 1.00	1.00 1.00	2.00 /unit 0.25 /unit	1.00 1.00	1.00 1.00	4,514 564	1.00 1.00	1.00 1.00	4,514 564
											Patron/Visitor	1,015			979
											Employee	119			104
											Reserved - Residential	5,602			5,602
											TOTAL DEMAND	6,736			6,685
											SHARED PARKING REDUCTION	2%			2%

Note: ULI base data has been modified from default values. Parking ratios are based on the requirements set forth in the proposed City Specific Plan.

Source: Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.

Table 48
Comparison of County Specific Plan and Los Angeles County Code Parking Requirements

Land Use	County Specific Plan Parking Regulations	Los Angeles County Code Parking Regulations
Retail – excluding establishments within the Theme Park	4.0 spaces/1,000 sf	4.0 spaces/1,000 sf
Restaurant – excluding establishments within the Theme Park	1.0 space/3 seats	1.0 space/3 persons ^a
Hotel	0.5 spaces/1 guest room 1.0 space/1 guest suite	0.5 space /1 guest room 1.0 space/1 guest suite
Theme Park – excluding ancillary uses	7.9 spaces/1,000 sf	varies ^b
Office	1.0 space/400 sf	1.0 space /400 sf
Studio Office/Child Care	1.0 space/400 sf	1.0 space/400 sf
Studio	1.0 space/500 sf	N/A
Sound Stage	1.0 space/1,000 sf	N/A
Warehouse	1.0 space/1,000 sf	1.0 space/1,000 sf
Theater/Cinema/Amphitheater/Assembly	1.0 space/3 seats	1.0 space/3 persons ^a
Other Uses	Per Los Angeles County Code	Per Los Angeles County Code

^a County Code requires 1 automobile parking space per every 3 persons based on the occupant load as determined by the County Engineer. The Department of Regional Planning's current policy with regards to Universal Studios has been to require 1 automobile parking space per every 3 seats for venues such as restaurants, theaters, or entertainment venues where seating is provided.

^b The parking rate for theme park uses is based on a variety of factors, including the nature of building uses and occupancy.

Source: Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.

Table 49
Summary of County Specific Plan Area Parking Requirements and Supply

Parking Requirement	
Existing ^a	15,740spaces
Interim	322 spaces
Demolition	(5,161) spaces
New Development	6,785 spaces
Total Parking Requirements	17,686 spaces
Supply	
Existing ^a	16,940 spaces
Demolition	(3,646) spaces
New Development, County Specific Plan	6,304 spaces
Total Parking Supply	19,598 spaces
Parking Surplus	1,912 spaces

^a PSOMAS, August 30, 2007 (the date the Program Summary was established for the EIR).

Source: Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.

seasonal patterns that are complementary with regard to the sharing of parking. An example of how seasonal patterns contribute to meeting the Project Site's existing parking demand is that during high summer Theme Park attendance, filming activities within the Studio and Back Lot Areas are often reduced due to summer production hiatus which allows use of the parking areas located in these districts by employees. An example of how daily patterns contribute to meeting the Project Site's existing parking demand is that on-site studio uses have high activity levels during the early mornings and early afternoons but reduce substantially in late afternoon and evenings, whereas the Amphitheater and Universal CityWalk often peak in evening hours, which in turn allows Amphitheater and Universal CityWalk employees to use the parking supply in the Studio Area of the Project Site.

A 24-hour parking demand analysis of the proposed Entertainment Area was conducted using the same methodology and data as was used for the existing parking demand analysis. As shown in Table 50 on page 958, the peak parking demand for a typical design day is 7,802 spaces between 3:00 P.M. to 4:00 P.M. and the peak parking demand for a summer weekend is 10,566 spaces between 3:00 P.M. to 4:00 P.M. Accounting for a 5 percent to 10 percent contingency, the Entertainment Area would need between 8,192 and 8,582 spaces on a typical design day and between 11,094 and 11,623 spaces on a summer weekend day.

As shown in Table 50, the Project proposes to provide sufficient parking to serve the Entertainment Area land uses' peak demand on a typical design day for all contingency levels. The Project proposes to provide sufficient parking to serve the Entertainment Area land uses' peak demand on a summer weekend with an approximate four percent contingency. As noted earlier, uses at the Project Site often peak according to season and at different times of the day. It is therefore concluded that the proposed parking supply within the County areas would be sufficient to meet the demand for the land uses. Furthermore, during the development of the Project, there might be occasions when the parking supply within the Entertainment Area matches the parking demand on a summer weekend day (i.e., zero percent contingency). During these interim periods, parking management techniques such as directing visitor vehicles to available spaces and/or moving employee parking to parking facilities in the Studio and Business Areas would avoid a significant parking impact.

Further, the current situation in which the available on-site parking supply is sufficient to meet the Project Site's existing parking demand is anticipated to continue into the future with development of the proposed Project. This would occur since: (1) the Project expands upon and reinforces the existing types and patterns of on-site land uses (i.e., additional studio, entertainment, and entertainment retail uses within areas of the Project Site where such uses currently exist); (2) new development would be supported by an expanded on-site parking supply resulting from implementation of the proposed County

**Table 50
Entertainment Area Parking Analysis**

Design Weekday	
<i>Existing Parking Supply</i>	9,946 spaces
Demolition – Universal CityWalk Retail, Theme Park, and Amphitheater	(1,848) spaces
New Parking Supply – Universal CityWalk Retail and Theme Park	2,921 spaces
Total Parking Supply	11,019 spaces
Total Peak Parking Demand – 0% Contingency	7,802 spaces
Total Peak Parking Demand – 5% Contingency	8,192 spaces
Total Peak Parking Demand – 10% Contingency	8,582 spaces
Summer Weekend Day	
<i>Existing Parking Supply</i>	9,946 spaces
Demolition – Universal CityWalk Retail, Theme Park, and Amphitheater	(1,848) spaces
New Parking Supply – Universal CityWalk Retail and Theme Park	2,921 spaces
Total Parking Supply	11,019 spaces
Total Peak Parking Demand – 0% Contingency	10,566 spaces
Total Peak Parking Demand – 5% Contingency	11,094 spaces
Total Peak Parking Demand – 10% Contingency	11,623 spaces

Source: Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, March 2010.

Specific Plan; and (3) the Applicant or its successor would extend its current site-wide parking management program to include all proposed land uses. Therefore, it is anticipated that through these three means the planned expansion of the existing on-site parking supply would be sufficient to meet the Project's parking demand and, as a result, a less than significant parking demand impact would result.

(4) Impacts Under No Annexation Scenario

If the proposed annexation/detachment does not occur, the Project's land use plan would not change (e.g., 2,937 residential units would still be constructed at their proposed locations). As such, the provision of on-site parking would comply with all applicable parking requirements of the proposed City Specific Plan for the City portions of the Project Site and the proposed County Specific Plan for the County portions of the Project Site, except that residential uses developed within the County would comply with provisions the same as those set forth in the proposed City Specific Plan, which are consistent with the Los Angeles County Code. Adherence to these parking requirements, as shown above, would mitigate all Project parking impacts. As such, impacts associated with the "no annexation" scenario would be less than significant.

4. Cumulative Impacts

The parking demands associated with the Project would not contribute to the cumulative demand for parking in the Project area as a result of development of the related projects. Land uses associated with the Project are isolated from parking areas outside of the Universal City boundaries. Thus, visitors and employees associated with the Project are not likely to park elsewhere due to topographical and access limitations. Additionally, as discussed above, the Project's demand for parking would be accommodated on-site. Therefore, cumulative parking impacts would be less than significant.

5. Project Design Features and Mitigation Measures

a. Project Design Features

The proposed City and County Specific Plans include Project Design Features that govern the respective portions of the Project Site and provide certain regulations with respect to parking.

b. Mitigation Measures

No significant parking impacts were identified, and no mitigation measures are required.

6. Level of Significance After Mitigation

Impacts related to parking would be less than significant.