

MODIFIED SHARED PARKING IMPACT ANALYSIS

Introduction and Background

The Recirculated Draft Environmental Impact Report (EIR) for the proposed 8555 Santa Monica Boulevard Mixed-Use Project was circulated for a 45-day public review period that began on October 14, 2021 and concluded on November 29, 2021. A Final EIR was prepared and published on September 2, 2022. Subsequent to the Final EIR publication, the applicant revised the parking plan for the project to provide 347 spaces instead of 346 spaces as was analyzed in the Final EIR. This document describes the changes to the project compared to the project described in the Final EIR and analyzes potential impacts associated with the proposed modified parking plan.

Summary of Project Changes

The proposed modified parking plan involves 347 parking spaces for the proposed project instead of 346 parking spaces previously proposed and analyzed in the Final EIR.

Based on the current City of West Hollywood Zoning Code, the project would require a total of 356 vehicular parking spaces, including 175 spaces for the residential uses, 54 spaces for the commercial “live/work” units, and 127 total spaces for the other commercial (retail, hair salon restaurant, office) components. An updated Shared Parking Analysis using the third edition of Urban Land Institute’s (ULI) Shared Parking report was prepared by Hirsch/Green Transportation Consulting, Inc. dated August 24, 2022. Pursuant to the Shared Parking Analysis, the peak weekday “commercial” component parking demand for the proposed project, representing the sum of the individual parking demands associated with the project’s subject retail (including the hair salon), restaurant, and office commercial uses, and including parking for both the “visitors” (customers) and employees of these components, is estimated to be approximately 118 total spaces, or nine spaces fewer than the 127 spaces required (based on the applicable City Zoning Code parking ratios).

Therefore, the project is proposing to provide 118 commercial spaces to meet peak weekday parking demand. The prior shared parking analysis, based on ULI’s second edition of Shared Parking, showed a peak parking demand of 117 commercial spaces. Accordingly, an additional commercial parking space has been added for a total of 347 spaces.

Table 1 summarizes the modified parking plan compared to the original parking plan as analyzed in the Final EIR. The additional commercial parking space would be located on the subterranean parking level. The square footage for the parking garage portion of the building would not change as the additional parking space would be in an area that was previously an oversized mechanical area. The proposed project now seeks a parking reduction credit of 9 spaces, as the project is proposing 9 spaces below the City’s Code requirement of 356 spaces. All other components of the project would remain the same.



Table 1: Comparison of Parking

	Final EIR Project Parking Provided	Modified Parking Provided
Commercial Parking Spaces	117	118
Live/Work Parking Spaces	54	54
Residential Parking Spaces	175	175
Total Parking Spaces Provided	346	347
<i>Parking required per City Code</i>	<i>356</i>	<i>356</i>
<i>Parking credit requested</i>	<i>10</i>	<i>9</i>

Impact Analysis

The Final EIR determined that the environmental impacts of the original project would be less than significant or could be reduced to below a level of significance with proposed mitigation measures except for construction noise impacts, which would be significant and unavoidable.

The addition of one parking space would not affect the analysis of construction-related impacts associated with the project. Because the additional parking space would not change the overall square footage of the parking garage portion of the building, construction activities and associated impacts would remain the same as those analyzed in the Final EIR.

Operational impacts associated with the project would also remain the same as those analyzed in the Final EIR. The addition of one parking space inside the parking garage would not change the findings or conclusions of the Final EIR with respect to operational noise, the provision of public services, or utilities or service systems. Trip generation associated with the project is based on the proposed land uses, not on the number of parking spaces provided. Therefore, the trip generation for the project would remain the same and impacts associated with vehicle trips to and from the project site including those related to air quality, energy, greenhouse gas emissions, and traffic noise would remain the same.

The project would still be consistent with the West Hollywood General Plan and the West Hollywood Municipal Code. Thus, land use and planning impacts would remain the same as determined in the Final EIR.

The project site and building footprint would remain the same as those analyzed in the Final EIR. Therefore, impacts associated with aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, tribal cultural resources, and wildfire would be the same as those of the project analyzed in the Initial Study (Appendix A to the Final EIR) and Final EIR and would remain less than significant or less than significant with mitigation.



Conclusion

No new significant impacts beyond those identified in the Final EIR would occur as a result of the change in parking. Therefore, no substantial revisions to the Final EIR are required and recirculation of the Final EIR is not warranted.

