

II. Project Description

1. Introduction

Hillcrest Real Estate, LLC (the Project Applicant) proposes to expand the existing Hilton Universal City Hotel facilities (Project) located within the approximately 7.26-acre Hotel property (Project Site). The Project Site is currently developed with a 24-story hotel building containing 495 guestrooms (Existing Hotel Building), an attached ancillary hotel building providing meeting/banquet rooms and ancillary hotel uses (Existing Ancillary Hotel Building), a three-level parking garage, vehicular circulation facilities (i.e., internal driveway and service road), an outdoor pool area (Existing Outdoor Pool Area), and pedestrian walkways and landscaped areas in both the north and south plazas (Existing North Plaza and Existing South Plaza), which provide access and gathering space for the north and south entryways, respectively, on the main hotel entry level.

The Project would involve construction of a new 18-story, approximately 295,688-square-foot hotel building (Hotel Expansion Building) with 395 guestrooms, a new lobby, three restaurants (including bars) and a bar and lounge space, a spa, a new outdoor pool area on the roof, and a new outdoor pool area on the Basement Level on the southern portion of the Project Site. A new, approximately 2,300-square-foot steel frame canopy with glass and steel design features would be constructed above the main entrance of the Hotel Expansion Building. An existing, undeveloped, approximately 3,149 square-foot sub-basement in the southwest corner of the existing parking garage would be developed to house mechanical, engineering, and plumbing equipment for the Hotel Expansion Building. The Project would also expand the northern portion of the Existing Ancillary Hotel Building to include a one-story meeting room addition (Meeting Room Addition) of approximately 3,400 square feet, which would consist of four separate meeting rooms of less than 750 square feet each and a connecting hallway. The Project would also involve constructing a horizontal and vertical expansion of the existing parking garage. In addition, the Project would include a revised surface parking program, new retaining walls along the eastern side of the Project Site, a new fenced area of approximately 2,000 square feet for electrical transformers and switchboards, and landscape and hardscape improvements throughout much of the Project Site. To accommodate the proposed development, the Existing Outdoor Pool Area on the southern portion of the Project Site would be demolished, and the Existing North and South Plazas would be reconfigured.

Overall, the Project would add approximately 299,088 square feet of additional floor area to the Project Site. The Project would provide approximately 464 new vehicle parking spaces to accommodate additional employees, hotel guests, and restaurant/spa visitors. Upon completion of the Project, the Hilton Universal City Hotel (referred to in entirety as “Hotel”), which includes existing uses to remain and all proposed Project features, would

provide a maximum of 890 guestrooms and approximately 696,609 square feet of total floor area, resulting in a floor-to-area ratio of approximately 2.20:1 for the Project Site.

2. Project Location and Surrounding Uses

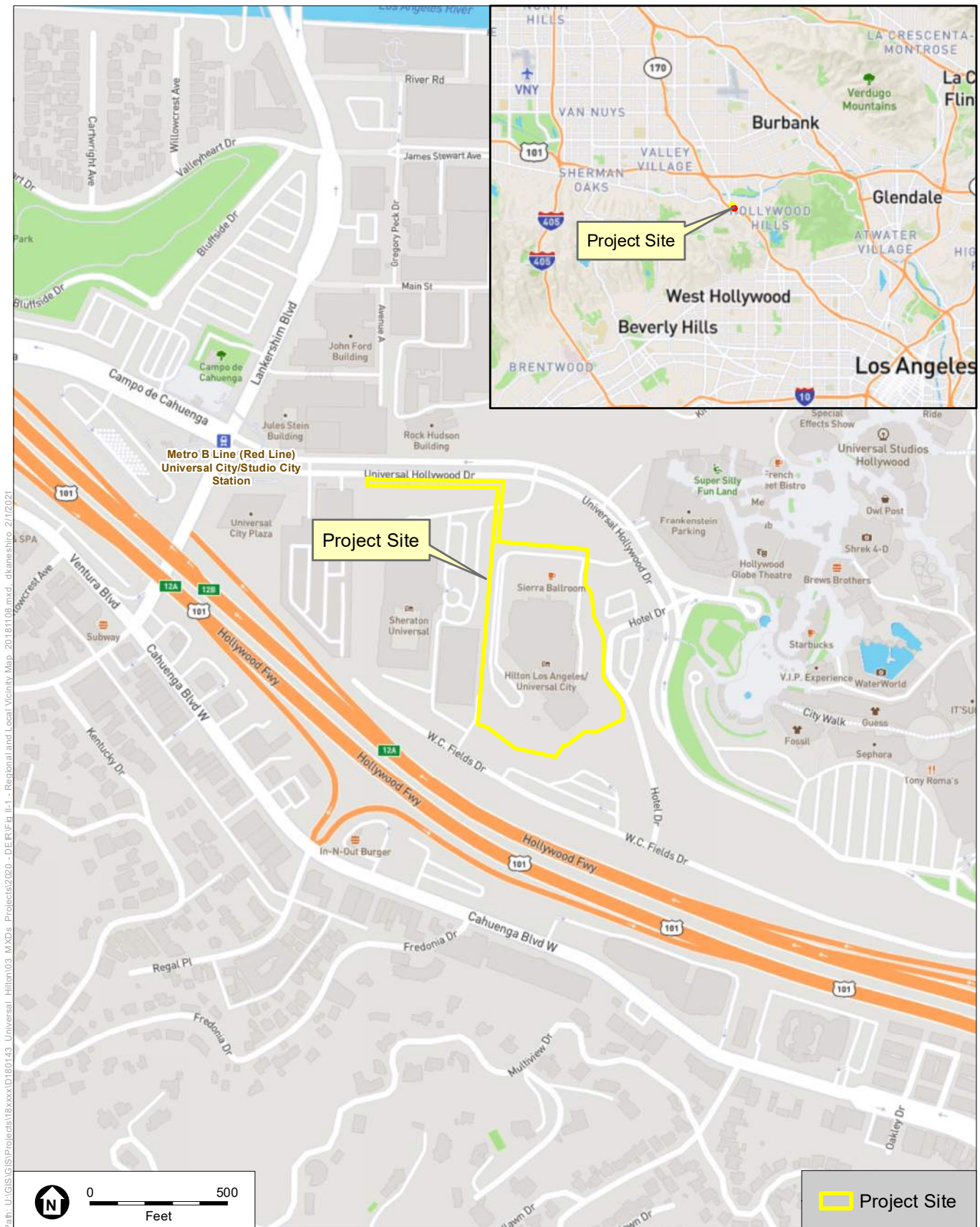
a) Project Location

As shown in **Figure II-1, *Regional and Local Vicinity Map***, the Project Site (Assessor's Parcel Number 2424-044-022) is located at 555 Universal Hollywood Drive in Universal City, immediately north of U.S. Highway 101 (US-101 or Hollywood Freeway). The Project Site is located west of the intersection of Universal Hollywood Drive and Hotel Drive. The Project Site is located in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area of the City of Los Angeles (City). Regional access to the Project Site is provided by the Hollywood Freeway via on- and off-ramps at Lankershim Boulevard (0.25 miles west of the Project Site) and Universal Studios Boulevard (0.4 miles east of the Project Site). Local access to the Project Site is provided via Lankershim Boulevard, W.C. Fields Drive, Hotel Drive, and Universal Hollywood Drive.

b) Surrounding Uses

As shown in **Figure II-2, *Project Vicinity Map***, the Project vicinity is highly urbanized and generally built out. The Project Site is located in an active area that serves as both a commercial center for Studio City and the surrounding communities, and as an entertainment center of regional importance.

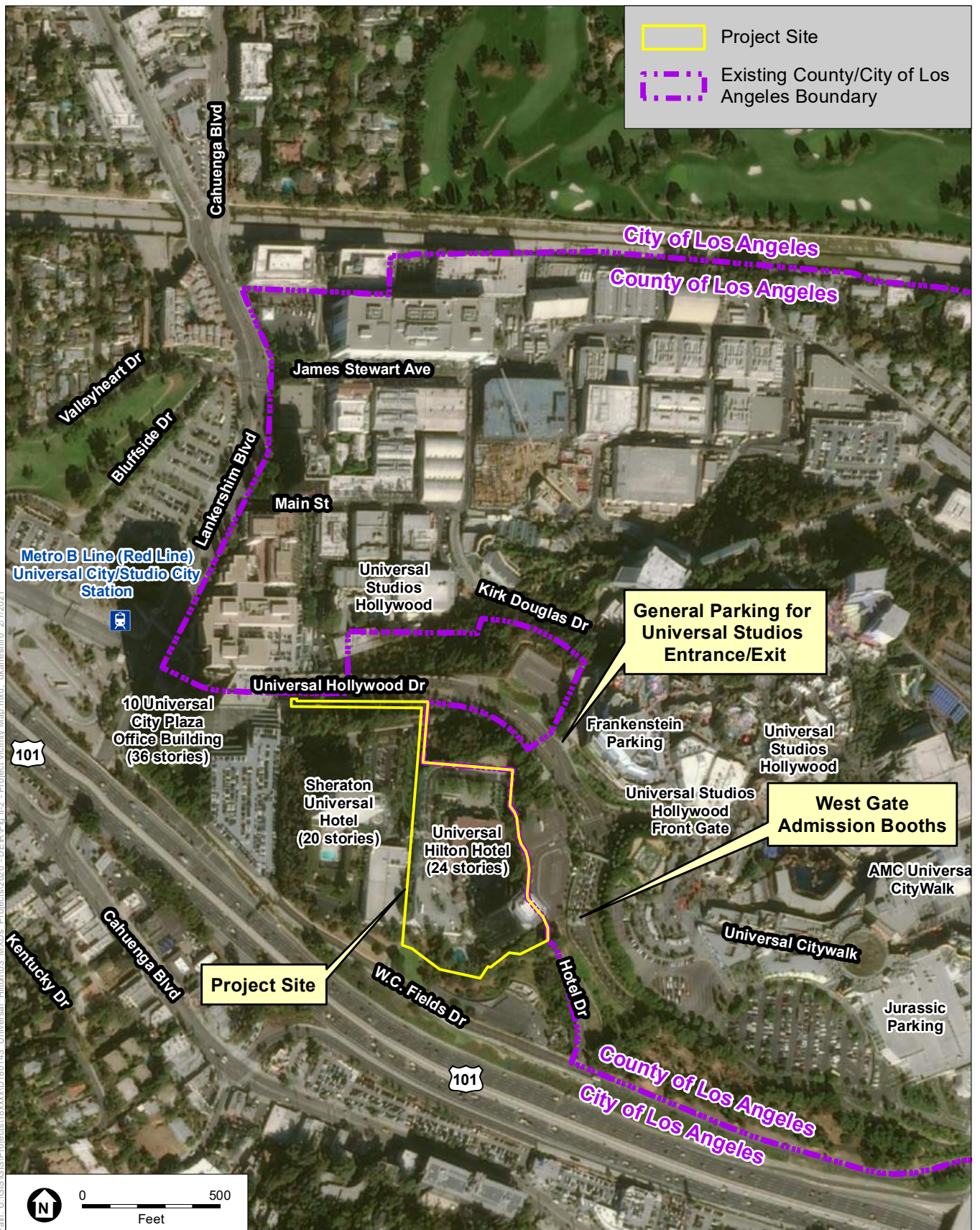
The Project Site is bordered on the north by an undeveloped parcel (periodically used for the temporary storage of trailers) and Universal Hollywood Drive; on the east by a surface parking lot operated by Universal Studios Hollywood, Hotel Drive, an undeveloped hillside parcel, and Universal Studios Hollywood; on the south by an undeveloped parcel and a shuttle parking lot (both owned and maintained by Universal Studios Hollywood); and on the west by the Sheraton Universal Hotel. The Sheraton Universal Hotel consists of a 20-story hotel building at the center of the property, with hotel-related uses surrounding the building, including a three-level parking structure located adjacent to the Project Site. W.C. Fields Drive, which is located approximately 130 feet south of the Project Site, provides vehicle access to the Project Site via Hotel Drive and Universal Hollywood Drive as an alternate entrance and exit. A landscaped roadway shoulder and the travel lanes of the Hollywood Freeway are located south of W.C. Fields Drive, approximately 200 feet south/southwest of the Project Site. South of the Hollywood Freeway is the Cahuenga Boulevard corridor, which consists of one- to three-story commercial uses. Further south, land uses consist of the single-family residential homes of the Cahuenga Pass foothills.



SOURCE: Open Street Map, 2020

Hilton Universal City Project

Figure II-1
Regional and Local Vicinity Map



SOURCE: DigitalGlobe, 2016

Hilton Universal City Project

Figure II-2
Project Vicinity Map

The Existing Hotel Building is one of three high-rise buildings located between the Hollywood Freeway and Universal Hollywood Drive, east of Lankershim Boulevard. The other two high-rise buildings are the 20-story Sheraton Hilton Hotel, located immediately west of the Project Site, and the 36-story 10 Universal City Plaza Office Building, located west of the Sheraton Hilton Hotel at the northeast corner of Lankershim Boulevard and the Hollywood Freeway. Each of the three high-rise buildings is supported by two- to six-level, aboveground, detached parking structures.

The Hilton Universal City Hotel, inclusive of both the Existing Hotel Building and Existing Ancillary Hotel Building, is the closest hotel to Universal Studios Hollywood and Universal CityWalk, both of which are located across Universal Hollywood Drive from the Project Site. Both entertainment venues are part of the larger Universal City, which consists of a number of interrelated entities that have evolved because of their association with the entertainment industry, including Universal Studios Hollywood, Universal CityWalk, and the facilities that comprise Universal Studios, with soundstages, backlot sets, and offices largely occupied by entertainment-related companies. The majority of Universal City is located within unincorporated Los Angeles County, generally just north and east of the Project Site, which is also generally north and east of Universal Hollywood Drive.

The front admissions gate (Front Gate) to Universal Studios Hollywood is located approximately 650 feet east of the Project Site at its closest point adjacent to Hotel Drive, with pedestrian access provided between the Project Site and the Front Gate via sidewalks and pedestrian crosswalks at the intersection of Universal Hollywood Drive and Hotel Drive. Universal Hollywood Drive also serves as the primary vehicle access to parking facilities for Universal Studios Hollywood and Universal CityWalk, with public travel lanes terminating at the West Gate admission booths on Universal Hollywood Drive approximately 530 feet south of the driveway to the Project Site. General Parking (the Frankenstein Parking Garage) for Universal Studios Hollywood is also located across Universal Hollywood Drive from the Project Site's driveway. Universal Studios Hollywood operates a complimentary shuttle for hotel guests/visitors to Universal Studios Hollywood and Universal CityWalk on a 15- to 20-minute cycle to and from both the Existing Hotel Building and the adjacent Sheraton Hotel as a courtesy for park attendees staying at the hotels.

c) Existing Transportation System

The Project Site is served by a network of regional transportation facilities that provide access to the greater metropolitan area. Regional access to the Project Site is provided by the Hollywood Freeway via on- and off-ramps at Lankershim Boulevard (0.25 miles west of the Project Site) and Universal Studios Boulevard (0.4 miles east of the Project Site). Local access to the Project Site is provided via Lankershim Boulevard, W.C. Fields Drive, Hotel Drive, and Universal Hollywood Drive.

The Project Site is served by a variety of transit options, including the Los Angeles County Metropolitan Transportation Authority (Metro) B Line (Red Line) Universal City/Studio City

Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 miles west of the Project Site. The Metro B Line (Red Line) provides direct linkages to downtown Los Angeles as well as to other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour).

Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank, Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station.¹ The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances.

3. Existing Project Site Conditions

The Project Site is situated on a promontory (a point of high land) that descends moderately to the west, south, and east at a grade of approximately 50 percent (2:1 horizontal-to-vertical gradient). The top of the promontory is approximately 707 feet above mean sea level (amsl), and the on-site low point is approximately 670 feet amsl, with an overall elevation change of approximately 37 feet across the Project Site.²

The Project Site is developed with the Existing Hotel Building and associated improvements. The Existing Hotel Building was designed by master architect William L. Pereira and was constructed in 1984. The primary on-site improvements (described from north to south) consist of: (a) a motorcourt and porte cochere entryway to the Existing Ancillary Hotel Building and landscaping (collectively, the North Plaza); (b) the low-rise Existing Ancillary Hotel Building; (c) a motorcourt with Americans with Disabilities Act (ADA)-accessible parking spaces, a landscaped median, and a porte cochere entryway to the Existing Hotel Building's lobby area (collectively, the South Plaza); (d) the Existing

¹ Metro Maps and Schedules. 2022. Maps & Schedules - LA Metro. Accessed October 2022.

² Based on the North American Vertical Datum of 1988 (NAVD 88), which is the vertical datum for orthometric heights established for vertical control surveying in the United States based upon the General Adjustment of the North American Datum of 1988.

Hotel Building; and (e) the Existing Outdoor Pool Area. A summary of the existing uses is provided in **Table II-1, Existing On-Site Improvements**. (The locations of Existing Hotel Building and Existing Ancillary Hotel Building on the Project Site are shown in Figure II-4, *Conceptual Site Plan*, below.)

**TABLE II-1
EXISTING ON-SITE IMPROVEMENTS**

Use	Size/Area
Project Site Area (sf/ac)	316,249 sf ^a / 7.26 ac
Existing Uses	
Hotel Rooms	495 rooms/ 347,033sf
Meeting/Banquet	26,030 sf
Restaurant/Lounge	5,050 sf
Pool Area (pool, spa, pool bar and grill, landscaped area)	8,819 sf
Retail/Sundry	924 sf
Lobby/Circulation	9,665 sf
Total Floor Area	397,521 sf
Total Vehicle Parking Spaces	652 spaces

^a The Project Site square footage provided is from the official site survey, which varies from the ZIMAS square footage which has the Project Site recorded as 317,413.8 square feet.

NOTES: sf = square feet; ac = acre.

Vehicle access to the Project Site is via a driveway on Universal Hollywood Drive that leads to an internal roadway along the north and west perimeter of the Project Site. This internal roadway provides vehicle access to the North Plaza, the parking garage, and the South Plaza. The South Plaza porte cochere entryway provides primary pedestrian access to the Existing Hotel Building and also serves as the pick-up/drop-off area for the complimentary Universal Studios Hotel Shuttle.

Pedestrian access to the Project Site is provided via existing sidewalks along the west side of Universal Hollywood Drive and the north side of the internal roadway. For visitors using the tram from the Metro B Line (Red Line) station, there are sidewalks provided along Hotel Drive leading from the guest drop-off location to the striped crosswalks across Universal Hollywood Drive. Visitors would then travel northbound via the existing sidewalks along the west side of Universal Hollywood Drive and cross the Project Site's driveway to the sidewalks provided along the north side of the internal roadway.

The Existing Ancillary Hotel Building is one- to two-stories in height and located south of the North Plaza. The Existing Ancillary Hotel Building includes a lobby area, a concierge/tour desk, a gift/sundry shop, atrium areas, meeting/banquet rooms, the Atrium Lounge, a lobby bar, and a small coffee shop. The Existing Ancillary Hotel Building also

includes internal corridors that connect to the 24-story Existing Hotel Building, which is located south of the Existing Ancillary Hotel Building, northeast of the Existing Outdoor Pool Area, and east of the South Plaza. The Existing Hotel Building is approximately 258 feet in height, as measured from the South Plaza, and contains 495 guestrooms. The approximately 8,819-square-foot Existing Outdoor Pool Area is the southernmost improvement on the Property, and consists of a pool, pool deck, spa, pool bar and grill, and ornamental landscaping.

The North Plaza, Existing Ancillary Hotel Building, internal roadway, and South Plaza are located above the three-level parking garage. The three parking levels are accessible via a ramp extending from the west side of the North Plaza, just north of the Existing Ancillary Hotel Building. Overall, the Project Site currently has 652 vehicle parking spaces. Ornamental landscaping is planted along the periphery of the aboveground portion of the parking garage to screen it from view.

a) Hours of Operation and Staffing

The hours of operation for the Existing Hotel uses vary by use, but all uses are available 7 days per week. The meeting and banquet rooms are available for use 24 hours a day. Amenities within the Existing Ancillary Hotel Building include the Café Sierra Restaurant—which serves hotel guests and visitors—maintains hours of operation from 6:30 a.m. to 10:00 p.m., the Atrium Lounge—which also serves hotel guests and visitors—operates from 11:00 a.m. to 1:00 a.m., and the Coffee Corner operates from 6:00 a.m. to 9:00 p.m. The Existing Outdoor Pool Area is located on the south side of the Existing Hotel Building and is open to hotel guests from 6:00 a.m. to 12:00 a.m. The Existing Hotel employs approximately 370 full-time staff members and 90 part-time and seasonal employees, which equate to 415 full-time equivalent employees.³

b) Site Security

The Project Site presently implements a comprehensive security program, 24 hours per day, 7 days per week, to ensure the safety of hotel guests and visitors. The hotel grounds provide well-lit public and semi-public spaces and active security features, including coverage and monitoring of key areas through closed-circuit television. Full-time security is provided through staff at the front desk and security patrols. Access to non-public areas of the hotel and guestrooms is controlled through the use of electronic key cards. Access to the parking levels is controlled by an electronic access gate and monitored by closed-circuit television.

³ To calculate the number of full-time equivalent (FTE) jobs, two part-time jobs equal one full-time job.

4. Land Use and Zoning Designations

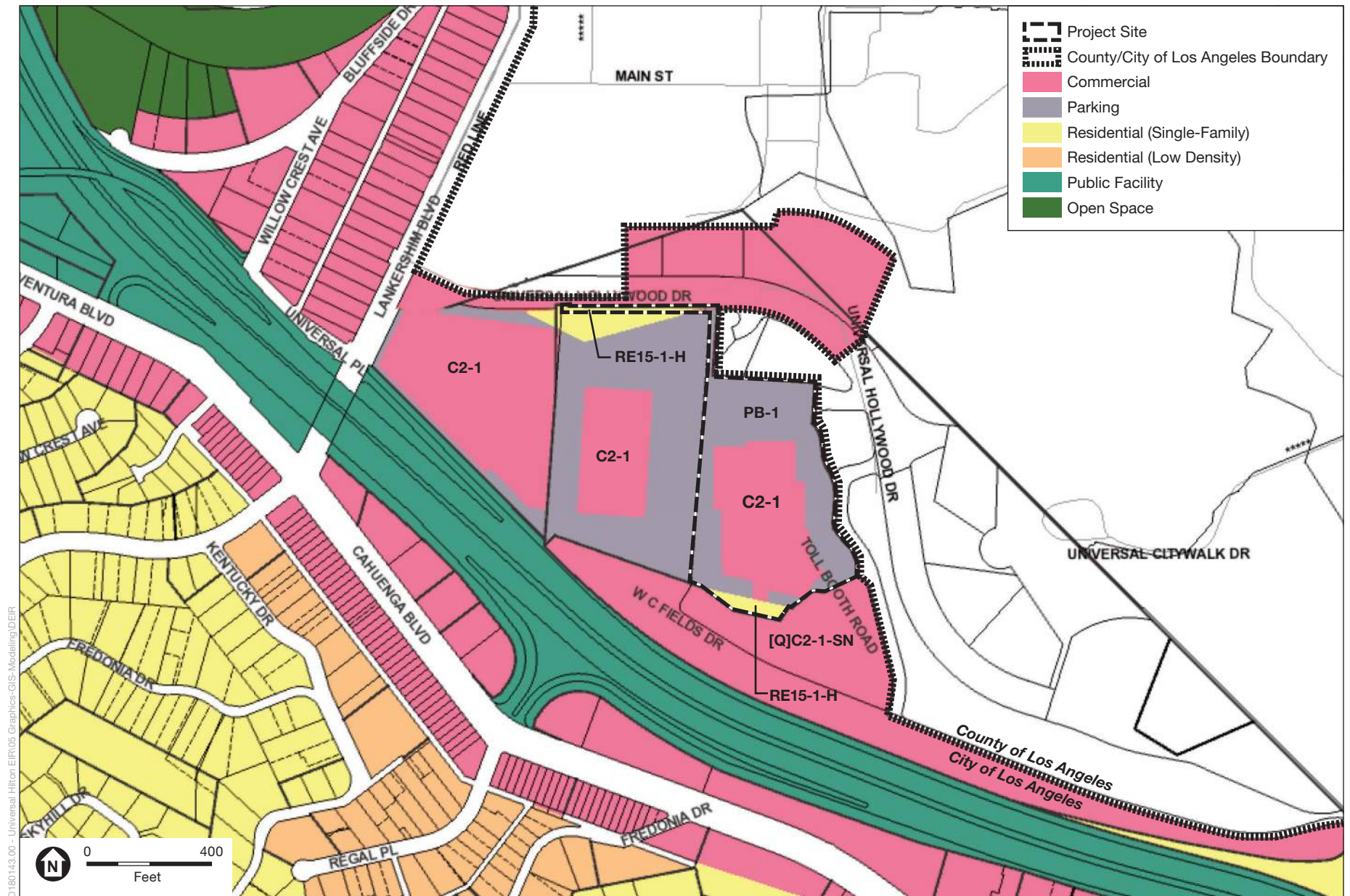
a) Community Plan Land Use Designation

The Project Site is located within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area, one of the City’s 35 community plans that collectively comprise the Land Use Element of the City of Los Angeles General Plan (General Plan). According to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan General Plan Land Use Map, the Project Site has a land use designation of Regional Center Commercial (Pre-Framework). Regional Centers are defined by the General Plan Framework Element as a focal point of regional commerce, identity, and activity that contain a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services.

According to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan General Plan Land Use Map, the Regional Center Commercial (Pre-Framework) land use designation has corresponding zoning designations of Limited Commercial (C2 and C4) and Multi-Family Residential (RAS3, RAS4, P, and PB). Although the Project Site is not located within a Specific Plan area, the nearby unincorporated Los Angeles County (County) area to the north and east is part of the County’s Universal Studios Specific Plan area, which includes four districts: Business District, Studio District, Back Lot District, and the Entertainment District. The Entertainment District is located to the north and east of the Project Site. The Entertainment District contains Universal Studios Hollywood, an admission-based entertainment venue/theme park, and Universal CityWalk, an entertainment venue and entertainment retail venue with retail, restaurant, and theater uses. The Business District is located northwest of the Project Site on the north side of Universal Hollywood Drive and west of Lankershim Boulevard.

b) Zoning Designation

The Project Site has three zoning designations, as shown in **Figure II-3, *Zoning of Project Site and Surrounding Area***. The central portion of the Project Site, where the Existing Hotel Building and Existing Ancillary Hotel Building are located, is zoned C2-1 (Commercial Zone, Height District 1). The C2 Zone permits a range of commercial uses, including hotels and apartment hotels. Within Height District 1, the C2 Zone allows unlimited building heights and establishes a maximum floor-to-area ratio of 1.5:1. The portion of the Project Site peripheral to these buildings is assigned a zoning designation of PB-1 (Parking Building, Height District 1). The PB Zone permits structured automobile parking, including structures that are attached to or integrated with buildings in other zones provided that certain provisions are met. Within Height District 1, the PB Zone permits a maximum building height of two stories but does not otherwise specify a maximum building height.



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SOURCE: ZIMAS, 2020

Hilton Universal City Project

Figure II-3
Zoning of Project Site and Surrounding Area

A small trapezoidal area that forms the southern portion of the Project Site (specifically the landscaped engineered hillside) and a portion of the narrow L-shaped strip of land that extends from the northwest corner of the Project Site are zoned RE15-1-H (Residential Estate Zones, Height District 1, Hillside Area). The RE15 Zone is primarily intended for the development of single-family homes and parks/playgrounds with a minimum lot area of 15,000 square feet. Within Height District 1, the RE15 restricts development to a maximum height of 36 feet and a maximum floor-to-area ratio of 3.0:1.

c) Transit Priority Area

The City of Los Angeles Department of City Planning, Zoning Information (ZI) File No. 2452 was developed in response to Senate Bill (SB) 743 to identify Transit Priority Areas (TPAs) in the city and to provide guidelines regarding exemptions to the analysis of aesthetic impacts and parking evaluations within TPAs pursuant to the California Environmental Quality Act (CEQA). Specifically, Section 21099 (d)(1) of the California Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if (1) the project is a residential, mixed-use residential, or employment center project;⁴ and (2) the project is located on an infill site within a TPA. It should be noted that the definition of aesthetic impacts in Section 21099 does not include or exempt analysis of impacts to historical or cultural resources. PRC Section 21099 defines the criteria for an employment center, infill site, and TPAs. Specifically, *infill site* is defined as a location within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins an improved public right-of-way. TPAs are defined as areas within 0.5 miles of a major transit stop that is existing or planned. A major transit stop is defined as a site containing an existing rail transit station or the intersection of two or more major bus routes with a frequency-of-service interval of 15 minutes or less during the morning and afternoon peak commute periods. Under ZI File No. 2452, a project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than 0.5 miles from the major transit stop.

The Project, which has a floor-to-area ratio of greater than 0.75 and is located on an infill site, qualifies as an employment center project. Given its proximity to regional transportation facilities in the Project vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 miles to the west, the Project Site is located entirely within a TPA, as defined by the City. Also see the "Citywide Transit Priority Areas" map contained in ZI File No. 2452, which identifies the Project Site as within a TPA.⁵

⁴ "Employment center project" means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area." [PRC Section 21099(a)(1)]

⁵ City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA.

5. Project Objectives

Section 15124(b) of the CEQA Guidelines states that a project description shall contain “a statement of the objectives sought by the proposed project,” and further states that “the statement of objectives should include the underlying purpose of the project.”

The underlying purpose of the Project is to expand and upgrade the existing Hilton Universal City Hotel to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations. The Project’s specific objectives are as follows:

1. Expand hotel capacity and local employment opportunity through infill development on a parcel located within close proximity to tourist destinations, entertainment-related uses, and transit centers, thereby promoting local, regional, and state land use and mobility objectives, enabling visitors to use alternative modes of transportation (e.g., walking, bicycling, transit) and reducing vehicle miles traveled.
2. Maximize the usefulness of the Project Site by redeveloping portions of the property and upgrading other areas of the Project Site with an economically viable designed project with comprehensive ground-level landscape and entry upgrades and a new hotel building with guestrooms, spa and meeting rooms, and restaurants to support anticipated market demand.
3. Preserve views to and from the Hollywood Hills by developing a hotel building that is compatible with the height and massing of nearby high-rise buildings while aligning the building in a way that preserves existing view corridors from public viewing areas.
4. Provide efficient and convenient site access for all modes of transportation, and enhance pedestrian circulation and bicycle amenities.
5. Strengthen the economic vitality of the local area by expanding employment opportunities and visitor-serving uses through construction and operation of an infill project within a TPA on a site that is served by existing infrastructure and would generate additional annual tax revenues to the City, including sales taxes and transient occupancy taxes.
6. Support the City’s commitment to green building design, conservation, recycling, and sustainability through sustainable design and construction that promotes resource conservation, including waste reduction, efficient water management techniques, and conservation of energy.

6. Description of the Project

a) Project Overview

The Project would improve and expand the Existing Hotel Building with the addition of the Hotel Expansion Building just south of the Existing Hotel Building within the southern portion of the Project Site. The Hotel Expansion Building would include up to 395 new guestrooms, a lobby and lounge/bar on Level 4, a restaurant (including a bar) on Level 3, a fitness center on Level 2, a spa on Level 1, and new outdoor pool area with a poolside restaurant (including a bar) on the Basement Level. There would be a rooftop restaurant (including a bar) on Level 18 (Roof) with indoor and outdoor seating and a new pool on Level 18 (Roof). The Project would also expand the northern portion of the Existing Ancillary Hotel Building to include a one-story Meeting Room Addition of approximately 3,400 square feet, which would consist of four separate meeting rooms of less than 750 each and a connecting hallway (Expanded Ancillary Hotel Building). Construction of the Project would require the removal of the Existing Outdoor Pool Area and reconfiguration of the North and South Plazas with redesigned motorcourts and landscaping.

Overall, the Project would add approximately 299,088 square feet of additional floor area to the Project Site. The Project would provide approximately 464 new vehicle parking spaces to accommodate additional employees, hotel guests, and restaurant/spa visitors, in addition to the 652 existing parking spaces, for a total of approximately 1,116 parking spaces. Upon completion of the Project, including both new construction and existing uses to remain, the Hilton Universal City Hotel would provide a maximum total of 890 guestrooms and approximately 696,609 square feet of total floor area, resulting in a floor-to-area ratio of approximately 2.20:1 for the Project Site.

b) Development Program

Figure II-4, Conceptual Site Plan, provides an illustration of the conceptual site plan for the Project. As shown in Figure II-4, the Project Site includes a narrow L-shaped strip of land that extends from the northwest corner of the Project Site. This area extends approximately 200 feet to the north from the northwest corner of the North Plaza and then turns west extending approximately 325 feet. No Project-related improvements would occur within this L-shaped strip of land. As such, this portion of the Project Site is included in figures only as relevant, given that no improvements would occur in this area. The proposed development program is summarized in **Table II-2, Development Program Summary**. Individual Project components are described in more detail in this section.

Representative floor plans (from lowest to highest levels) for the Project, including plans for the Hotel Expansion Building in the southern portion of the Project Site, as well as for the northern portion of the Project Site (generally showing improvements as part of and near the Meeting Room Addition) from lowest to highest are shown in **Figure II-5, Basement (South) – Hotel Expansion Building**; **Figure II-6, Level 1 (South) – Hotel Expansion Building**; **Figure II-7, Level 1 (North)**; **Figure II-8, Level 2 (South) – Hotel**

Expansion Building; Figure II-9, Level 2 (North); Figure II-10, Level 3 (South) – Hotel Expansion Building; Figure II-11, Level 3 (North); Figure II-12, Level 4 (South) – Hotel Expansion Building; Figure II-13, Level 4 (North) – Meeting Room Addition; Figure II-14, Level 5 (South) – Hotel Expansion Building; Figure II-15, Level 6–16 (South) – Hotel Expansion Building Typical Layout; Figure II-16, Level 17 (South) – Hotel Expansion Building; Figure II-17, Level 18 (Roof) (South) – Hotel Expansion Building.

**TABLE II-2
DEVELOPMENT PROGRAM SUMMARY**

Use	Size/Area^a
Project Site	316,249 sf or 7.26 ac
Hotel Expansion Building (Zoning Floor Area)	
395 Guestrooms	198,268 sf
Other, Circulation, Support ^b	72,601 sf
Guest-Only Fitness Center (Level 2)	2,666 sf
Spa (Level 1)	8,630 sf
Restaurants (Basement, Level 3, and Level 18/Roof)	11,933 sf
Lobby Bar and Lounge (Level 4)	1,590 sf
Hotel Expansion Building (Non-Zoning Area)	
Other, Circulation, Support ^c	12,511 sf
Restaurant Outdoor Seating (Level 18/Roof)	3,244 sf
Expanded Ancillary Hotel Building (Zoning Floor Area total and per room)	
Meeting Room Addition (individual rooms < 750 sf each/hallway)	3,400 sf
Total New Zoning Floor Area	299,088 sf
Existing Project Site Floor Area (Zoning)	397,521 sf
Existing Plus Project Floor Area (Zoning)	696,609 sf
FAR for Project Site	2.20:1
New Parking Spaces	464

NOTES: sf = square feet; ac = acre; FAR = floor-to-area ratio.

^a Areas for the Hotel Expansion Building are shown as zoning floor area for purposes of calculating FAR per the Los Angeles Municipal Code (LAMC), as well as non-zoning area that do not count towards FAR per the LAMC (i.e., outdoor restaurant seating area, circulation and support area) but are nonetheless included in this Draft EIR for CEQA analysis purposes. Therefore, for purposes of this Draft EIR, when including the non-zoning area, the Project would have approximately 15,177 sf of restaurant space and approximately 85,112 sf of other, circulation, and support space.

^b “Other, Circulation, Support” area that contributes to Zoning Floor Area includes the lobby, circulation, pools, pool decks, and housekeeping/support spaces that are considered zoning floor area per the LAMC.

^c “Other, Circulation, Support” area that contributes to Non-Zoning Area includes the circulation, pools, pool decks, and housekeeping/support spaces that are uncovered or outdoors and are not factored into FAR calculations per the LAMC.

SOURCE: Compiled by ESA, 2023.



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

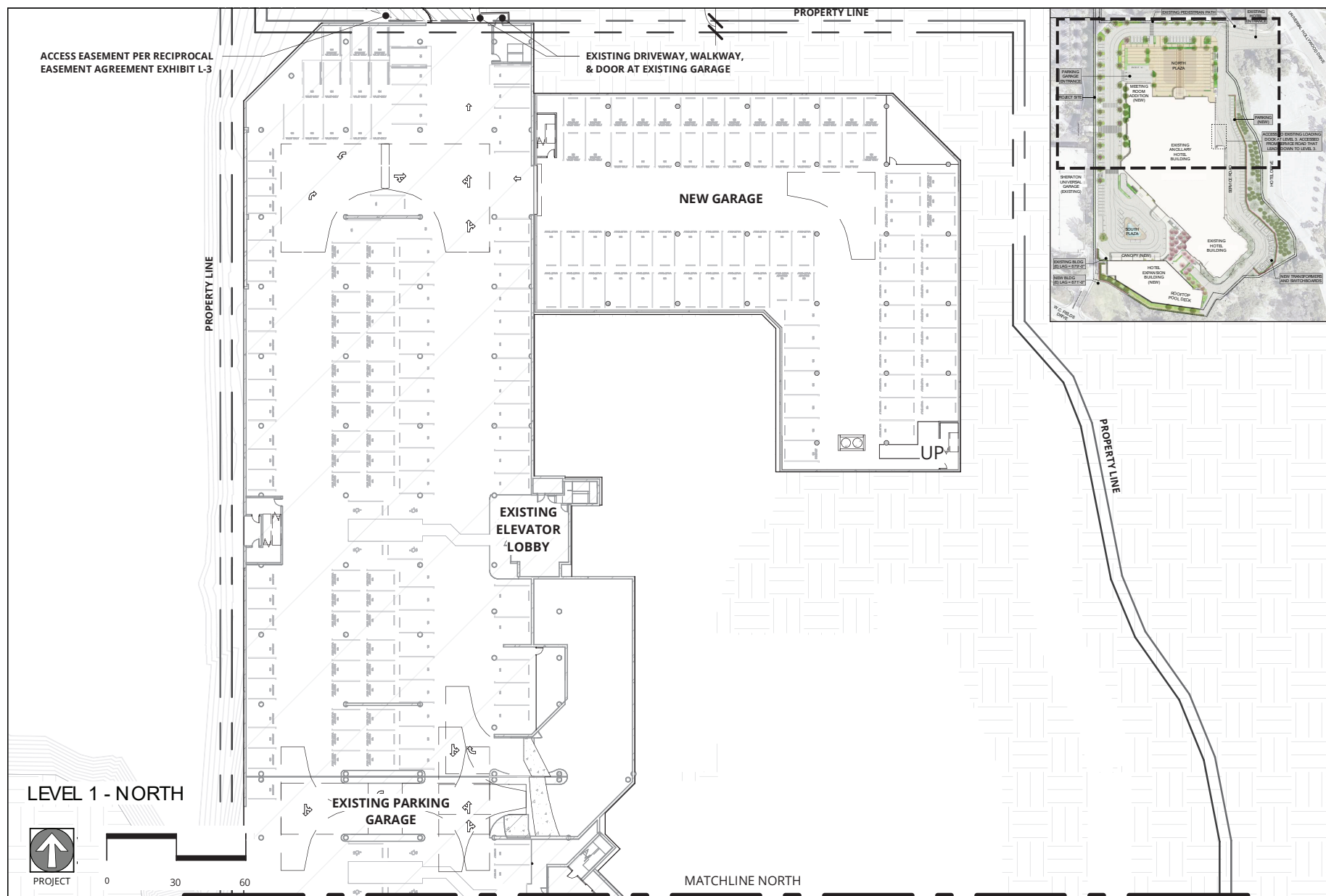
Hilton Universal City Project

Figure II-4
Conceptual Site Plan

Hilton Universal City Project

Figure II-5
Basement (South) - Hotel Expansion Building

Figure II-6
Level 1 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-7
Level 1 (North)

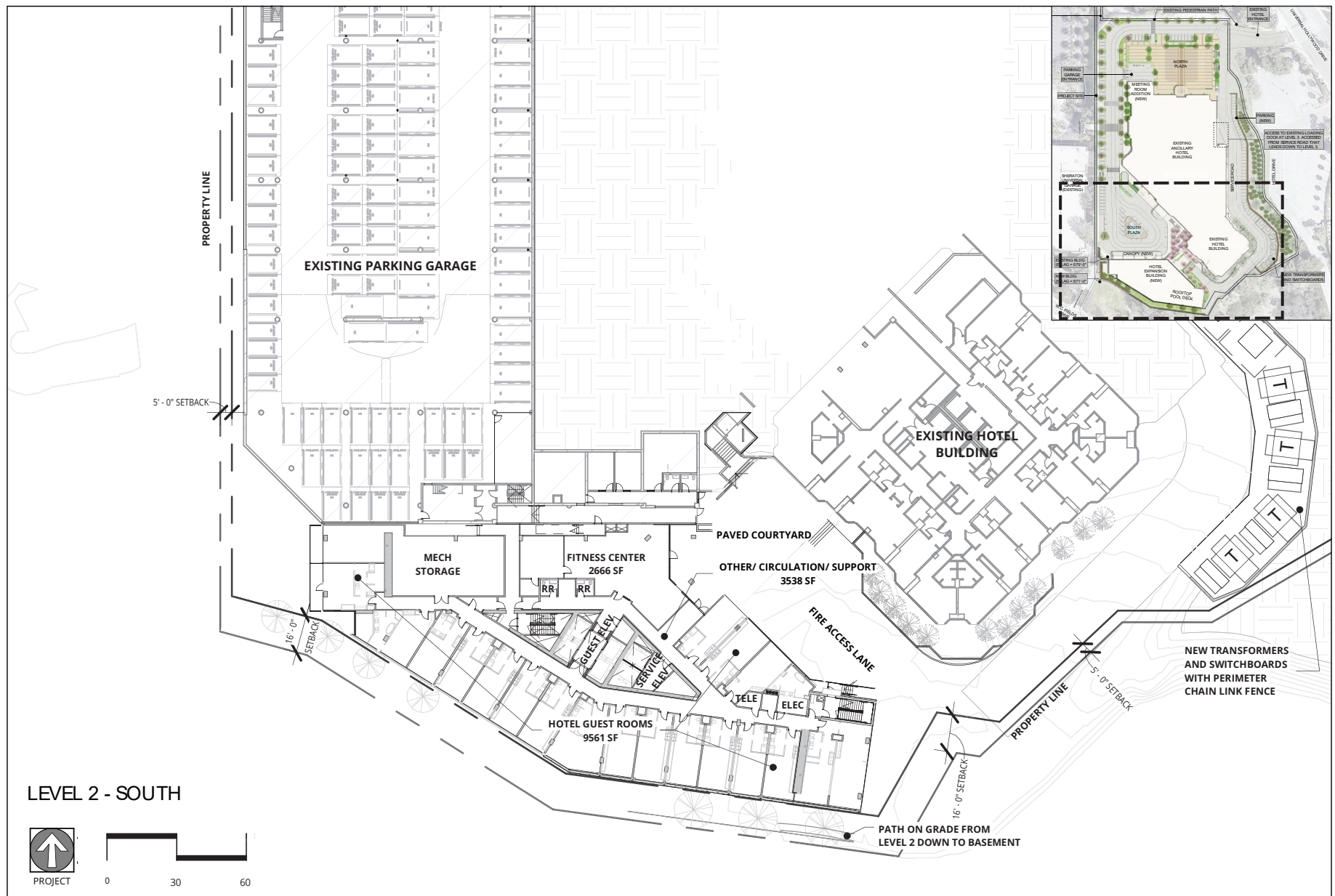
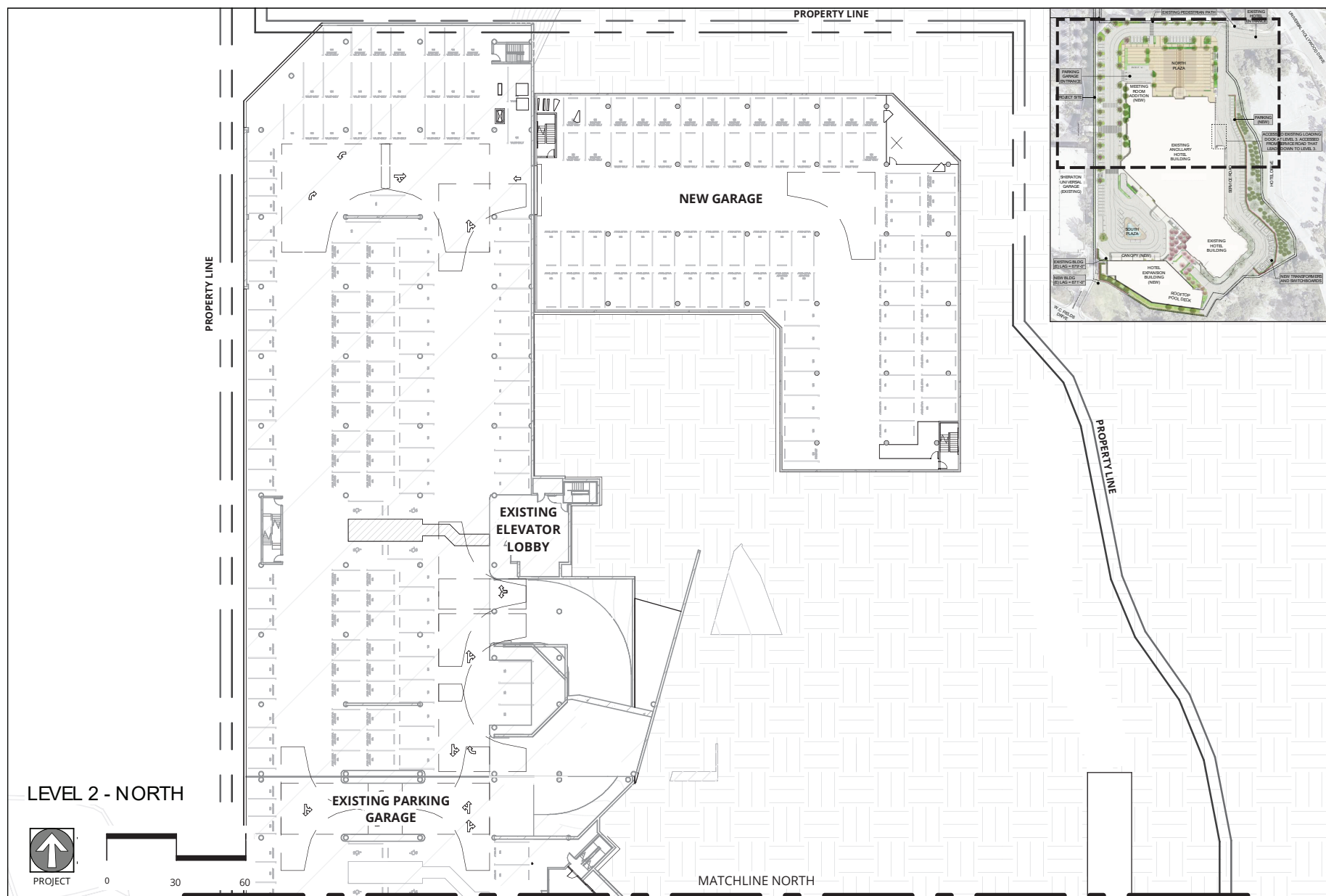


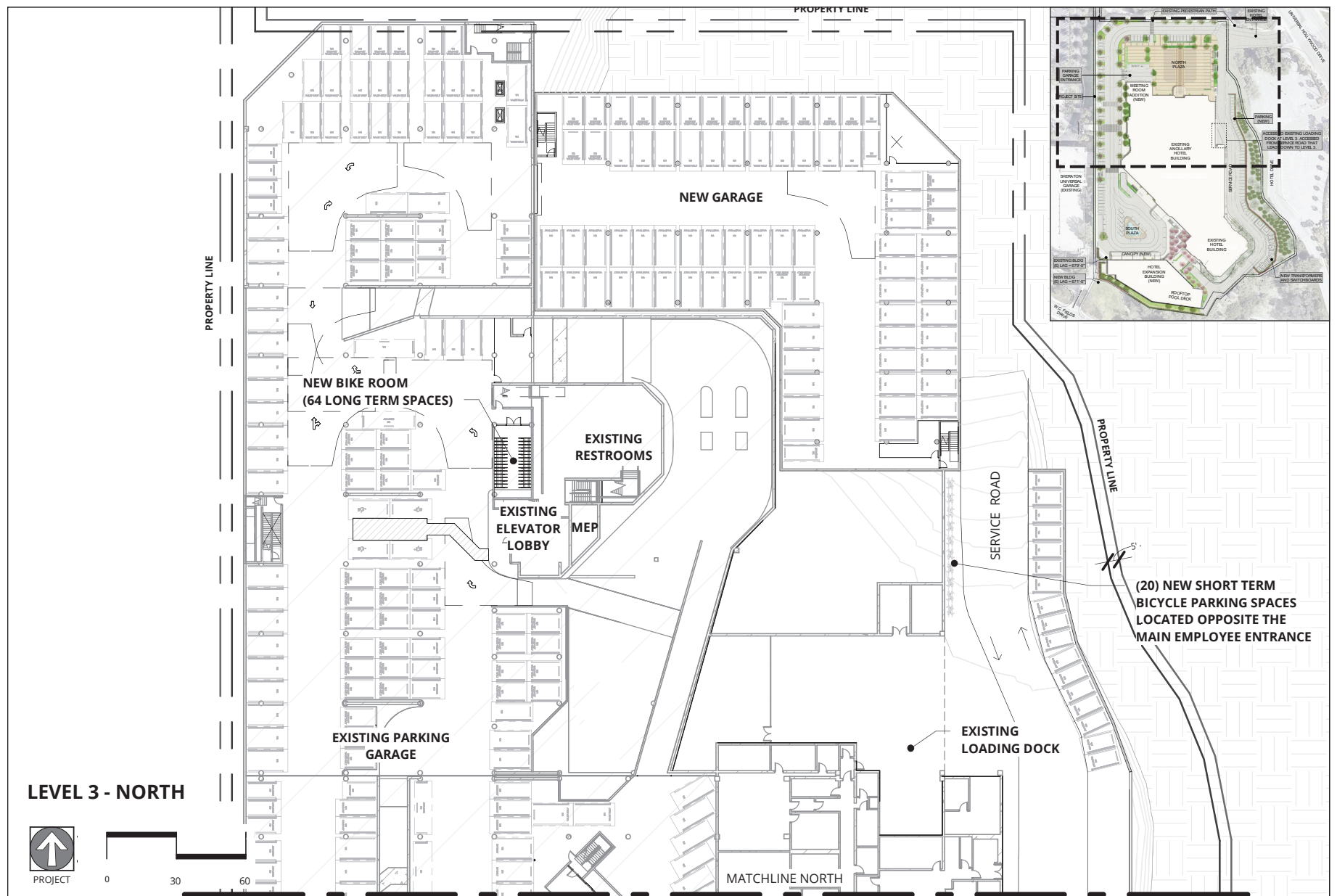
Figure II-8
Level 2 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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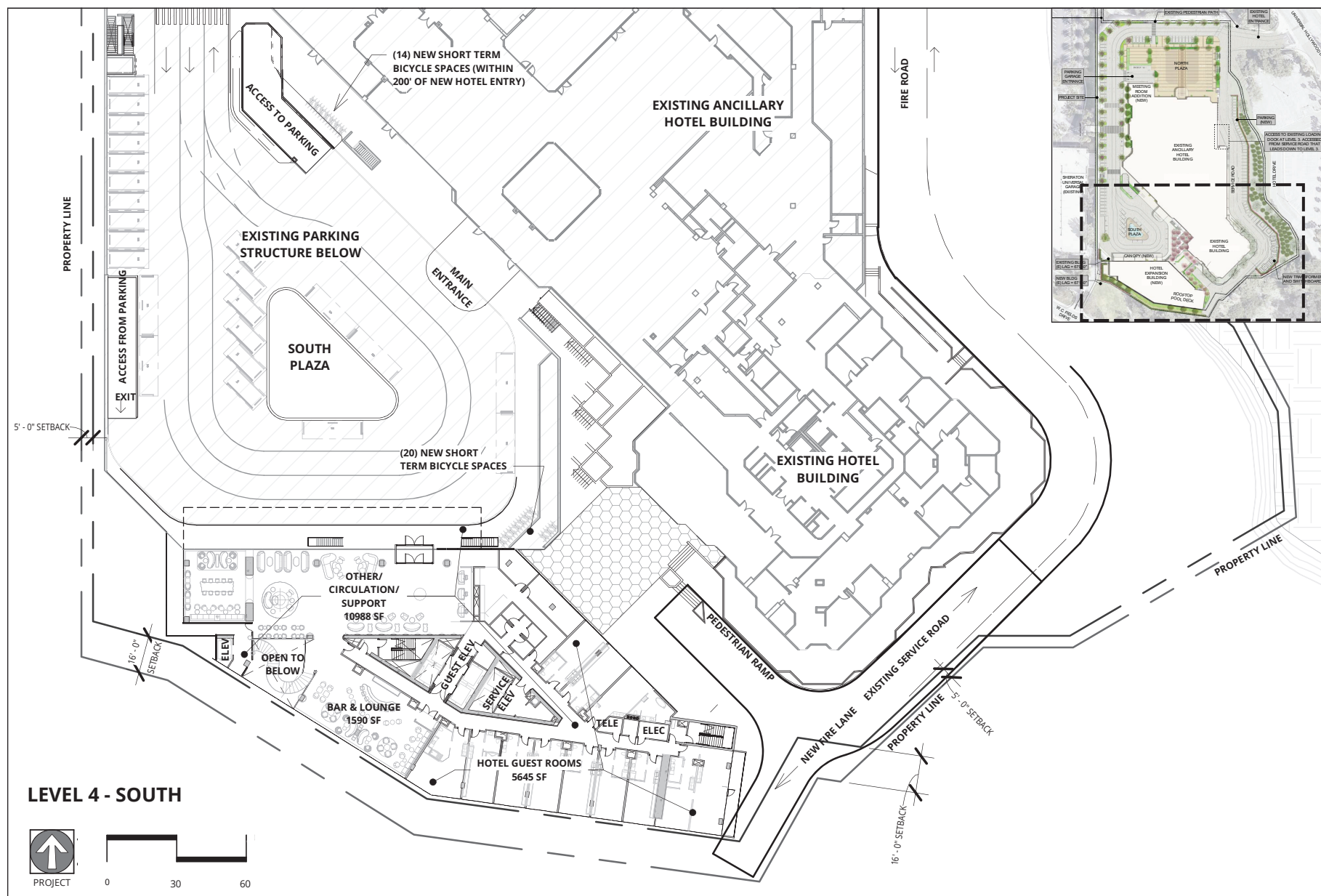
Figure II-9
Level 2 (North)



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

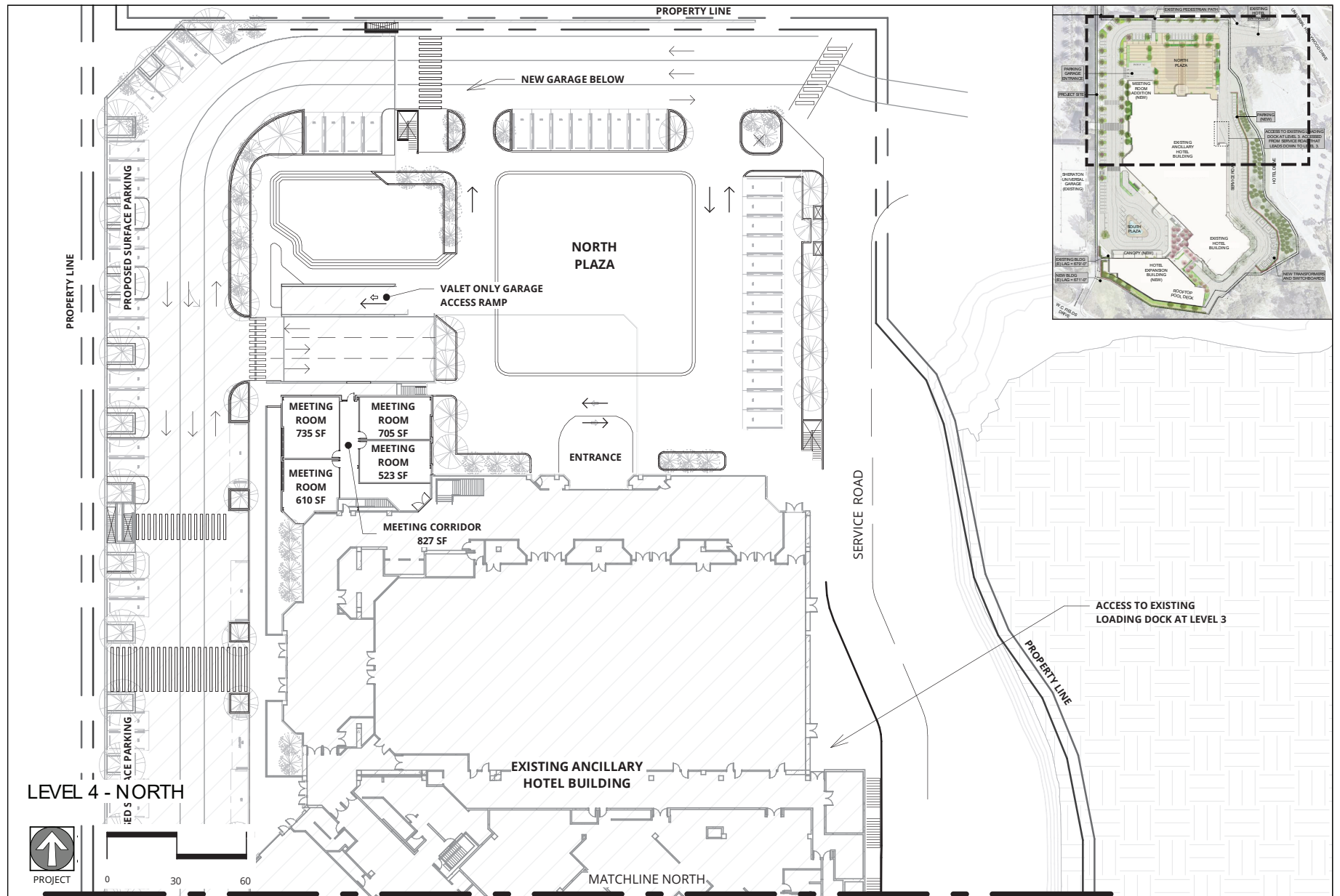
Hilton Universal City Project

Figure II-11
Level 3 (North)



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Figure II-12
Level 4 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-13
Level 4 (North) - Meeting Room Addition

Figure II-16
Level 17 (South) - Hotel Expansion Building

Hilton Universal City Project

Figure II-17
Level 18 (Roof) (South) - Hotel Expansion Building

(1) Hotel Rooms

The Hotel Expansion Building's 395 total maximum guestrooms would be located on Levels 2 through 17 (a total of 16 floors). The room types and sizes would include the standard approximately 400-square-foot guestroom, the approximately 1,000-square-foot suite, and the up to an approximately 2,500-square-foot presidential suite.

(2) Restaurants

As shown in Table II-2 above, there are three restaurants included in the development program for the Hotel Expansion Building. As shown on Figure II-5, there is an approximately 1,473-square-foot restaurant located on the Basement Level. As shown in Figure II-10, an approximately 6,472-square-foot restaurant would be located on Level 3 of the Hotel Expansion Building. In addition, as shown in Figure II-17, the roof of the Hotel Expansion Building would feature a restaurant (including a bar) with indoor and outdoor seating of approximately 7,232 square feet. The restaurant on the Roof Level would be accessed through a dedicated elevator in the Hotel Expansion Building. The restaurants would include bars that would provide a full line of alcohol service for on-site consumption during the hours of operation.

(3) Meeting Rooms

As shown in Figure II-13, the Project would also involve expanding the northern portion of the Existing Ancillary Hotel Building to include a one-story Meeting Room Addition of approximately 3,400 square feet, which would consist of four separate meeting rooms of less than 750 square feet each and a connecting hallway. In addition, the North Plaza would be reconfigured with two landscaped spaces, one that is approximately 7,485 square feet and the other approximately 2,800 square feet. These landscaped areas would be constructed adjacent to the Meeting Room Addition and would also be used as a pre-function space for the Meeting Room Addition.

(4) Recreational Amenities

An approximately 8,630-square-foot spa would be located on Level 1 of the Hotel Expansion Building (see Figure II-6). The space would be open to hotel guests and up to 250 non-hotel guest private members. Maximum use capacity of the spa would not exceed 50 visitors at a time, which may consist of a combination of private memberships and hotel guests. The Hotel Expansion Building would also provide an approximately 2,666-square-foot fitness center on Level 2 for use by hotel guests (see Figure II-8). On the Basement Level, as shown in Figure II-5, there is an approximately 9,106-square-foot private pool deck with an approximately 2,450-square-foot pool, an approximately 860-square-foot pool, and outdoor seating. In addition, as shown in Figure II-17, the roof of the Hotel Expansion Building would feature a 2,294-square-foot deck surrounding a rooftop pool and jacuzzi totaling approximately 1,308 square feet.

(5) Back of House

The expansion of the Existing Hotel Building would result in the need to increase back-of-house functions. Mechanical, electrical, and plumbing spaces are proposed on the Basement Level and Levels 1, 2, and 18/roof of the Hotel Expansion Building, as shown in Figures II-5, II-6, II-8, and II-17.

c) Elevations and Sections

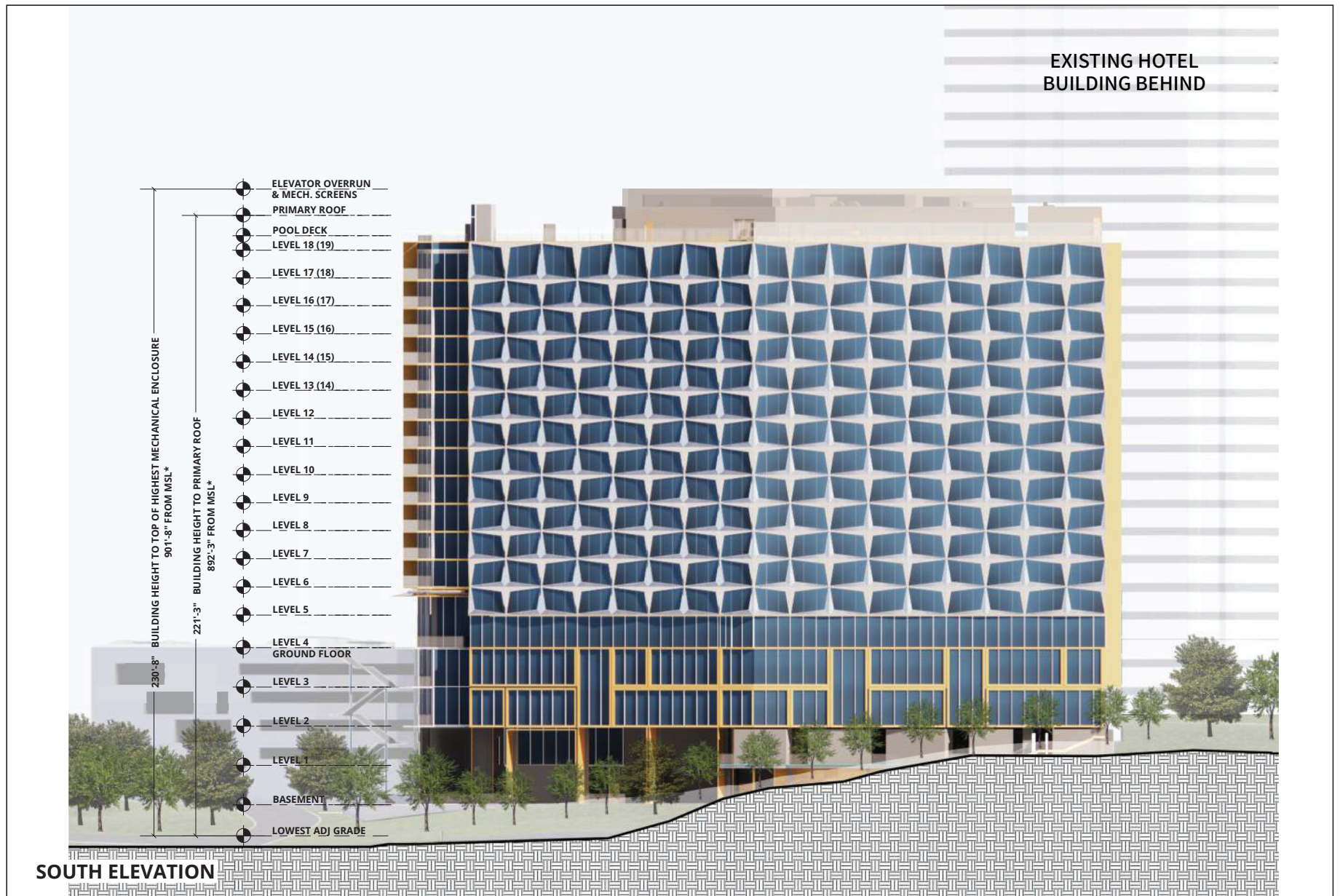
The Hotel Expansion Building would include 18 stories and have a maximum height of approximately 222 feet above grade to the top of the primary roof of the building. The Hotel Expansion Building would have a maximum height of approximately 231 feet above grade to the top of the highest mechanical enclosure. Generally, the Hotel Expansion Building would have 19 levels above grade, which includes the Basement Level and Roof Level 18. At the proposed height, the 18-story Hotel Expansion Building would be six stories shorter than the 24-story Existing Hotel Building. Elevations and Sections of the Hotel Expansion Building are provided in **Figure II-18, South Elevation – Hotel Expansion Building**, **Figure II-19, North Elevation – Hotel Expansion Building**, **Figure II-20, East Elevation – Hotel Expansion Building**, and **Figure II-21, West Elevation – Hotel Expansion Building**. **Figure II-22, Section A – Hotel Expansion Building**, and **Figure II-23, Section B – Hotel Expansion Building and Meeting Room Addition**, provide illustrative building cross sections of the Hotel Expansion Building.

The Meeting Room Addition would be a one-story building with a maximum building height of approximately 16 feet, 2 inches to the top of the roof and 22 feet, 2 inches to the top of the highest mechanical enclosure. **Figure II-24, Meeting Room Addition Elevation**, shows the Meeting Room Addition as viewed from the north and from the east.

d) Design and Architecture

The Project would be designed with a modern diamond-shaped architectural massing that would complement the Existing Hotel Building and the Expanded Ancillary Hotel Building and create a single hotel campus with two distinct buildings.

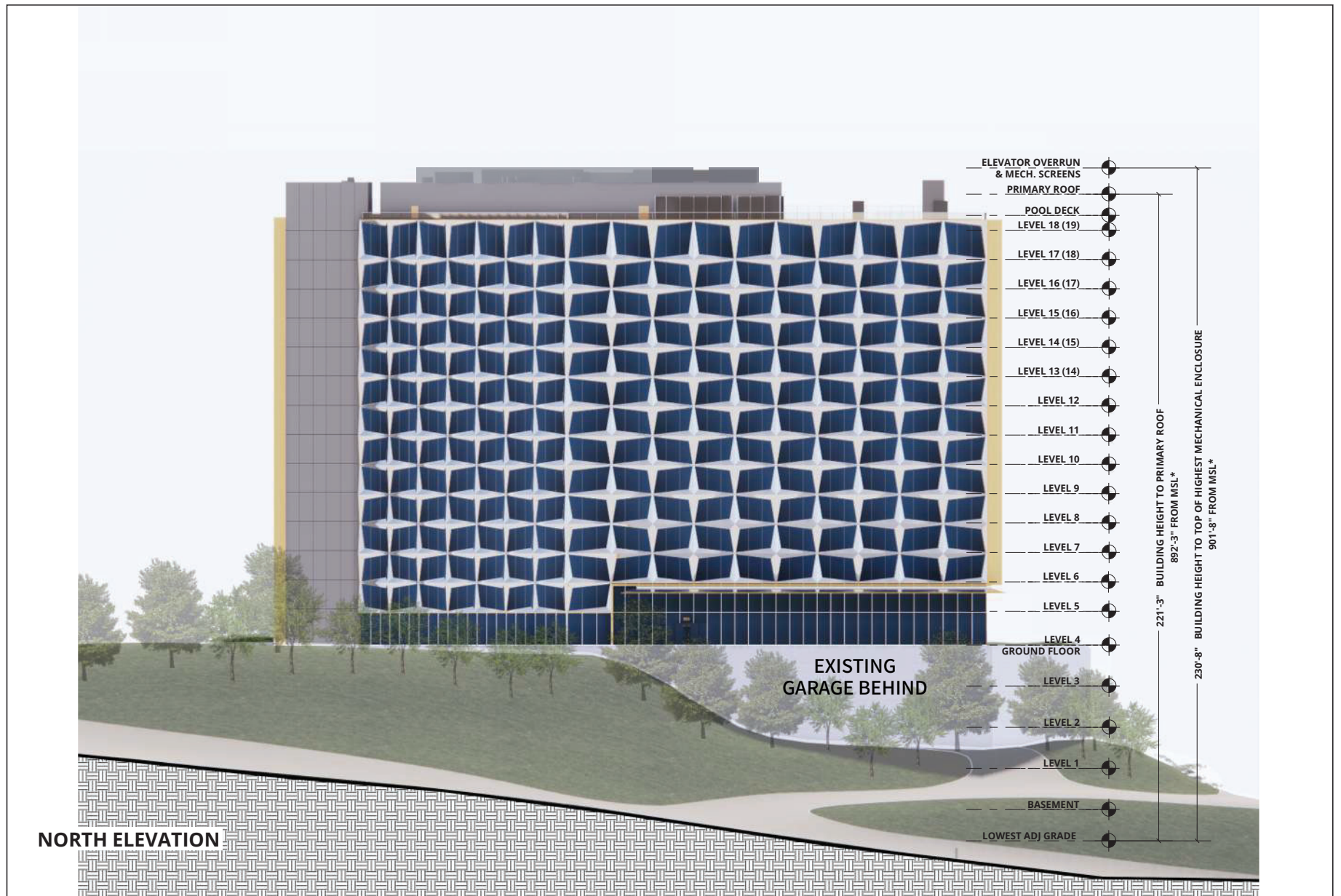
Figure II-25, Project Rendering – Northeasterly View, and **Figure II-26, Project Rendering – Southeasterly View**, provide renderings of the Hotel Expansion Building. The Hotel Expansion Building would be oriented in an approximate east-west direction with the broad side of the building (south elevation) facing the Hollywood Freeway. As shown in Figures II-25 and II-26, the Hotel Expansion Building would incorporate clear and tinted glass, and aluminum panels. The rooftop would be articulated to define the restaurant space, which would be outdoor dining.



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

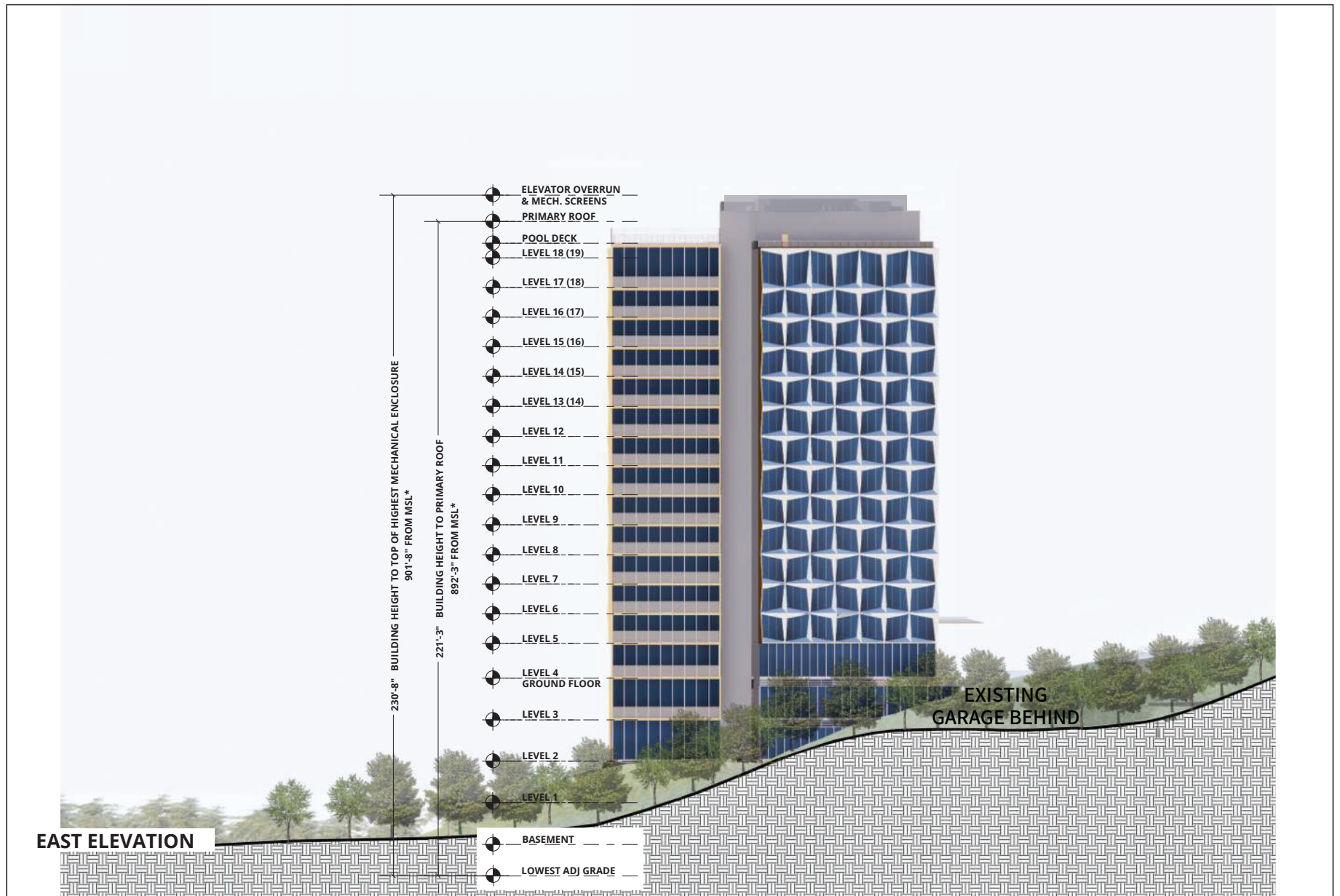
Figure II-18
 South Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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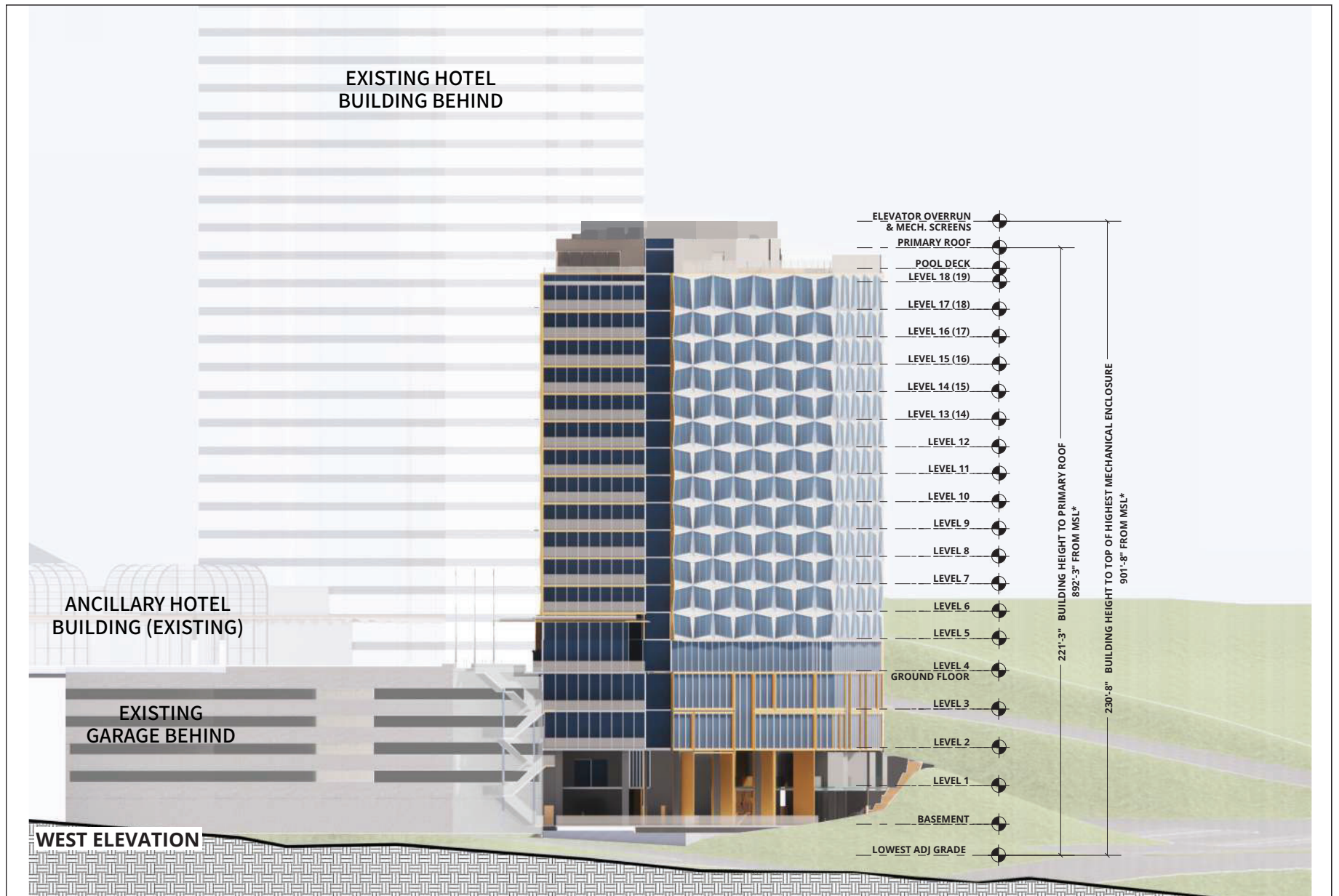
Figure II-19
North Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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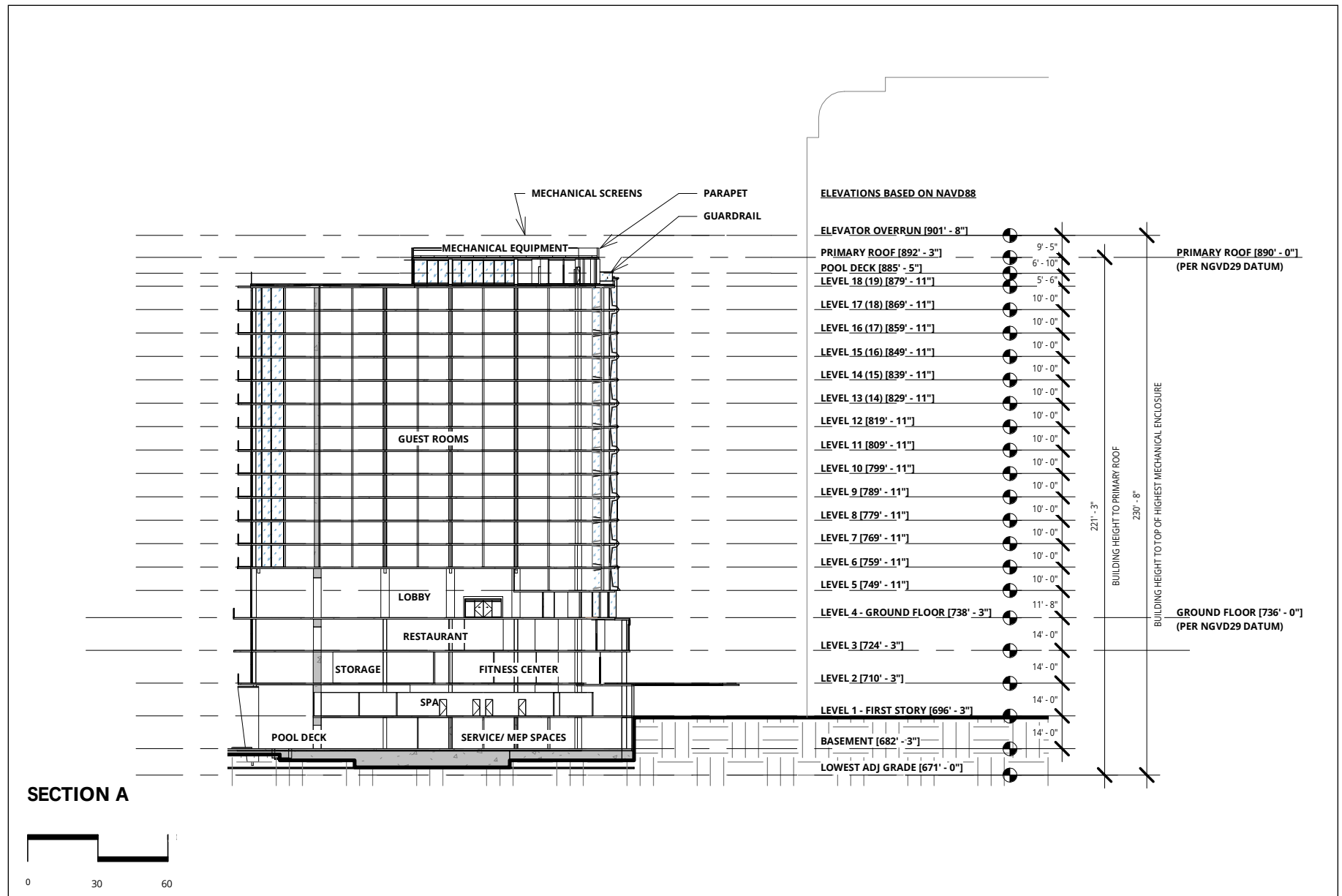
Figure II-20
East Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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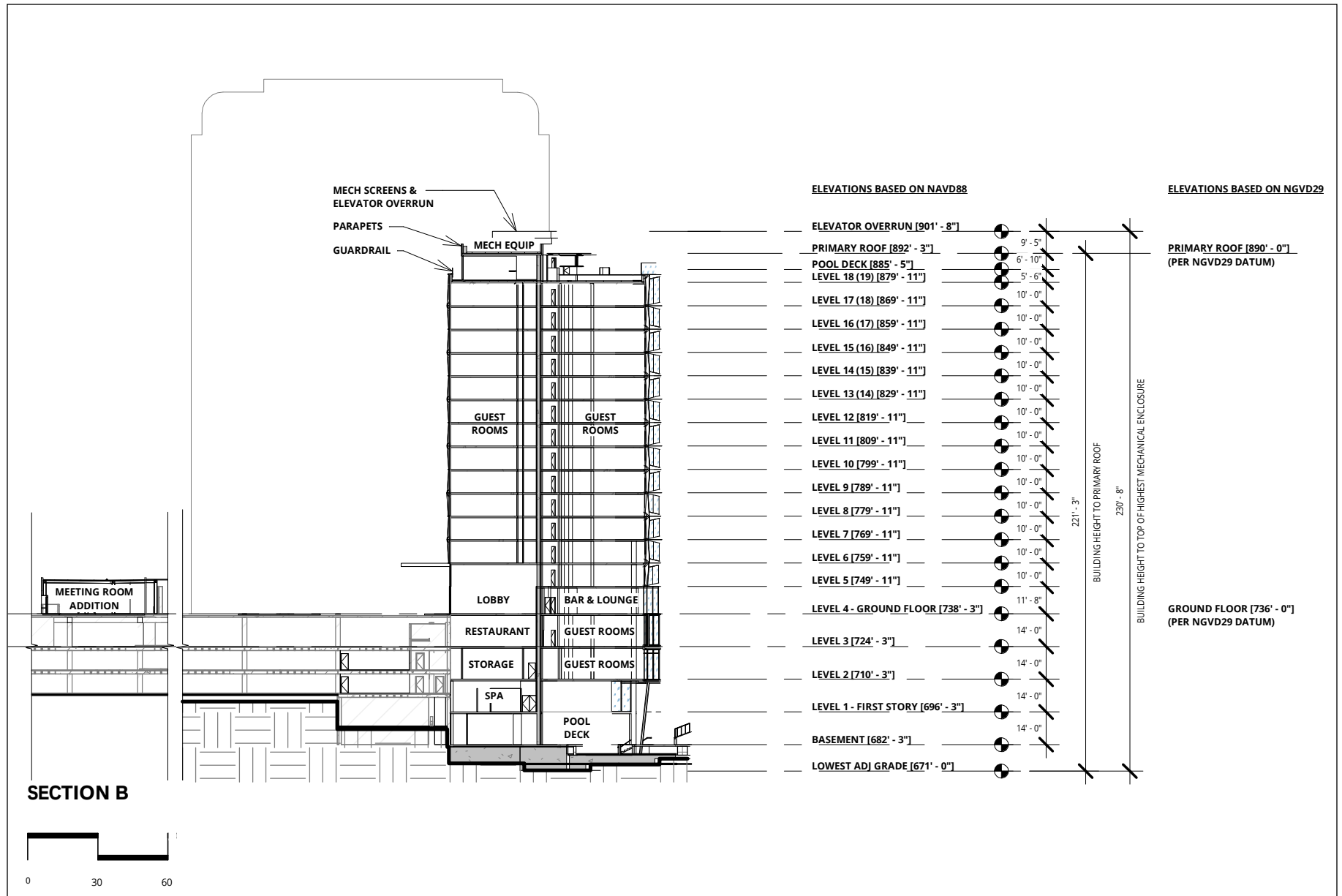
Figure II-21
West Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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Figure II-22
Section A - Hotel Expansion Building



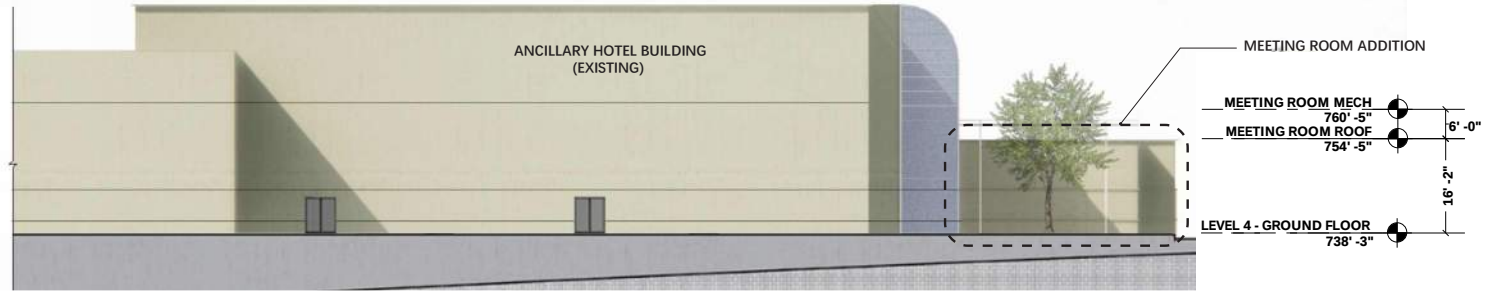
SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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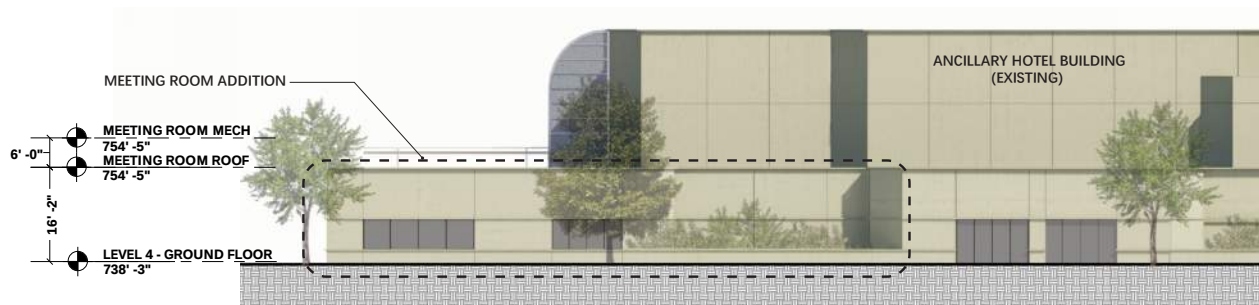
Figure II-23
Section B - Hotel Expansion Building and Meeting Room Addition



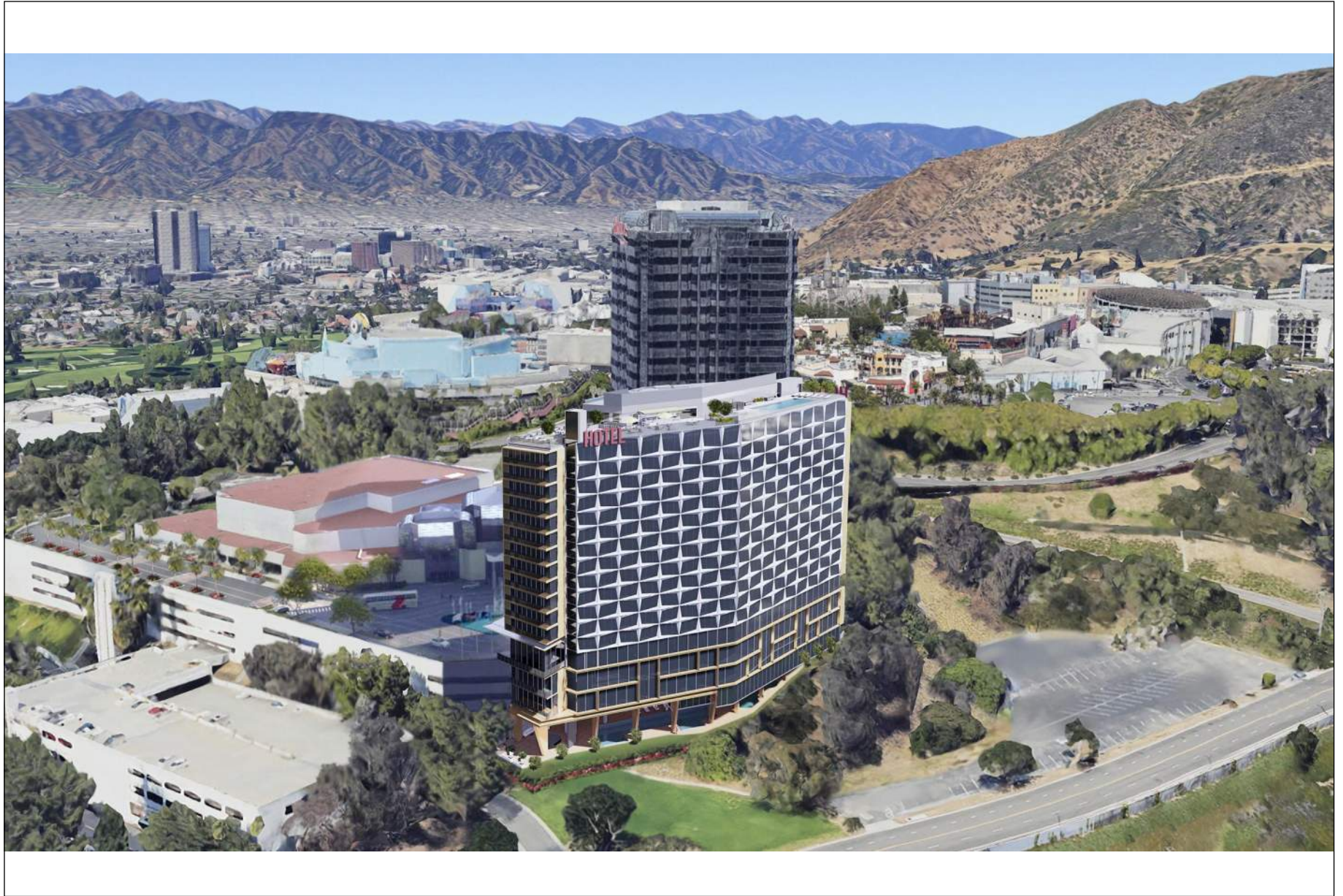
NORTH ELEVATION



EAST ELEVATION



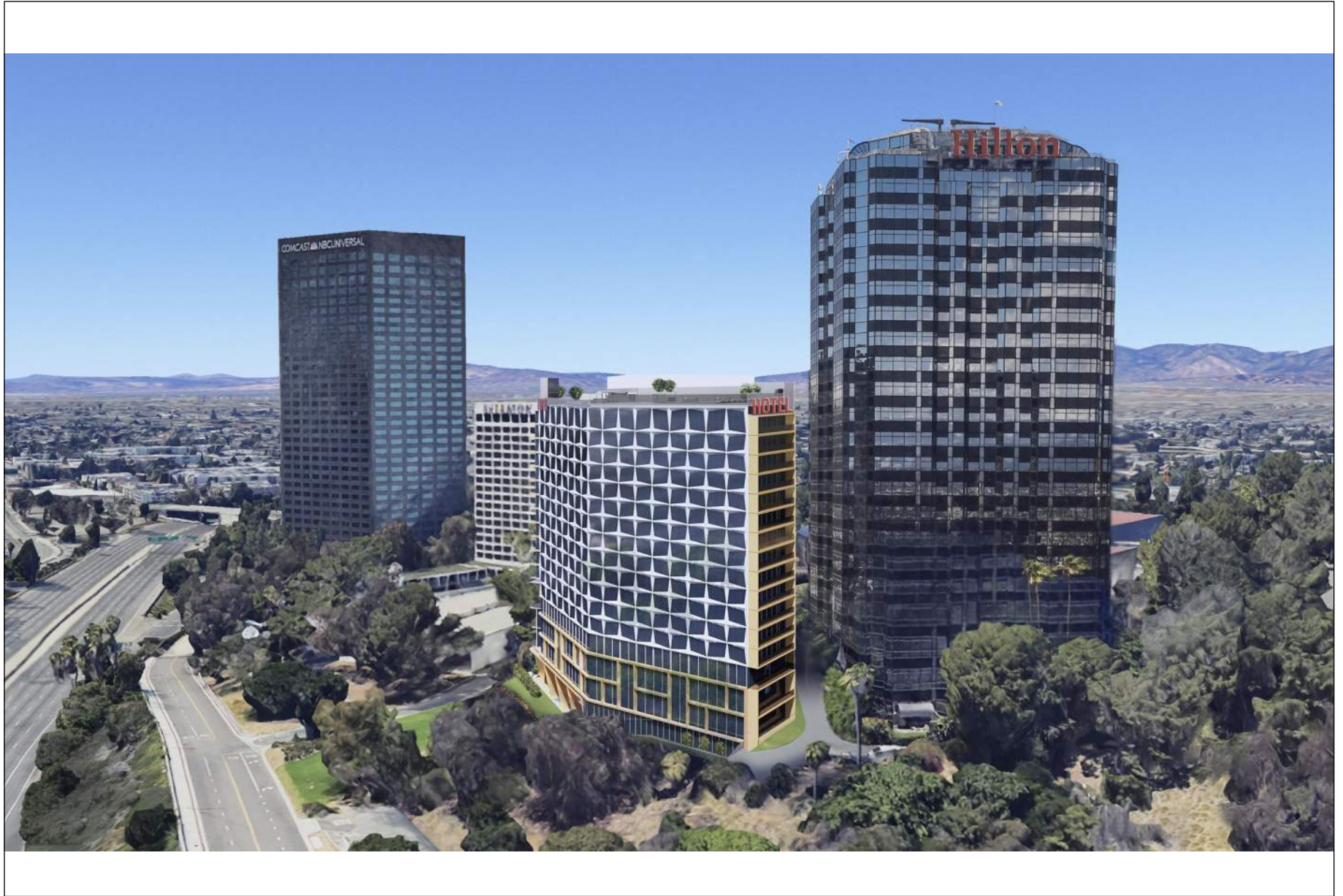
WEST ELEVATION



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-25
Project Rendering - Northeasterly View



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-26
Project Rendering - Southeasterly View

e) Landscaping

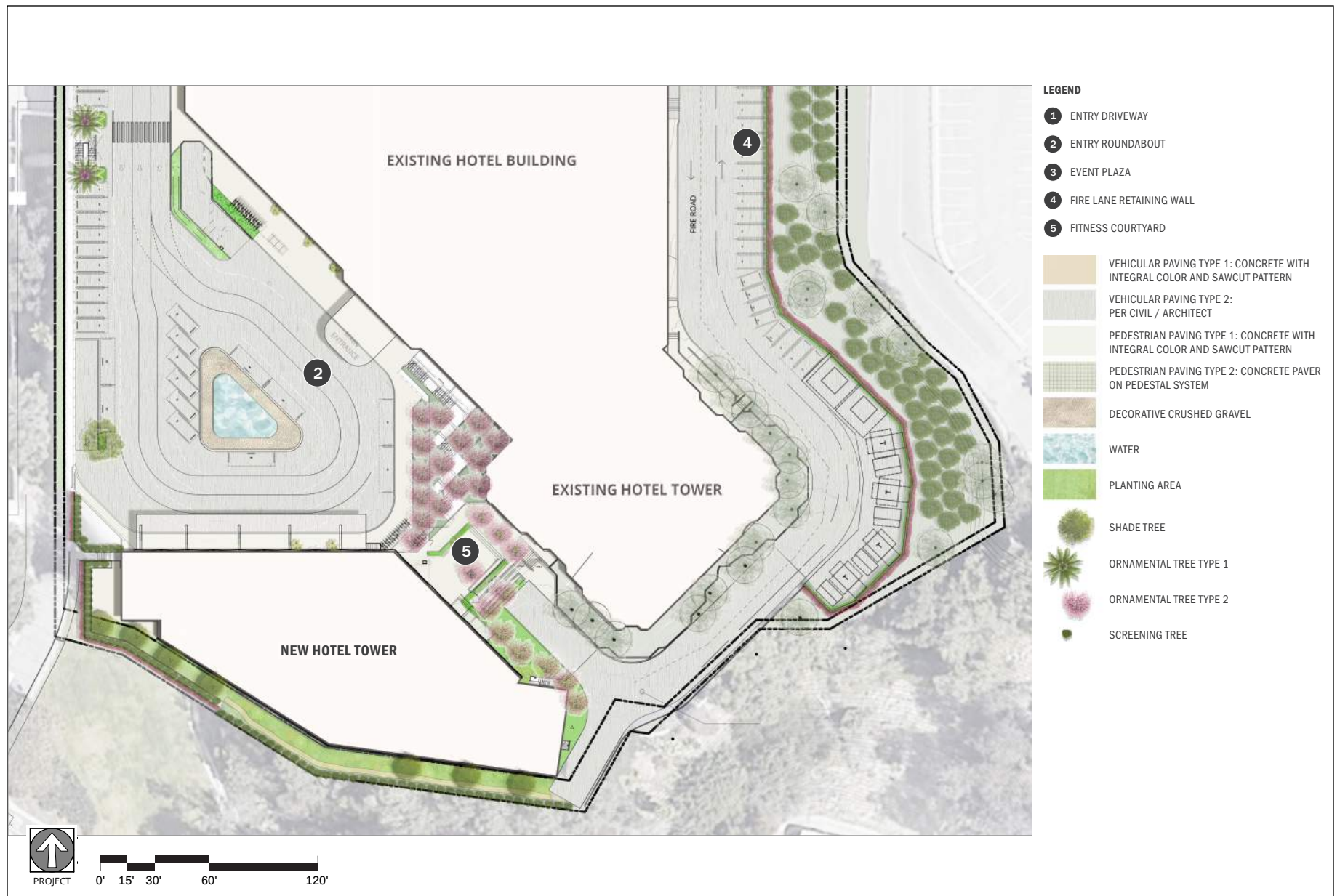
The Project would include a comprehensive replacement and upgrade of the landscape throughout Level 4, which is the primary entryway to the Project Site, consisting of climate-appropriate trees and understory shrubs to provide layers of color, texture, and year-round interest. **Figure II-27, *Conceptual Landscape Plan – Level 4 (South)***, shows the landscape plan for the southern portion of the Project Site. A recirculating water feature would be located at the center of the reconfigured drop-off area and turnaround space near the proposed lobby and Hotel Expansion Building (South Plaza). Large potted plants would line the drop-off area adjacent to the Hotel Expansion Building. The Project Site's western and southern boundaries would include groupings of trees and shrubs. Along the southern property line, a series of evergreen trees would provide a planted buffer that visually connects to the existing landscape and would screen the pool deck on the Basement Level from W.C. Fields Drive and the Hollywood Freeway. In addition, the areas between the Hotel Expansion Building, the Existing Hotel Building, and the Expanded Ancillary Hotel Building would be landscaped to create green, internal pedestrian circulation routes. **Figure II-28, *Conceptual Landscape Plan – Level 4 (North)***, depicts the landscape plan for the northern portion of the Project Site near the Project driveway entrance and renovated courtyard adjacent to the Meeting Room Addition (North Plaza). **Figure II-29, *Conceptual Landscape Plan – Level 18***, depicts the landscape plan for the pool deck outdoor seating area on Level 18, which would include potted plants. The landscape palette would consist of plants adapted to the Southern California climate that have low to medium water demand. The final planting design would include an irrigation system that complies with the State of California Model Water Efficient Landscape Ordinance. A smart irrigation controller with weather-sensing technology along with a high-efficiency drip irrigation system would be used to apply water efficiently and effectively to new planting areas.

Project development may impact existing trees within the Project Site. Based on the Project's Tree Report,⁶ the Project Site (excluding the approximately 14,000-square-foot L-shaped portion off of the northwestern corner of the Project Site) contains 115 trees (refer to **Figure II-30, *Project Site Tree Inventory***).⁷ There are no trees located in City's rights-of-way associated with the Project. Also, none of the trees are City-protected trees. Of the 115 trees on the Project Site, 110 are City significant trees and 5 are neither significant nor protected trees.⁸ The Project would involve removing 88 trees—including 84 significant trees—to accommodate the proposed improvements. The significant trees removed would be replaced at a ratio of at least 1:1, as required by the City's Department of City Planning and/or the City's Urban Forestry Division.

⁶ Carlberg Associates, City of Los Angeles Tree Report Hilton Universal City Expansion Project, 2023.

⁷ The City Planning Department requires that any off-site trees or palms whose canopies overhang the subject property be included in the inventory. Therefore, while a total of 115 trees are located on the Project Site, a total of 125 trees were inventoried.

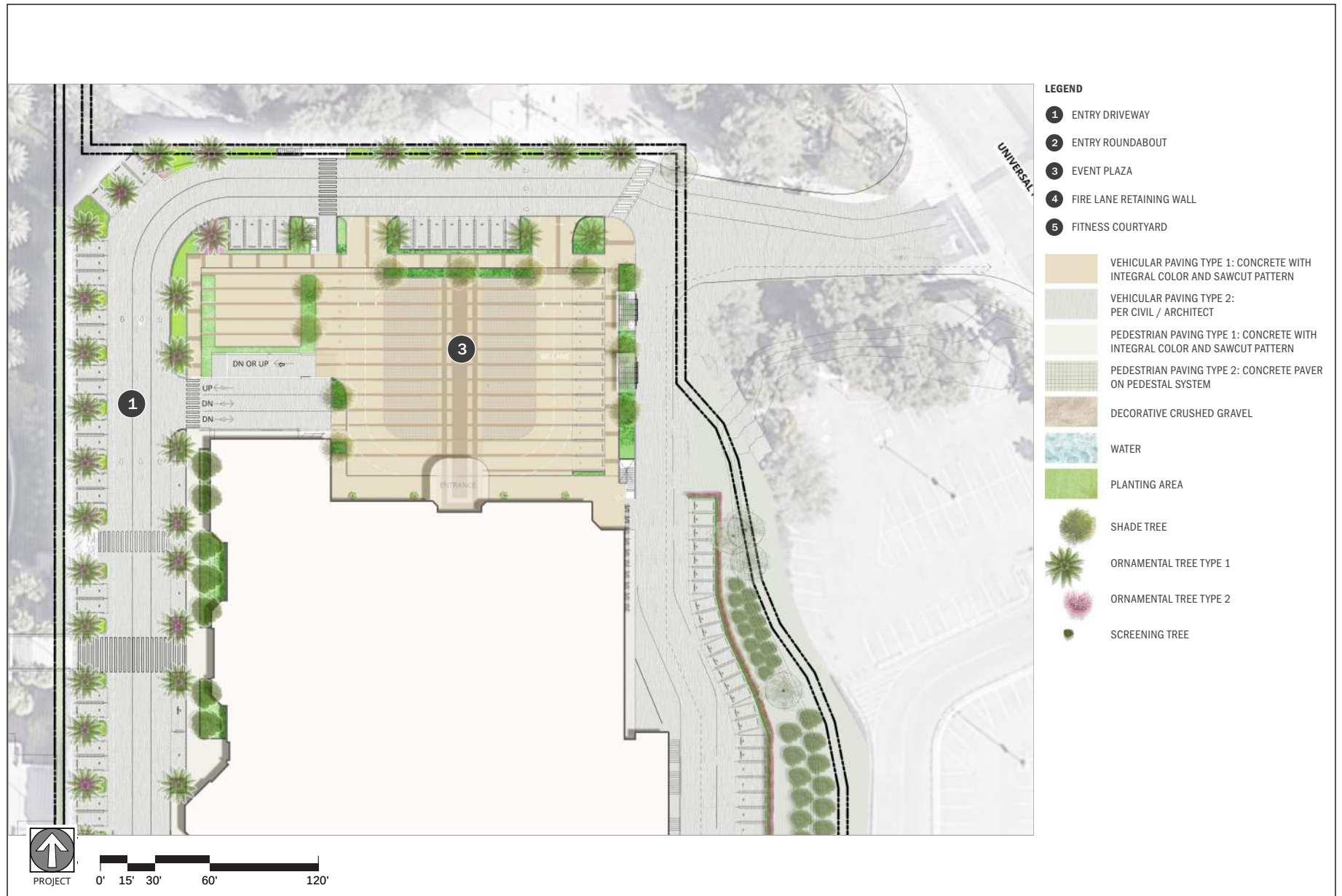
⁸ City of Los Angeles. 2006. Los Angeles Municipal Code Ordinance No. 177.404 as amended. Preservation of Protected Trees.



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure II-27
Conceptual Landscape Plan - Level 4 (South)



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure II-28
Conceptual Landscape Plan - Level 4 (North)

PLANT SCHEDULE



- ① *OLEA EUROPAEA* 'SWAN HILL'
FRUITLESS OLIVE
SIZE: 36" BOX | QTY: 5 | WUCOLS: LOW



- ② *DRACAENA DRACO*
DRAGON TREE
SIZE: 15 GAL | QTY: TBD | WUCOLS: VERY LOW



- ③ *SANSEVIERIA CYLINDRICA*
SKYLINE SPEAR SANSEVIERIA
SIZE: 5 GAL | QTY: TBD | WUCOLS: LOW



- ④ *WESTRINGIA FRUTICOSA* 'GREY BOX'
DWARF COAST ROSEMARY
SIZE: 5 GAL | QTY: TBD | WUCOLS: LOW

HARDSCAPE SCHEDULE



- A CONCRETE PAVERS



- B POOLANDSPA



- C MOVABLEPLANTER



- D CABANA



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure II-29
Conceptual Landscape Plan - Level 18

In addition, 103 palms were inventoried on the Project Site and 4 palms were inventoried off-site whose canopies overhang the Project Site.⁹ Of the 103 on-site palms, 98 would be removed. The 4 off-site palms would remain.

f) Access and Circulation, Parking, and Bicycle Amenities

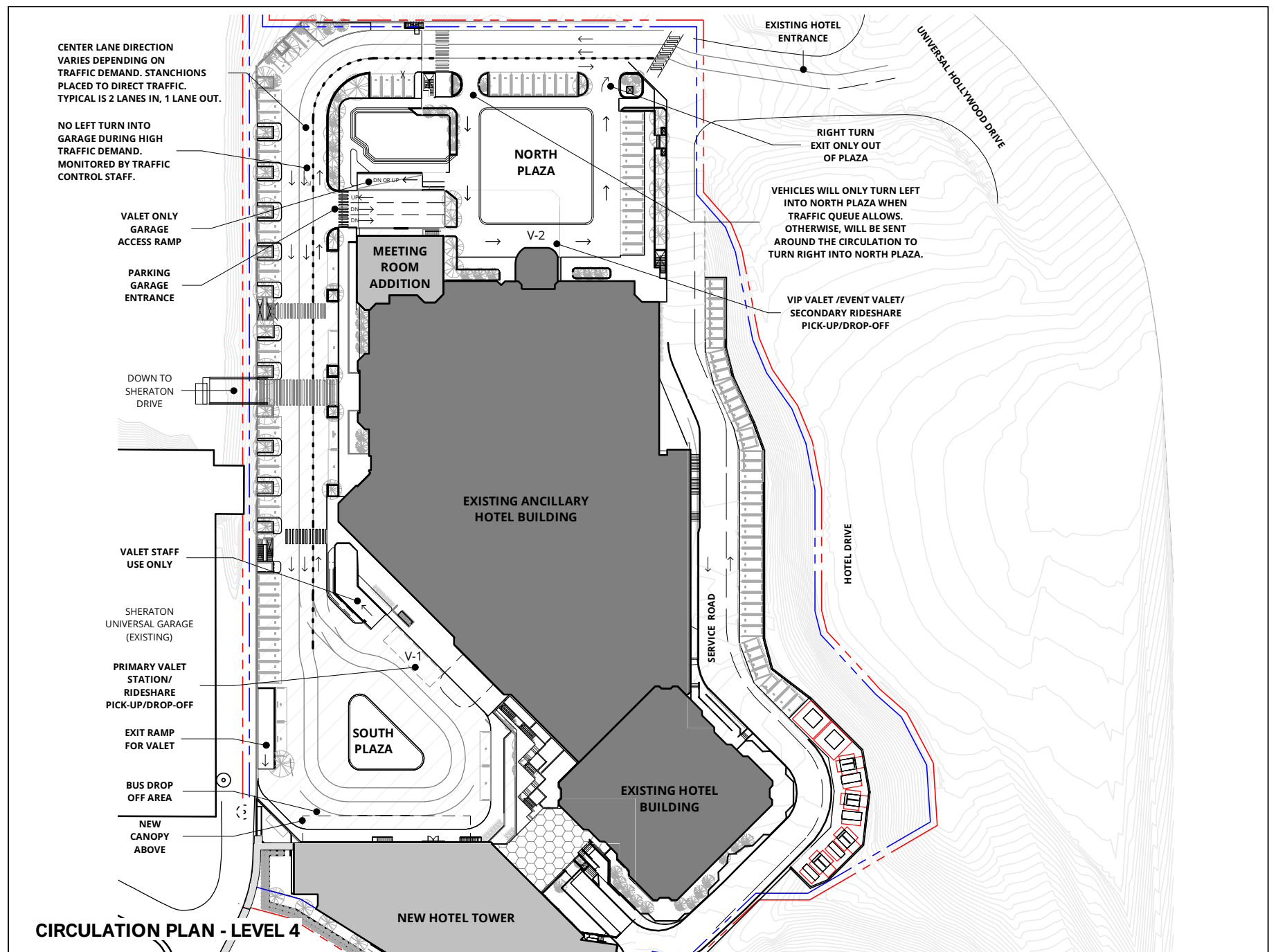
(1) Access and Circulation

Vehicle access to the Project Site would continue to be provided via the existing driveway on Universal Hollywood Drive. From Universal Hollywood Drive, vehicles entering the Project Site would proceed down the internal roadway to the motorcourt in the South Plaza where hotel guests and visitors would drop off their vehicles at the existing valet station (V-1) on Level 4 (see **Figure II-31, Circulation Plan – Level 4**) or proceed to self-park in the expanded parking garage. The South Plaza would continue to serve as the primary drop-off/pick-up location for guests and visitors as well as for rideshare services (e.g., Uber/Lyft). Left turns from the internal roadway into the parking garage would be limited to low traffic volume conditions and would be monitored by traffic control staff. The configuration of the internal roadway would vary depending on traffic demand, with two lanes in and one lane out as the standard operational configuration. Stanchions may also be placed to alter this configuration as two lanes out and one lane in, depending on traffic demand.

The existing motorcourt in the North Plaza would be reconfigured with a combination of hardscaped and landscaped areas and surface parking and would serve as a loading zone and staging area for activities within the Existing Ancillary Hotel Building. The North Plaza would also include a second valet station (V-2), which would provide an optional valet station for event arrival and/or circulation relief for high traffic volume special events (see **Figure II-31**). Circulation within the North Plaza would be one-way. All vehicles exiting the North Plaza would turn right onto the internal roadway. Vehicles would be directed to the South Plaza to turn around and turn right into the North Plaza. Similar to the parking garage, left turns from the internal roadway into the North Plaza would be limited to low traffic volume conditions and would be monitored by traffic control staff.

During special events with high arrival volumes, a third valet station (V-3) would be available on Level 3 within the expanded parking garage (see **Figure II-32, Circulation Plan – Level 3**). During such special events, no self-parking would be allowed and vehicles would be directed to one of the three valet stations and managed with traffic control staff to avoid queueing onto Universal Hollywood Drive.

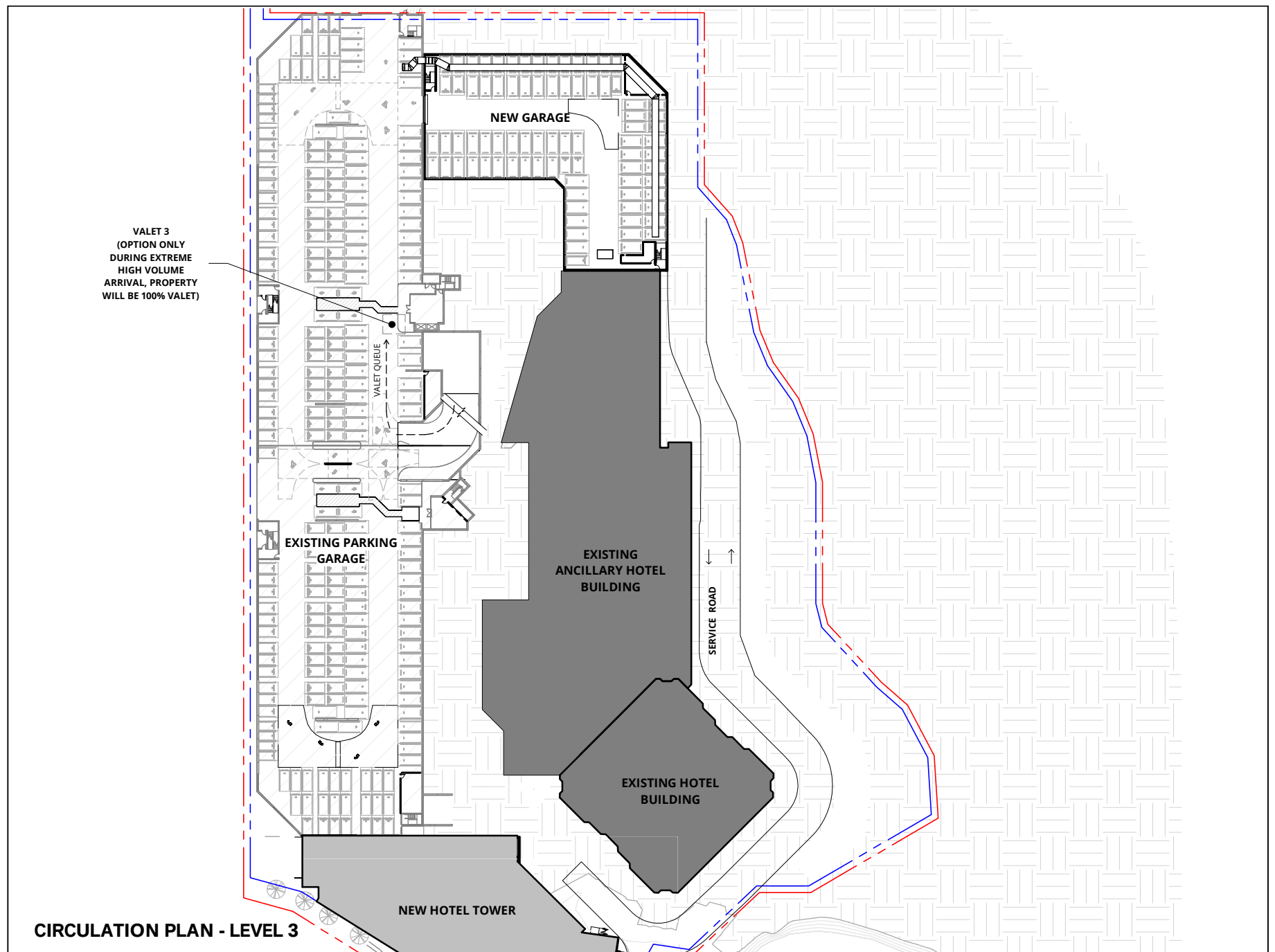
⁹ Palms are not trees as they are in the grass family and are not subject to the City's tree replacement standards.



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-31
Circulation Plan - Level 4



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-32
Circulation Plan - Level 3

An existing service road is also located along the eastern side of the Existing Ancillary Hotel Building and Existing Hotel Building. Under the Project, the service road would be designated for use by Hotel workers accessing new surface parking spaces that would be installed along the eastern side of the service road. In addition, emergency response vehicles could continue to use the service road for access. As shown in Figure II-4, a T-shaped turnaround area, which would accommodate fire trucks/engines, would be located at the terminus of the service road in the southern portion of the Project Site. The service road would not be for use by Hotel guests or visitors.

Loading and trash/recycling collection would occur similar to existing conditions and would continue to be accessed by the service road on the east side of the Project Site (see Figure II-11, *Level 3 (North)*).

Access to the Project Site is designed to be pedestrian-friendly and promote access from the nearby transit, commercial and entertainment uses. Primary pedestrian access to the buildings on the Project Site would continue to be provided from the South Plaza, which would continue to serve as the pick-up/drop-off area for the complimentary Universal Studios Hotel Shuttle. Pedestrian access would also continue to be provided from the parking garage with elevator access. Walkways would be provided around the building perimeters to provide safe pedestrian access through the Project Site to the building entrances. Public access to the restaurant (including bar) located on Level 18 would be provided via a dedicated elevator in the Hotel Expansion Building.

Pedestrian access to Universal Studios Hollywood and Universal CityWalk would remain similar to existing conditions. Guests would walk and/or take complimentary Universal Studios Hotel Shuttle to the Universal Studios Hollywood and Universal CityWalk. Currently, guests who choose to walk would take the existing sidewalk/pathway along the northern boundary of the Project Site to Universal Hollywood Drive, then use the signalized crosswalk on Hotel Drive to proceed to the pedestrian bridge that crosses over Universal Hollywood Drive to Universal CityWalk and/or Universal Studios Hollywood.

As described above, the Project Site is currently served by a variety of transit options, including the Metro B Line (Red Line) Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 miles west of the Project Site. The Metro B Line (Red Line) provides direct linkages to downtown Los Angeles, as well as other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour). Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank,

Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station.¹⁰ The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop.

(2) Parking

Currently, there are a total of 652 existing vehicle parking spaces on the Project Site. The new Hotel Expansion Building would require 360 new vehicle parking spaces. The parking requirement calculations for the Project Site are provided in **Table II-3, *Vehicle Parking Required***. As shown therein, the new Project components would require a total of 360 spaces and the existing uses require 652 spaces, resulting in a new parking requirement for the Project Site of 1,012 vehicle parking spaces. The Project would restripe and reconfigure the existing 652 spaces and would include an additional approximately 104 vehicle parking spaces for a total of approximately 1,116 vehicle parking spaces, inclusive of existing on-site parking.

To meet the Los Angeles Municipal Code (LAMC) vehicle parking requirements, the Project would expand the existing three-level parking garage to the north creating one contiguous parking garage; incorporate mechanical parking; provide overflow surface parking for Hotel workers and service vehicles only along the existing service road that runs generally along the eastern boundary of the Project Site; and add new parking spaces along the internal roadway and within the North Plaza on Level 4. The Project would provide approximately 65 surface parking spaces along the internal roadway, approximately 51 surface spaces along the service road, and approximately 1,000 total spaces within the parking garage. In addition, in accordance with City requirements, the Project would provide the infrastructure to accommodate future electric vehicle charging stations into a minimum of 30 percent of the new parking spaces (approximately 139 spaces), with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations (approximately 50 spaces).

¹⁰ Metro Maps and Schedules. 2022. Maps & Schedules - LA Metro. Accessed October 2022.

**TABLE II-3
VEHICLE PARKING REQUIRED**

Use	Quantity or SF	Parking Ratio¹	Required
Additional Guestrooms	395	0.3333 per Guestroom ²	132
Bar and Restaurant	11,933 sf	1 per 100 sf	119
Bar and Lounge	1,590 sf	1 per 100 sf	16
Spa	8,630 sf	1 per 100 sf ³	86
Meeting Room Addition (individual rooms < 750 sf each/hallway)	3,400 sf	1 per 500 sf	7
Total Required for Proposed Project Components			360
Additional Vehicular Parking Spaces Provided by Project			104
Existing Hotel Building and Existing Ancillary Hotel Building Per Certificate of Occupancy to be retained/restriped			652
Total Provided for Project Site			1,116

NOTES: sf = square feet; LAMC = Los Angeles Municipal Code.

¹ Parking would be provided pursuant to LAMC Section 12.21 A.4.

² The Existing Hotel provides parking for existing guestrooms. Since the Existing Hotel provides more than 60 guestrooms, the required parking ratio for the new guestrooms is one space per three guestrooms per LAMC 12.21 A.4.

³ Spa parking based on "Health Club" parking requirements in LAMC Section 12.21 A.4.

SOURCE: ESA, 2022.

(3) Bicycle Access and Parking

Per LAMC Section 12.21 A.16(a)(2), the Project would also be required to provide bicycle parking. As shown in **Table II-4, *Bicycle Parking Required***, the Project would provide approximately 118 bicycle parking spaces to meet LAMC requirements, which require bicycle parking for the new development.¹¹ Bicycle parking would be provided on Level 3 (North) and on Level 4 (South), and Level 4 (North).

¹¹ No bicycle parking is currently provided on the Project Site. While bicycle parking is required for the new development, it is not required for the existing floor area.

**TABLE II-4
BICYCLE PARKING REQUIRED**

Use	Quantity or SF	Requirement	Required
Hotel (Long-Term)	395 sf	1 per 10 Guestrooms	40
Hotel (Short-Term)	395 sf	1 per 10 Guestrooms	40
Commercial (Long-Term) — Restaurant	11,933 sf	1 per 2,000 sf	6
Commercial (Short-Term) – Restaurant	11,933sf	1 per 2,000 sf	6
Commercial (Long-Term) – Bar and Lounge	1,590 sf	1 per 2,000 sf (minimum 2)	2
Commercial (Short-Term) – Bar and Lounge	1,590 sf	1 per 2,000 sf (minimum 2)	2
Spa (Long-Term)	8,630 sf	1 per 2,000 sf	4
Spa (Short-Term)	8,630 sf	1 per 2,000sf	4
Commercial (Long-Term) – Meeting Rooms	3,400 sf	1 per 10,000 sf (minimum 2)	2
Commercial (Short-Term) – Meeting Rooms	3,400 sf	1 per 10,000 sf (minimum 2)	2
Spaces Required by Project			108
Spaces Provided by Project			118

NOTES: sf = square feet.

The bicycle parking requirement is based on current LAMC Section 12.21 A.16.

SOURCE: ESA, 2022.

g) Lighting and Signage

The Project would retain the existing red, channel-letter “Hilton” sign atop the Existing Hotel Building’s northwestern and southeastern façades. Existing identification and wayfinding signage at the driveway entrance along Universal Hollywood Drive would also remain. New wayfinding signage would be added to the interior of the Project Site to assist guests and visitors in finding the entrance to the new buildings. The Project Site is not located in the Universal City Sign District, and no off-site advertising signage is proposed. The Project may include code-compliant tenant identification signage.

The Project would be designed to maintain similar levels and types of outdoor lighting as under existing conditions. Accent and security lighting similar to that currently in use on the Project Site, such as sconces, architectural lighting, and low-level landscaping lighting, would be installed on the new buildings. A canopy would be installed above the entry doors at the proposed entrance, and the entrance would be illuminated for security purposes and to create a sense of arrival. The restaurant would include low-level lighting for the outdoor dining areas. All exterior utility lighting over doors and along roadways would be low-wattage, low-level, full cutoff luminaires to contain light within the Project Site. All lighting would be shielded and directed to minimize exposure onto neighboring properties. The use of pole-mounted lighting or floodlights are not proposed.

The Project would comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting, limited light intensity from signage to no more than three foot-candles above ambient lighting, and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto nearby sensitive uses.

h) Hotel Operations

The proposed new uses would generally maintain the same operational hours as the Existing Hotel. Similar to the existing meeting/banquet rooms, the new meeting rooms would be available for use 24 hours a day, seven days a week. The restaurants on the Basement Level, Level 3, and Level 18 of the Hotel Expansion Building would operate typically from 6:00 a.m. to 11:00 p.m., with flexibility for special occasions. The bar areas within each restaurant and in the Lobby Bar and Lounge area would generally be open from 11:00 a.m. to 2:00 a.m., consistent with LAMC requirements. Live, soft music is proposed within all bar and restaurant areas for up to a three-person ensemble and a small amplifier, as well as soft background ambient music. Similar to the existing operation, the new pool and outdoor gathering areas would be for use by hotel guests and members of the spa and would maintain hours of operation from 6:00 a.m. to 2:00 a.m. at a maximum, with typical hours of operation from 6:00 a.m. to 11:00 p.m. The spa would typically operate from 9:00 a.m. to 10:00 p.m., although hours would be adjusted by demand.

Currently, for operation of the Existing Hotel Building and Existing Ancillary Hotel Building, Hilton employs approximately 370 full-time staff members and 90 part-time and seasonal employees, which equates to 415 full-time equivalent (FTE) employees. The Project would result in a similar ratio of full-time to part-time/seasonal employees as under existing conditions. The Project is anticipated to result in approximately 321 FTE employees at the Hotel Expansion Building, including 257 full-time employees and 128 seasonal/part-time employees.¹² When combined with the Existing Hotel Building and Existing Ancillary Hotel Building's approximately 415 FTE employees, Hilton would employ a total of approximately 736 FTE employees on the Project Site.

i) Site Security

The Hotel would continue to implement its comprehensive security program described above following the completion of the Project to ensure the safety of Hotel guests and other visitors to the Project Site. Project design would include well-lit public and semi-public spaces, as well as active security features. These features include comprehensive coverage and monitoring of key areas through closed-circuit television. Access to non-public areas of the Hotel would be restricted by electronically controlled and locking access cards. Full-time, 24-hour security would be provided by Hotel staff at the front

¹² Full-time employees anticipated for the Project are generated using the Los Angeles Unified School District 2022 Developer Fee Justification Study, which utilizes 0.00113 employees per average square foot for the category of "Lodging" that applies to the Project. FTE employee numbers are calculated with two part-time/seasonal employees as one FTE employee.

desk and security personnel. Security personnel duties would include, but not be limited to, assisting guests and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. Initial alarms, such as intruder alarms or duress alarms, would be the responsibility of Hotel security personnel as first responders. Access to the parking garage is controlled by an electronic access gate and is monitored by closed-circuit television.

j) Sustainability

The Hotel would continue its commitment to green building design and sustainability. The Project would be designed to meet the California Green Building Standards (CALGreen) Code, as adopted and amended by the City through the incorporation of green building techniques and other sustainability features, including those within the City of Los Angeles Green Building Code, where applicable.

Further, the Project would be designed to achieve the equivalent of the United States Green Building Council (USGBC) LEED Gold Certification level for new buildings. The Project would demonstrate compliance with the LEED Gold Certification or equivalent green building standards by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence consistent with USGBC-accepted documentation standards. As part of the Project's LEED Gold Certification or equivalent green building standards, the Project would optimize building energy performance with a reduction from the LEED baseline consistent with LEED requirements. The Project's commitment to LEED Gold Certification is included as Project Design Feature (PDF) WS-PDF-1.

Additional design features that would contribute to energy efficiencies may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds; the installation of heating, ventilation, and air conditioning systems that use ozone-friendly refrigerants; the installation of heat pumps; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking garage expansion would provide infrastructure for vehicular charging stations per the requirements of the City of Los Angeles.¹³ The Hotel Expansion Building would also use the recycling program and facilities that are currently located in the Existing Hotel Building. In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-irrigation); and pool-related features such as a leak-detection system and water-saving pool filters. The Project's water conservation features are included as WS-PDF-1.

¹³ The Project would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces (approximately 139 spaces), with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations (approximately 50 spaces).

The Project Site's urban location enables the Project to earn LEED Location and Transportation credits related to public transit, bike usage, and electric vehicle charging stations. The Project Site would be accessible by several public transit options, including numerous city bus lines and rail at the Metro B Line (Red Line) Universal City/Studio City Station. As with the Existing Hotel, a Transportation Demand Management (TDM) Program would be implemented to reduce the Project's single-occupant vehicle trips and increase the trips arriving via alternative modes of transportation (e.g., walking, bicycle, carpool, vanpool, and transit). The TDM Program would include design features, transportation services, education, and incentives intended to reduce the number of single-occupant vehicles during commuter peak hours. The TDM Program may include, but is not limited to, daily parking discounts for Metro commuters; transit subsidies; rideshare programs and parking; and an integrated pedestrian network within and adjacent to the Project Site (TRAF-PDF-1). Additionally, as required by the LAMC, the Project would provide on-site short-term and long-term bicycle parking.

k) Project Design Features

The above sections identify general characteristics of the Project upon which the analyses of this Draft Environmental Impact Report (EIR) are based. In addition to these Project characteristics, the Project Applicant proposes to implement a number of PDFs that specifically relate to environmental considerations, as referenced above. The PDFs would be included in the Mitigation Monitoring Program required in association with certification of the EIR. The PDFs are presented in the Executive Summary of the Draft EIR, as well as in individual topical sections of the Draft EIR, where applicable. The PDFs are taken into account in the analysis of potential Project impacts provided in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR.

l) Construction Information

Construction of the Project is anticipated to begin in 2024 and is estimated to be completed in 2026, with construction occurring for approximately 30 months. Construction is expected to take place in a single construction phase. Project development would require excavation and grading of the Project Site, including some areas of landscaped hillsides. An approximately 0.1-mile concrete retaining wall is proposed along the eastern boundary of the Project Site that would be approximately the same height as the existing grade and would vary between 4 feet to 20 feet in height. Project construction would require excavation to a maximum depth of approximately 50 feet below existing grade for construction of the floor area and additional parking. Up to approximately 87,000 cubic yards of soil are anticipated to be excavated and would require export and disposal off-site. In addition, approximately 10,000 cubic yards of demolition and site preparation debris would be exported for disposal off-site.

A haul route would be approved by the Los Angeles Department of Building and Safety, Board of Building and Safety Commissioners for this soil exportation. The haul routes analyzed in this Draft EIR assume that trucks traveling to the Project Site on southbound US-101 would exit onto Cahuenga Boulevard, travel north to Lankershim Boulevard, and

then east to Universal Hollywood Drive to the Project Site. The haul routes also assume that trucks traveling to the Project Site on northbound US-101 would exit onto Universal Studios Boulevard and travel northwest on W.C. Fields Drive to Hotel Drive to the Project Site. Outbound trips would follow the same routes from the Project Site to US-101.

Construction would occur Monday through Friday between 7:00 a.m. and 9:00 p.m., and Saturdays between 8:00 a.m. and 6:00 p.m., consistent with the allowable hours per the LAMC. Construction haul truck activities to and from the Project Site would be limited during key Universal Studios Hollywood calendared events, such as during the Universal Halloween Horror Nights.

7. Requested Permits and Approvals

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but not necessarily be limited to, the following:

- Pursuant to LAMC Section 12.32 Q, a Vesting Zone Change for the portions of the Property from PB and RE15 to allow a uniform C2 zone for the entire Property.
- Pursuant to LAMC Section 12.32 F, a Height District Change for the Property from Height District No. 1 to Height District No. 2 for the entire Property.
- Pursuant to LAMC Section 12.24 W.1, a Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site consumption within the Hotel's guestrooms through room service and in-room control access cabinets (mini-fridges), at the restaurant dining and pool area on Level 18, lounge and bar on Level 4, restaurant on Level 3, the pool restaurant and bar on the Basement Level, Meeting Room Addition, and spa in accordance with the Project's hours of operation identified above in Section 6.h of this chapter.
- Pursuant to LAMC Section 12.24 W.18, a Conditional Use Permit to allow for dancing and live entertainment during events within the Meeting Room Addition, areas adjacent to the lobby/lounge area on Level 4, and areas adjacent to the restaurants/dining areas on Level 3 and Level 18 of the Hotel Expansion Building.
- Pursuant to LAMC Section 16.05, Site Plan Review for a development that results in an increase of 50 guestrooms.
- Haul route approval from the Los Angeles Department of Building and Safety, Board of Building and Safety Commissioners.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, Department of Public Works approval to remove non-protected trees from the Property, and sign permits.

In addition to the entitlements identified above, permits are also required from other City entities for the Project, including, but not limited to, permits from the Department of Building and Safety and Public Works (and other municipal agencies) for Project

construction activities, such as demolition, haul route, excavation, shoring, grading, foundation, building and interior improvements, and the removal and replacement of trees on public and/or private property. Beyond the environmental requirements being carried out in association with this EIR, to the extent known, there are no other related federal, state, or local environmental review and consultation requirements that need to be integrated with this CEQA review.

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the lead agency (State CEQA Guidelines Section 15381). There are no responsible agencies identified for the Project.