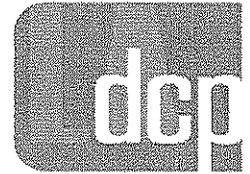




DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



City Planning Commission

Date:	November 14, 2013	Case No.:	CPC-2013-7-GPA-ZC-ZAD-SPR
Time:	After 8:30 a.m.*	CEQA No.:	ENV-2004-1950-EIR (SCH No. 2004101084) and addendum: ENV-2012-1035
Place:	Los Angeles City Hall 200 N. Spring Street, Rm 350 Los Angeles, CA 90012	Incidental Cases:	none
Public Hearing:	September 20, 2013	Related Cases:	none
Appeal Status:	General Plan Amendment is not appealable. Zone Change may be appealed by the applicant if denied. Site Plan Review and Shared Parking Determination are both appealable.	Council No.:	14 - Huizar
Expiration Date:	February 2, 2014	Plan Area:	Northeast Los Angeles
Multiple Approval:	General Plan Amendment, Zone Change, Zoning Administrator's Determination and Site Plan Review	Certified NC:	Lincoln Heights
		GPLU:	Limited Industrial
		Zone:	[T][Q]CM-1
		Applicant:	University of Southern California / Kristina Raspe
		Representative:	Armbruster, Goldsmith, & Delvac, LLP

PROJECT LOCATION: 1550 N. San Pablo Street (1550 – 1632 N. San Pablo Street and 2215 E. Alcazar Street).

In addition to the Proposed Project Site address listed above, the following addresses are included in the Shared Parking Agreement request:

1701 S. Zonal Avenue, 1715 - 1807 and 1969 - 2025 E. Zonal Avenue, 1337 and 1334 - 1450 N. Biggy Street, 1331 - 1501, 1420 – 1520, and 1633 N. San Pablo Street, 1391 – 1441 and 1590 N. Eastlake Avenue, 1537 - 2251 N. Norfolk Street, 1405 - 1475 and 1420 - 1466 Play Ground Street, 1501 – 2011 and 1840 N. Soto Street, 1540 - 2320 E. Alcazar Street, 4075 - 4085 and 4201 E. Valley Boulevard, 1801 N. Indiana Avenue, specifically shown in the application.

PROPOSED PROJECT: **The construction of a 178-unit graduate student housing building and childcare facility, for a total building area of 264,224 square-feet, on an approximately 2.82-acre portion of the 7.7-acre site.** The proposed building will be 5-stories, 66-ft in height, with a 10,431 square-foot childcare facility and 9,500 square-foot outdoor childcare play area located on the first-floor of the building. A total of 266 parking spaces are to be provided off-site as part of a Shared Parking Agreement with the entire USC Health Sciences Campus, which currently provides 5,681 parking spaces throughout the campus. The remaining portion of the 7.7-acre site, currently used as surface parking for the Campus, is to be developed at a later time and is included in the request for a General Plan Amendment and Zone Change.

REQUESTED ACTION: 1. Pursuant to Section 11.5.6 of the Municipal Code, a **General Plan Amendment** from Limited Industrial to General Commercial;

2. Pursuant to Section 12.32 of the Municipal Code, a **Zone Change and Height District Change** from CM-1 and [T][Q]CM-1 (Commercial Manufacturing Zone) to [T][Q]C2-2 (Commercial Zone);
3. Pursuant to Section 12.24.X.21 of the Municipal Code, a **Determination** to permit two or more uses to share their off-street parking spaces;
4. Pursuant to Section 16.05 of the Municipal Code, a **Site Plan Review** for a development project which creates 50 or more dwelling units; and
5. Pursuant to Section 21082.1(c) of the Public Resources Codes (California Environmental Quality Act), review and consideration of Environmental Impact Report No. **ENV-2004-1950-EIR** (State Clearinghouse No. 2004101084) and addendum **ENV-2012-1035**;


RECOMMENDED ACTIONS:

1. **Adopt the Addendum to the certified Environmental Impact Report (ENV-2004-1950-EIR) and Adopt the Mitigation Monitoring Program, Statement of Overriding Considerations, and required Findings**, as provided in the environmental evaluation of the Environmental Impact Report;
2. **Approve and Recommend** that the City Council **Approve a General Plan Amendment** to the Northeast Los Angeles Community Plan from Limited Commercial to General Commercial for the subject property;
3. **Approve and Recommend** that the City Council **Approve a Zone Change and Height District Change** from CM-1 and [T][Q]CM-1 to [T][Q]C2-2 for the subject property, with the attached conditions of approval;
4. **Approve a Determination** to permit shared parking between the student housing and childcare facility uses and the USC HSC parking pool, with the attached conditions of approval;
5. **Approve a Site Plan Review** for a 178-unit graduate student housing building and childcare facility, for a total building floor area of 264,224 square-feet, with the attached conditions of approval;
6. **Adopt** the attached Findings; and
7. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the Student Housing Building project and the City may require any necessary fees to cover the cost of such monitoring.
8. **Advise** the Applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

MICHAEL LOGRANDE
Director of Planning




Lisa Webber, Deputy Director



Robert Z. Duenas, Senior City Planner



Daniel Scott, Principal City Planner



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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The applicant requests a General Plan Amendment from Limited Industrial to General Commercial and a Zone Change from the CM-1 and [T][Q]CM-1 zones to the [T][Q]C2-2 zone, in order to allow for the commercial development of a 7.7-acre site within the USC Medical Campus. The 7.7-acre site is located at the northeast corner of San Pablo Street and Alcazar Street and is currently used as a surface parking lot for the campus.

The applicant has submitted plans for a graduate student housing building and daycare facility to be located on a 2.8-acre portion of the site along Alcazar Street, but has not yet developed final plans for the remainder of the 7.7-acre site. Potential development options that have been analyzed in the EIR include a hotel and/or academic and medical research facilities.

The submitted plans for the proposed student housing project illustrate a five-story, 66-foot high, 264,224 sq-ft building, with an outdoor central courtyard and swimming pool, to contain 178-dwelling units and an accessory 10,431 sq-ft daycare facility with 9,500 sq-ft outdoor play area.

Due to the project's size (over 50 dwelling units), the student housing project plans are subject to a Site Plan Review to assess the site layout, building configuration, neighborhood compatibility, and service amenities. In addition, the applicant requests a Determination for a shared parking agreement, to allow for the 266 required parking spaces of the student housing project to be "shared" and counted from the existing parking pool of the USC Campus, thereby resulting in no required on-site parking for the student housing and childcare facility. The rationale submitted for this request states that required parking for students is already accounted for at the school and medical facilities, and since enrollment is not increasing, demand will not increase as a result of the student housing (students using the student housing will be the same ones already using the existing medical facilities, and therefore should not be double-counted for parking). The applicant has provided a parking study as part of the file, which has been reviewed and found to be adequately prepared by the L.A. Department of Transportation and L.A. Department of City Planning.

The parking study analyzed the current parking supply, demand, and code requirements, and also considered the near-term projects to be completed at the USC campus, including the construction of new parking garages, medical office buildings, and the student housing project, as well as the removal of some surface parking. The study found that the projected campus supply of 5,626 off-street parking spaces will meet Code requirements and will provide a *surplus* of 574 parking spaces over what is required by Code, and will also result in a *surplus* of 887 parking spaces based on demand. Therefore, the study concludes, that the campus parking supply, even with the shared parking request, will be more than enough to meet the parking needs for the campus.

Staff recommends approval of the General Plan Amendment, Zone Change, and Site Plan Review. The General Commercial land use, the [T][Q]C2-2 Zone, and the development of the property with student housing, childcare facilities, and other uses ancillary to the campus would be compatible with the adjacent zoning and existing character of the campus. Staff also recommends approval of the Shared Parking request, with conditions that required bicycle parking be provided for the project, as well as adequate vehicular parking for the daycare facility. These additional conditions would encourage alternate modes of transit for the students and provide appropriate access to the childcare.

Background

The subject 7.7-acre site is located within the Northeast Los Angeles Community Plan area, approximately three miles east of downtown Los Angeles, approximately one-half mile north of the I-10 Freeway and roughly one-half mile east of the I-5 Freeway. The site is within the northern portion of the 79-acre University of Southern California (USC) Health Sciences Campus (HSC), generally bordered by Valley Boulevard to the north, Soto Street to the east, Zonal Avenue to the south, and Mission Road to the west. The campus is also situated adjacent to its Los Angeles County partner medical facility (LAC+USC) to the west, and adjacent to two community parks, Lincoln Park to the north and Hazard Park to the south.

The campus currently provides a number of academic and medical research facilities, as well as medical office, hospital and clinical treatment centers. As part of USC's long-range plan for the expansion and redevelopment of the HSC, the applicant proposes to construct a new comprehensive graduate student-housing building on campus, as well as a new child-care facility, all within a 2.8-acre portion of the 7.7-acre site. In the future, USC would also like to develop the remainder of the site with additional buildings, potentially containing a combination of hotel and academic/medical uses. However, that development is not being reviewed at this time.

The subject site is located at the northeast corner of San Pablo Street and Alcazar Street. The Northeast Los Angeles Community Plan designates the site for Limited Industrial land uses, with a portion of the site currently used as a 824-space surface parking lot for the campus within the CM-1 zone, and with the remainder of the site left vacant in the [T][Q]CM-1 zone. Other uses on the north side of Alcazar Street include a USC-owned vacant parcel to the west in the same CM-1 zone and Limited Industrial designation, as well as two separate one-story warehouses operated by L.A. County Public Works in the PF-1 zone and Public Facilities designation, located one on either side of the site to the east and west. However, the south side of Alcazar Street is developed with a variety of USC-HSC medical uses, including a medical center, academic and research facilities, and a six-story parking garage, all within the C2-2 zone and General Commercial designation. North of the site, the property abuts the Union Pacific railroad right-of-way (PF-1 zone, Public Facilities designation), Valley Boulevard, and Lincoln Park, a city-owned park in the OS-1XL zone and Open Space designation. A summary of the adjacent uses and designations is below.

	Land Use	Zone	Use
Site	Limited Industrial	CM-1, [T][Q]CM-1	Parking lot Vacant
West	Limited Industrial Public Facilities	CM-1 PF-1	Vacant L.A. County Public Works warehouse
East	Public Facilities	PF-1	L.A. County Public Works warehouse
North	Public Facilities Open Space	PF-1 OS-1XL	Union Pacific railroad tracks and right-of-way City-owned park (Lincoln Park)
South	General Commercial	C2-2	USC-HSC Campus, medical center, academic and research facilities, six-story parking garage

The subject 7.7-acre property is an irregularly-shaped parcel of land, consisting of five contiguous lots, and having a frontage of approximately 575 feet on the north side of Alcazar Street (a designated Collector Street) and a frontage of approximately 560 feet on the east side of San Pablo Street (a designated Secondary Highway). The public right-of-way along San Pablo Street is currently improved with sidewalk, curb, and gutter, but the right-of-way along Alcazar Street lacks sidewalks and is only improved with curb and gutter. Alcazar Street is currently dedicated to an 80-foot width, and San Pablo Street is dedicated to a 84-foot width

along the adjacent LA County property, which then narrows to an 80-foot width along the neighboring USC-owned vacant lot.

The site's topography is slightly sloping, with the highest elevation along Alcazar Street, which then slopes downward to the north and ends slightly below-grade adjacent to the Union Pacific rail right-of-way. The elevated portion along Alcazar Street remains unimproved, and currently contains both dirt and partially paved areas interspersed with mature trees. The northern portion of the site is developed with a USC surface parking lot, which includes 824 parking spaces, an entrance booth, and light pole fixtures throughout the lot. The parking lot is enclosed with wrought-iron or chain-link fencing on all sides, and with landscaped buffers and mature trees along San Pablo Street and the rail right-of-way. Sole access to the lot is provided off of San Pablo Street, approximately 250 feet north of Alcazar Street and approximately 330-feet south of Valley Boulevard. A railroad crossing signal and gate are located near the northern border of the property along San Pablo Street, and San Pablo Street terminates at Lincoln Park approximately 100-feet north of the site in a signalized T-intersection with Valley Blvd.

Related Cases:

ON-SITE:

CPC-22490 – As part of the Northeast Los Angeles Community Plan revision, on January 12, 2000, Ordinance 172,915 became effective, changing the height district of the southern portion of the site (Subarea 8400) from [T][Q]CM-2 to [T][Q]CM-1, and rezoning the northern portion of the site (Subarea 8390) from [T][Q]CM-2 to CM-1.

CPC-1986-790-GPC – As part of the General Plan Consistency program, on March 31, 1992, Ordinance 167,597 became effective rezoning the southern portion of the site to [T][Q]CM-2, with permanent Q-conditions, and most notably restricting the maximum floor area ratio to 3:1, the maximum height to 45-feet, and a maximum of one dwelling unit per 1,000 sq-ft of lot area.

OFF-SITE:

CPC-2011-3043-GPA – A request was filed for a General Plan Amendment to the Northeast Community Plan and the Transportation Element of the City's General Plan to change street classifications within the USC Campus. The case is currently on hold and a public hearing has not yet been held for this request.

DIR-2012-937-SPR – On November 2, 2012, a Site Plan Review was approved for Healthcare Consultation Center III, a new six-story, 103,198 square-foot medical building in the C2-2 Zone on the USC Medical Campus, at 2204 E Alcazar Street, directly south of the subject site.

DIR-2006-928-SPR & -M1 – On July 18, 2006, a Site Plan Review was approved for the Broad CRIM Center, a new four-story, 171,000 square-foot academic and medical research in the C2-2 and CM-1 Zones on the USC Medical Campus, at 1425 N. San Pablo Street, southwest of the subject site. The project was later modified and reduced in size.

DIR-2003-2104-SPR – On June 3, 2003, a Site Plan Review was approved for the Norris Research Tower, a new nine-story, 180,000 square-foot medical research building in the C2-2 Zone on the USC Medical Campus, at 1441 N. Eastlake Ave, southwest of the subject site.

DIR-2002-9984-SPR & -M1 – On September 13, 2002, a Site Plan Review was approved for Healthcare Consultation Center II, a new five-story, 150,000 square-foot building to accommodate medical offices, clinics and research facilities and two underground parking levels in the C2-2 Zone on the USC Medical Campus, at 1520 N. San Pablo Street, south of the subject site. The project conditions for parking were later modified and reduced in 2012 to reflect the Enterprise Zone parking requirements.

City Agency Reports Received:

Prior to the completion of the Hearing Officer's report, letters from the following Agencies were received:

The *Bureau of Engineering*, from the Department of Public Works, recommends dedication along San Pablo Street and up to the corner with Alcazar Street, as well as street, sidewalk, and street tree improvements along both San Pablo and Alcazar Streets.

The *Bureau of Sanitation*, from the Department of Public Works, reported that based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for the proposed project. In addition, further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

The *Los Angeles Fire Department* recommended several conditions for the student housing project, including: that fire lanes be developed to required standards, with parking restrictions for fire lanes, that adequate building access be provided for fire personnel, that buildings be constructed within certain distances to public streets, access roads, or fire lanes, and that adequate off-site public and on-site private fire hydrants be provided.

The *Department of Transportation* stated that mitigation measures as identified in the EIR are adequate, and that since the project is not proposing any new driveways, no additional site plan design conditions are required. DOT also provided a letter, dated August 9, 2013, concurring with the findings of the shared parking analysis, prepared by Gibson Transportation Consulting, Inc., dated July 25, 2013. The study found that the parking facilities within the USC HSC are sufficient to meet current and projected parking demands associated with the campus.

The *Department of Water and Power* stated that no conditions are required at this time, but may be provided when the project submits a request for the subdivision of the property.

The *Department of Recreation and Parks* stated that Recreation and Park fees are required for apartments or condominiums.

Staff Analysis

Project Detail

The applicant proposes development of the 7.7-acre site with immediate plans for student housing and child care facilities on the southeastern 2.8-acres of the site. Definite development plans for the 4.9-acre remainder of the site have not yet been determined, although several options have been analyzed in the submitted environmental review documents (EIR), and would be subject to a separate review and public hearing process.

The project slated for the 2.8-acre portion of the site would involve the construction of a new 178-unit graduate student housing building and childcare facility, with a total building floor area of 264,224 square-feet. The student housing facility would be able to accommodate approximately 450 residents in the following estimated break-down of units: 16 efficiency units, 13 one-bedroom units, 55 two-bedroom units, 55 three-bedroom units, and 39 four-bedroom units. The proposed building would be 5-stories, 66-feet in height, but due to the sloping nature of the lot, would be presented as only four-stories fronting Alcazar Street, and five-stories along

the northern/rear portion of the structure. This northern/rear portion of the site would also include an integrated 10,431 square-foot childcare facility and 9,500 square-foot outdoor childcare play area located on the first-floor of the building. The childcare center is anticipated to accommodate 100 to 150 children and would only be open to students, employees, and affiliates of the HSC.

Proposed indoor amenities for the student housing residents would include a social lounge, fitness center, business center with study rooms, and an on-site management and leasing office. Outdoor open space amenities would include a 16,025 square foot courtyard with a swimming pool and landscaped open space areas, forming the central portion of the student housing site. Additional landscaped areas with walkways would also be located along the perimeter of the building. Pedestrian entrances into the building would be provided along Alcazar Street and the rear of the building, with a separate and distinct entrance for the childcare facility. Vehicular access to the building is planned to be provided via San Pablo Street and shared with the driveway of the existing surface parking lot. Project plans include an indoor bicycle storage room for 70 bike parking spaces located near the first-floor rear entrance.

The proposed student housing building would remove 340 parking spaces from the existing 824-space surface parking lot on the 7.7-acre site, leaving a parking supply of 484 spaces in the remaining 4.9-acres of the site. The 4.9-acre site would continue to operate as a surface parking lot, but could be developed at a later time. Several development options have been studied for the 4.9-acre site under the submitted environmental analysis (EIR and March 2013 Addendum), and include either a hotel or academic/medical research uses, or a combination of both.

Of the four potential development options for the HSC campus presented in the March 2013 EIR Addendum, all included the development of the student housing project on the 7.7-acre subject site (also referred to as "Site E"). The most intensive option for the site (Option 1) accounts for the construction of student housing, along with a hotel and the potential for new academic/medical research facilities (using a portion of the total 256,000 square-feet of floor area allocated for seven sites throughout the HSC). Option 2 also includes the student housing, but eliminates the hotel, and also allows for new academic/medical research facilities on the site (using a portion of the total 144,000 square-feet of floor area allocated for seven sites throughout the HSC). The two remaining options (Options 3 and 4) incorporate only the student housing and hotel uses on the site.

Currently, the student housing project is the only certain element for the development of Site E. In the future, if the applicant were to move ahead with executing one of the development options for the 4.9-acre site as presented in the EIR Addendum, those project plans would be subject to a separate Site Plan Review by the Director of Planning and would be subject to the environmental mitigation conditions required by the EIR Addendum. However, if the applicant were to submit alternative project plans for the site not evaluated within the scope of the EIR and Addendum, then a new environmental document (e.g another Addendum, new EIR) with updated environmental mitigations may be required, along with any additional entitlement requests and review by the Department City Planning.

Issues

The September 20, 2013 public hearing for the project was attended by the project's representatives and approximately ten community members, with six members speaking in opposition of the project (including representatives from the El Sereno Historical Society, East Side Coalition for Environmental Justice, Southern California Urban Network, and Boyle Heights Stakeholder Association), and two community members providing general comments. In addition, a letter of support was submitted by the Lincoln Heights Neighborhood Council, a letter of opposition was submitted by the El Sereno Historical Society, and general comment letters

were received from the Metropolitan Water District of Southern California and the Union Pacific Railroad Company.

The project's representatives expressed the need for a new comprehensive student housing building on the campus, adding that more graduate students living on-campus would result in reduced vehicle trips, an increase in local economic activity as residents would visit local businesses, new employment opportunities, an increase in tax revenue, and minimal parking impacts. The applicant also noted that the student housing project would feature a compatible, pedestrian-focused, and articulated building design, with several amenities for residents.

Members of the public did voice several concerns about the development:

- **Cumulative impacts** from USC's 35-year Master Plan have not been adequately addressed and cumulative impacts from nearby projects such as the City's 10-year Soto Street Bridge construction project have not been factored into either project's environmental study. Cumulative impacts include traffic, pollution, parking, the health of nearby parks and wetlands, and restricted park access for residents.
- **Project-specific impacts** would result from the increase in density, such as increased traffic and air pollution, a reduction in affordable parking for residents, problems with circulation and street closures, and impacts on the local neighborhood character.
- **Parking** was a concern for a number of residents. Some speakers noted that USC staff and faculty continue to take up street parking, and contended that the parking study conducted by USC failed to take into account that many USC students, faculty, and visitors use neighborhood street parking in lieu of paying high parking fees at the University's garages, leading to a false impression that USC's current off-street parking is sufficient to meet demand. The community has experienced negative parking impacts such as new street meters and the inability for residents to find affordable and off-street parking for access to Lincoln Park and Hazard Park.
- **Unclear Plans** The residents were also concerned that USC does not have concrete and final plans for the remainder of the project site, and instead are allowed to choose from a mix of uses as long as the peak-hour trips do not exceed the number of trips from the Certified EIR.
- **Community Outreach** was also a major concern, with many residents stating that USC needs to do a better job effectively engaging or communicating with the community. Many people in the community are not aware of USC's plans, and too many variable options have been presented, adding to the concern that the public will not be appropriately informed about final plans.
- **Design** A resident did not want to see USC developed as a fortress-like facility, turning its back to the neighborhood.

Supporting public testimony provided during general comments included a statement from a resident that the project would add nice buildings, security, and investment to a run-down area. In addition, the Lincoln Heights Neighborhood Council provided a letter of support of the project and its requested entitlements.

The letter received from the Metropolitan Water District of Southern California involved noticing about water-rights in a nearby public street, but unrelated to the development site.

The Union Pacific Railway Company (UP), which owns and operates the rail line directly adjacent to the subject property to the north, stated that it does not support the project without the developer first installing a grade separation at San Pablo Street, and additionally examining any impacts on other nearby at-grade crossings. In addition, UP requested that mitigations be included to reduce trespassing and to reduce noise and vibration impacts on users of the site.

Staff responded in a letter to UP asking for clarification on the grade-separation request, since grade separation does not appear to be feasible at this location, given that the street dead ends immediately following the rail crossing at a T-intersection with Lincoln Park. In addition, the two nearest street intersections to the east and west are already grade-separated and provide safe vehicular crossings over the train tracks. A response back from UP has not yet been received at the time of writing of the staff report.

GENERAL PLAN AMENDMENT (GPA)

Framework Element

The General Plan Framework identifies the general USC HSC and LAC+USC medical campus as a "Pedestrian-Priority District" and "Community Center", where intensification or growth can be targeted, and as a focal point for surrounding residential neighborhoods. "Community Centers" generally contain a variety of community-serving uses, and the Framework endorses an integration and mix of uses in community centers to increase opportunities for employees to live near jobs and for residents to live near shopping and service areas. Community Centers are usually developed with floor area ratios ranging around 1.5:1 to 3.0:1, are characterized by 2- to 6-story buildings, and are generally served by small shuttles, local buses and may be located in proximity to rail transit stops.

In line with the standard characteristics of a Community Center, the existing USC HSC has been a site of redevelopment, and includes a variety of uses throughout the campus, including medical, professional, office, educational, and child care facilities. The proposed development of the site would introduce a greater variety of uses for the HSC, with a new five-story student housing structure, an additional childcare facility, and other potential uses, which may include a hotel, conference center, restaurant, and medical research uses. These new multi-story buildings would be served by several internal and external private shuttle services as well as public transit bus lines, and connected to the nearest Gold Line stop via bus.

The Framework also refers to community plans for insight on specific policies towards plan amendments that would be reflective of the local needs:

Community Plan

The Northeast Los Angeles Community Plan designates the site for Limited Industrial land uses, with corresponding zones of CM, M1, MR1, and P. The applicant requests that the subject site be redesignated to allow for General Commercial land uses, similar to the land use designations present within the adjacent areas of the USC Health Sciences Campus. While there is little difference in the permitted density or floor area allowed by either the Limited Industrial or the General Commercial land use, the designations primarily differ in the type and intensity of allowable uses. While the Limited Industrial land use designation generally allows for storage, clinics, and limited industrial and manufacturing uses, it also may limit or eliminate the ability to build residential buildings, childcare centers, hospitals, or schools. On the other hand, a General Commercial land use designation generally prohibits noxious industrial uses, and instead allows for a range of retail, restaurant, office, professional, commercial, residential, childcare, educational, medical, and institutional uses. Since the site is located within an area designated by the General Plan Framework as a pedestrian-oriented and community-serving center, the area would be better served by these commercial uses in lieu of more intense industrial activities. In addition, the site is immediately adjacent to a local park and medical facilities, which are regularly used by young children and medically-sensitive individuals, who could otherwise be negatively impacted if the subject site were utilized for industrial operations.

The Northeast Community Plan includes some relevant land use issues, goals, objectives, policies, and programs that must be considered when evaluating the proposed project. In general, the Community Plan has identified the need to locate higher residential densities near

commercial and institutional centers, to promote mixed-use developments in pedestrian-oriented districts, to foster good site planning and urban design, and to consider such factors as compatibility, livability, and impacts on infrastructure when evaluating new projects. The proposed student housing and childcare center project, along with a redevelopment of the remainder of the project site with uses ancillary to the HSC, would be in-line with these Community Plan policies.

Redevelopment Plan

The project site is also within the Adelante Eastside Redevelopment Plan, previously administered by the Community Redevelopment Agency. The principal goals of the Adelante Eastside Plan are to improve the quality of life for those who live and work in the community, upgrade public improvements, increase commercial choices, and revitalize the commercial and industrial base of the area. The student housing project and redevelopment of the remainder of the site would preserve and enhance the existing HSC, a unique commercial and institutional resource of the community, and would be consistent with the policies and goals of the Plan.

ZONE CHANGE

The Zone Change and Height District request to the [T][Q]C2-2 zone would be consistent with the requested General Plan Amendment. Currently, the southern portion of the site is restricted by the Q-condition of Ordinance 167,597, which allows for a maximum of one dwelling unit (d.u.) per 1,000 square-feet of lot area. The remainder of the site is limited to one d.u. per 800 square-feet of lot area. In addition, the CM zone specifically prohibits or requires conditional uses for: childcare facilities, dormitories, and schools or educational institutions.

While the change from the CM zone to the C2 zone would provide *no* change to the setback requirements or unlimited permitted height, the C2 zone change *would* make it easier for childcare, dormitory, and educational uses to be constructed on-site, and would also permit a higher density for residential units, up to a maximum of one dwelling unit per 400 square-feet of lot area. In addition, the Height District change from HD-1 to HD-2 would increase the allowable floor area ratio (FAR) from 1.5:1 to 6:1.

However, the applicant proposes a smaller scale build-out than the maximum 6:1 FAR. The student housing project would result in a floor area ratio of about 2.1:1, and would be limited to 178 dwelling units. For the remaining 4.9-acre portion of the 7.7-acre site, the C2-2 zone would allow for the development of approximately 1,275,480 square-feet of floor area. However, any project on the 4.9-acre site approved under the scope of the submitted EIR would be limited to about half that size: with a maximum of 250,000 square feet of floor area (and 275 guest rooms) permitted for a hotel, and a maximum of 265,000 square-feet permitted for academic and medical research. Therefore, while the proposed zone change would allow for a much denser development of the site, the proposed projects for the site would utilize a density well under the maximum capacity allowed by the zone.

DEVELOPMENT FOR REMAINING 4.9-ACRE SITE

Development Plans

Members of the community presented concerns about adequate community involvement in the planning and expansion of the Health Sciences Campus, and were apprehensive about the lack of definitive project details for the 4.9-acre site outside of the student housing project. While the applicant requests a Plan Amendment and Zone Change for the entire site, site plans and elevations have only been submitted for the student housing project portion, with no concrete plans for potential development on the remaining 4.9-acres. However, when final project plans eventually do become available, those plans will most likely also be subject to the Site Plan Review process as projects over 50,000 square-feet in floor area.

Generally, the Site Plan Review process is intended to ensure that project plans are designed to promote orderly development, exhibit neighborhood compatibility, and adequately address environmental impacts. This review is generally administered by the Director of Planning and Planning staff, with an optional public hearing and the noticing of property owners and tenants within a 100-foot radius of any decision by the Director. If appealed, the project would then be presented to the City Planning Commission. Since project plans have not yet been submitted for the remaining 4.9-acres and vetted through a public hearing process, staff recommends expanding the notification for the future Site Plan Review of projects on the 4.9-acre site. The standard Site Plan Review process has an optional public hearing, 100-foot radius notification, and notification to the area Neighborhood Council. Instead, staff recommends expanding public notification similar to the notification of the current Zone Change request (500-foot radius from the boundary of the entire USC HSC campus), with a mandatory public hearing and noticing to the three nearest certified Neighborhood Councils.

Impacts on Lincoln Park

The community has also expressed concern on potential parking impacts on the bordering parks and residential areas of the campus. Most notably, street parking just north of the subject site along Valley Boulevard is currently unrestricted, which allows for users to park for free all-day on both the north and south side of the street. Valley Boulevard provides easy access to Lincoln Park and runs along the entire southern end of the park, as well as the northern portion of the project site. Therefore, consideration should be given to the potential impacts development may have on park access and parking. The graduate student housing project itself may not necessarily create a significant impact on park access for several reasons, since students living on-campus may not need a car on-campus, or would have greater interest in purchasing off-street parking passes for the value and security of long-term and over-night parking.

While a shared parking agreement could be justifiable for the 2.8-acre student housing project (see discussion below), any future Site Plan Review for the development of the remaining 4.9-acre site should analyze potential parking impacts and include additional guarantees to ensure development would not negatively impact community access and parking for Lincoln Park.

SHARED PARKING REQUEST

STUDENT HOUSING & CHILDCARE FACILITY SITE

The Los Angeles Municipal Code requires the student housing project to provide a minimum of 266 off-street parking spaces. The applicant requests a Determination for a shared parking agreement, to allow for the 266 required parking spaces of the student housing project to be "shared" and counted from the existing parking pool of the USC Campus, thereby resulting in no required on-site parking for the student housing and childcare facility. The rationale submitted for this request states that required parking for students is already accounted for at the school and medical facilities, and since enrollment is not increasing, demand will not increase as a result of the student housing (students using the student housing will be the same ones already using the existing medical facilities, and therefore should not be double-counted for parking). The applicant has provided a parking study as part of the file, which has been reviewed and found to be adequately prepared by the L.A. Department of Transportation and L.A. Department of City Planning (Exhibit C-2).

Currently, the Department of Building and Safety manages the parking count for the Health Sciences Campus, and considers the campus as one unified site, allowing for new uses to provide required Code parking anywhere within the campus boundaries instead of directly on-site. The campus has a total parking supply of 5,681 parking spaces, or 825 parking spaces more than required by Code. However, a 2010 parking demand study revealed that actual

parking demand is even lower than the Code requirement, and that the campus currently operates with about 1,446 empty off-street parking spaces even during peak afternoon parking hours. HSC students make up approximately 10-15% of all parking users.

Near-term development of the campus (Exhibit C-1) is expected to alter some of these parking figures. The construction of a medical facility directly south of the project site, also known as Healthcare Consultation Center III (HCCIII), is expected to remove approximately 67 surface parking spaces, and increase the number of Code-required parking spaces on-campus by 196 spaces. With the construction of the student housing project, a portion of an existing surface parking lot would be removed, resulting in the loss of 340 parking spaces, and adding a Code requirement for 266 new spaces (245 spaces for student housing, 21 spaces for the childcare facility). If a Shared Parking Agreement were approved, these 266 parking spaces could be credited and shared from the existing parking pool. A proposed street redesignation and improvement plan submitted by USC (not a part of this project) could also result in the additional loss of 308 *on-street* parking spaces throughout the USC campus, thereby increasing demand for off-street parking. USC also intends to expand two existing surface parking lots along Valley Boulevard, approximately a half-mile east of the subject site.

Supply Exceeds Demand

Considering the probable near-term development of the campus, and assuming a worst-case scenario, which would only include the removal of surface parking, the removal of street parking, increased demand from the construction of the student housing building and HCC III, and no new parking facilities, the number of parking spaces provided on-campus would still exceed the projected demand by 535 parking spaces. However, USC has near-term plans to increase the campus parking capacity by a total of 352 spaces at two surface parking lots on Valley Boulevard, which would then result in a larger *surplus* of 887 parking spaces based on demand.

Supply Exceeds Code Requirements

In addition, the parking demand study found that the projected campus supply of 5,626 off-street parking spaces will meet Code requirements and will provide a *surplus* of 574 parking spaces over what is required Code. Therefore, the study concludes, that the campus parking supply, even with the shared parking request, will be more than enough to meet the parking needs for the campus.

Childcare Facility Parking

However, there should be a distinction made between the parking and access needs of graduate students and users of a childcare facility. While students might not even require on-site vehicle parking, or could park in lots throughout the campus with easy access via shuttles to their residences, typical users of a childcare center generally require more accessible parking. Adequate drop-off and pick-up areas, as well as parking for parents and staff, are needed to ensure quick and easy access to the center, which could serve up to 150 children. Therefore, the required 21 parking spaces for the childcare facility should be provided within a reasonable distance from the facility and reserved for its exclusive use during hours of operation.

Bicycle Parking

Submitted project plans show a bike storage room located on the first floor at the rear of the structure, with entrances from the exterior of the building next to the childcare facility, and from the interior of the student housing building. The bike storage room would accommodate approximately 70 bicycles. However, the current 2013 Bicycle Parking Ordinance has since increased the required number of bicycle parking spaces for commercial projects, and required bicycle parking near all main building entrances. Under the current bicycle parking requirements, the project would need to provide at least 180 long-term bicycle parking spaces, and 20 short-term bicycle parking spaces. The redevelopment and expansion of the HSC is

intended to promote greater pedestrian-activity and a reduction in vehicle trips, and projects within the USC campus are required by EIR mitigations to encourage alternative modes of transportation in order to mitigate significant air quality and greenhouse gas impacts. Granted that the applicant is asking for a reduction in on-site vehicle parking, staff recommends that the project meet the current bicycle parking requirements of the Code, in-line with the policies and mitigations for this community center and pedestrian-oriented district.

SITE PLAN REVIEW

STUDENT HOUSING & CHILDCARE FACILITY SITE

The intent of Site Plan Review is to ensure orderly development, neighborhood compatibility, and adequate environmental mitigation for large-scale projects, generally over a threshold of 50 dwelling units (or guest rooms) and 50,000 square-feet in floor area. The location and layout of the proposed student housing and childcare facility along Alcazar Street would provide a prominent and pedestrian-friendly entrance area, appropriately setback from the street. Adequate pedestrian and bike access would be available from the front entrance, and connected with the access at the rear of the building. This rear access and childcare entrance would be accessible via the vehicular drive off San Pablo Street. Architectural plans for the building exhibit a high-level of articulation and a clear modern design, consistent with the aesthetic of the Health Sciences Campus. The building's 66-foot height and bulk are also similar to other USC structures in the area, which generally range from four- to fifteen-stories in height. Adequate recreational amenities have been included in the project design, including a focal central courtyard with swimming pool, interior recreational and study areas, and outdoor play areas for the childcare center. In addition, each dwelling unit will include a washer and dryer.

However, Staff has requested the following revisions to the building plans:

- **Bicycle Parking** needs to be revised to comply with the standards of the recently adopted Citywide Bicycle Parking ordinance. Staff has recommended that additional short-term and long-term bicycle parking be provided near the front main entrance to the building, in addition to the existing long-term parking areas at the rear of the building.
- **Childcare parking** needs to be guaranteed for the childcare facility for adequate access and drop-off/pick-up. Currently, the plans show four parking spaces on-site, which would not be adequate to serve the center with a capacity of 150 children.

Staff therefore recommends addressing these issues of site parking, access, and service amenities as conditions of approval for the project.

ENVIRONMENTAL IMPACT REPORT

The submitted environmental study, which reviewed the overall HSC expansion over seven development sites, did identify significant and unavoidable project impacts in the following categories: air quality and greenhouse gas emissions from construction and operation, construction noise, and operational traffic. In addition, mitigable impacts to aesthetics and utilities were identified. Overall, the campus expansion will be subject to mitigations in the following categories identified in the EIR:

- **Aesthetics.** Providing pedestrian-oriented building design, landscaping, lighting, street improvements, and undergrounding of utilities.

- **Air Quality.** Compliance with Southern California Air Quality Management District (SCAQMD) regulations, meeting additional exhaust standards for construction equipment, encouraging transit-use throughout the campus.
- **Noise.** Using sound-reduction practices during construction, and operational noise mitigation on a separate site (Site D).
- **Traffic.** Improving several street intersections and highway access ramps. Nearest the site, this would include a new traffic signal at San Pablo Street and Alcazar Street.
- **Utilities.** Implementing water conservation and waste reduction measures.

While some of these impacts could be mitigated to a sufficient level, other impacts would be significant and unavoidable. Therefore, a Statement of Overriding Considerations recognizes that significant and unavoidable impacts would result from implementation of the project, but also considers the project's benefits, which could outweigh and override these impacts. Benefits would include: the redevelopment of an underutilized industrial lot, additional economic investment in the area, the continuation of a walkable and integrated campus, and the strengthening of the regional-serving academic and medical campus through the introduction of additional accessory uses.

Conclusion

The proposed development of the site with student housing, a childcare center, and potential hotel and medical research facilities would enhance the existing HSC by expanding the range of uses currently provided, reinforcing the academic and health services industry, and promoting continuity in design. The development would be in-line with the Community Center and Pedestrian-Priority District designation and the policies of the General Plan.

In response to public concerns, conditions have been added to expand the notification for additional development on the site, to require on-site parking for the future development of the site and minimize impacts for community access to Lincoln Park, and to maintain buffering along the Union Pacific right-of-way.

Therefore, the requested General Commercial Plan designation and C2-2 zone is in conformance with the public necessity, convenience, general welfare, and good zoning practice. Staff's recommendation is for approval of the General Commercial designation and [T][Q]C2-2 zone with the attached (Q) Qualified and (T) Tentative conditions, which support the policies of the Land Use Element of the General Plan.

The Shared Parking Request for a reduction of 266 spaces is warranted as demonstrated in the parking analysis study submitted by the applicant. The parking demand for the USC campus is not expected to increase due to the construction of the student housing project, and the existing and future campus parking supply will continue to operate with a surplus of parking based on demand. Staff recommends approval of the shared parking request with additional conditions to encourage bicycle use, as well as requirements to provide dedicated parking within 100-feet of the childcare facility.

In addition, the site layout and building features of the graduate student housing and childcare facility contribute to the orderly and compatible development of the Health Sciences Campus and staff recommends approval of the requested Site Plan Review.

[Q] QUALIFIED CONDITIONS OF APPROVAL Student Housing Project Site

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. Development Conditions for Student Housing Project Site:

1. **Site Development.** The development of the property shall be in substantial conformance with the Site Plans, Floor Plans, and Building Elevations dated October 21, 2013, attached to the case file and labeled Exhibit B. Deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Permitted Uses.** The property shall be limited to the use and area provisions of the C2-2 Zone as defined in Section 12.14 of the Los Angeles Municipal Code, and as permitted in this grant.
3. **Floor Area.** The maximum floor area of the project shall not exceed 264,300 square feet of commercial and residential floor area for Graduate Student Housing and Childcare Facility purposes.
4. **Height:** The maximum height of the project shall not exceed 67-feet in height.
5. **Access.** Vehicular driveway access to the project shall be provided via San Pablo Street.
6. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
7. **Recreation and Parks Dedication.** Per Section 12.33 of the Los Angeles Municipal Code, the applicant shall dedicate land for park or recreational purposes or pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.
8. **Fire Protection.** The following Fire Department requirements shall be satisfied, as recommended in conditions submitted from the Department on September 20, 2013:
 - a. **Comprehensive**
 - i. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - ii. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - iii. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - iv. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

- v. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
- vi. Building designs for multi residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street on Fire Lane.
- vii. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- viii. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- ix. All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.
- x. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- xi. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- xii. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department
- xiii. Those plot plans be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.
- xiv. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- xv. Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words Private Street and Fire Lane within the private street easement.
- xvi. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- xvii. Plans showing areas to be posted and/or painted, FIRE LANE NO PARKING shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- xviii. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted No Parking at Any Time prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- xix. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
- xx. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
- xxi. A valid Division 5 Fire Department permit is required prior to installation for all private fire hydrant systems.
- xxii. Adequate off-site public and on-site private fire hydrants will be required.
- xxiii. Site plans shall include all overhead utility lines adjacent to the site.

- xxiv. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- xxv. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- xxvi. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

b. **Miscellaneous Policy Exception: L.A.M.C. 57.09.03.B Exception:**

- i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved for lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- iii. This policy does not apply to single-family dwellings or to non-residential buildings.

B. Environmental Conditions.

1. **Visual Resources (Aesthetics).**

- a. The Applicant shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.
- b. Building façades facing public streets shall be designed to enhance the pedestrian experience and connectivity of the HSC campus through such features as wide and well-illuminated entry areas, landscaping, and informal gathering space.
- c. Architectural design and exterior building materials shall be compatible with the theme and quality of building design and materials used within the HSC campus.
- d. New utilities shall be constructed underground, to the extent feasible.
- e. Exterior signage for the proposed buildings shall be compatible with the design of the building.
- f. All new or replacement street trees shall be selected for consistency with the existing street trees or in accordance with a street tree master plan reviewed and approved by the Department of Public Works Street Tree Division.
- g. All mechanical, electrical and rooftop equipment shall be screened from view from adjacent surface streets.
- h. Landscaping and/or vegetation features shall be incorporated into the design of each Development Site.

- i. All exterior lighting shall be directed on-site or shielded to limit light spillover effects.

2. Air Quality (Construction).

- a. General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.
- b. Disturbed areas shall be watered three times daily, which is above and beyond the SCAQMD Rule 403 requirement to water disturbed areas two times daily.
- c. All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
- d. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.
- e. Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.
- f. All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.
- g. Project heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.
- h. The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.
- i. All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reduction that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

3. Air Quality (Operations).

- a. The Applicant shall provide public education to USC Health Science Campus *dorm residents*, visitors, and employees regarding the importance of reducing vehicle miles traveled and utilizing transit, and the related air quality benefits through the use of brochures and other informational tools.
- b. The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.
- c. The Applicant shall coordinate with the MTA and the City of Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

4. **Noise (Construction).** Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Department of Building and Safety and Planning Department that all construction documents require contractors to comply with Los Angeles Municipal Code Section 41.40 which requires all construction and demolition activity located within 500 feet of a residence to occur between 7:00 A.M. and 6:00 P.M. Monday through Friday and 8:00 A.M. and 6:00 P.M. on Saturday, and that a noise management plan for compliance and verification has been prepared by a monitor retained by the Applicant. At a minimum, the plan shall include the following requirements:
 - a. Pile drivers used in proximity to sensitive receptors shall be equipped with noise control having a minimum quieting factor of 10 dB(A);
 - b. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the Department of Building and Safety;
 - c. Program to maintain all sound-reducing devices and restrictions throughout the construction phases;
 - d. An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible; and
 - e. Identification of the noise statutes compliance/verification monitor, including his/her qualifications and telephone number(s).
5. **Traffic.** The applicant shall comply with the traffic mitigation measures as established and outlined in the attached Traffic Mitigation Sequencing Plan (Exhibit D-1 excerpt), to the satisfaction of the Department of Transportation and Department of Public Works.

Traffic Mitigations for the development of the entire campus may include improvements from the following list of intersections, to the satisfaction of the Department of Transportation and Department of Public Works:

- Intersection No. 2: I-5 Freeway SB and Mission Road
 - Intersection No. 3: I-5 Freeway NB Off-Ramp and Daly Street–Main Street
 - Intersection No. 6: I-5 Freeway NB On-Ramp and Marengo Street
 - Intersection No. 10: Biggy Street and Zonal Avenue (Parking Option 1 only)
 - Intersection No. 12: San Pablo Street and Alcazar Street
 - Intersection No. 14: San Pablo Street and Zonal Avenue
 - Intersection No. 15: Soto Street and Alcazar Street (Parking Option 2 only)
 - Intersection No. 16: Soto Street and I-10 Freeway WB Ramps–Charlotte Street
 - Intersection No. 17: Soto Street and Marengo Street
 - Intersection No. 18: Soto Street and I-10 Freeway EB Off-Ramp–Wabash Avenue
6. **Utilities (Water).**
 - a. Water faucet fixtures with activators shall be installed that automatically shut off the flow of water when not in use.
 - b. Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers

shall be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

7. Utilities (Wastewater).

- a. Prior to the issuance of any building permits, the Development Services Division of the Bureau of Engineering, Department of Public Works, shall make a determination of capacity in the sewer pipeline between each proposed Development Site and the trunk sewer. If service is discovered to be less than adequate, the Applicant shall be required to upgrade the connections to the lines and/or provide an alternative solution, in order to appropriately serve the Project.
- b. The Applicant shall comply with the procedural requirements of City ordinances regulating connections to the City sewer system (e.g., Ordinance No. 166,060).
- c. All necessary on-site infrastructure improvements shall be constructed to meet the requirements of the Department of Building and Safety.
- d. The Applicant shall apply for and comply with all necessary permits, including Industrial Wastewater Discharge Permits, if required.

8. Solid Waste.

- a. The Applicant shall comply with the provisions of City of Los Angeles Ordinance No. 171687 with regard to all new structures constructed as part of the proposed Project.
- b. The Applicant shall implement a demolition and construction debris recycling plan for all buildings constructed as part of the proposed Project, with the explicit intent of requiring recycling during all phases of site preparation and building construction.
- c. All structures constructed or uses established within any part of the proposed Project Site shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.
- d. Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.
- e. The Applicant shall coordinate with the City of Los Angeles to continuously maintain in good order for the convenience of concessionaires, patrons, and employees clearly marked, durable and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

C. Administrative Conditions:

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
6. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
7. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
8. **Mitigation Monitoring.** Pursuant to California State Public Resources Code Section 21081.6 and the California Environmental Quality Act, the applicant and any future owners, successors, heirs or assigns shall provide the Planning Department with status reports for assessing and ensuring the efficacy of the mitigation measures (environmental conditions) required herein.
 - a. Within 30 days of the effective date of this land use entitlement and prior to any Planning Department clearance of the conditions of approval contained herein, the applicant shall file a Mitigation Monitoring and Reporting Program (MMRP) in a manner satisfactory to the Planning Department which defines specific reporting and/or monitoring requirements to be enforced during project implementation. Each environmental condition shall be identified as to the responsible mitigation monitor(s), the applicable enforcement agency, the applicable monitoring agency and applicable phase of project implementation as follows:
 - i. Pre-construction (prior to issuance of a building permit);
 - ii. Construction (prior to certificate of occupancy); and

iii. Post-construction / maintenance (post-issuance of certificate of occupancy).

In some cases, a specific mitigation measure may require compliance monitoring during more than one phase of project implementation. Such measures shall be noted within the discussion of the specific mitigation measure in the MMRP.

- b. The applicant shall demonstrate compliance with each mitigation measure in a written report submitted to the Planning Department and the applicable enforcement agency prior to issuance of a building permit or certificate of occupancy, and, as applicable, provide periodic status reports to the Planning Department regarding compliance with post-construction / maintenance conditions.
 - c. If the environmental conditions include post-construction / maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.
 - d. The applicant and any future owners, successors, heirs or assigns shall reimburse the Planning Department for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.
9. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

[Q] QUALIFIED CONDITIONS OF APPROVAL

4.9-Acre Site

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. Development Conditions for 4.9-acres of site, not including Student Housing:

1. **Public Input on Future Development.** Any new construction on-site subject to Site Plan Review process, (Section 16.05 of the Los Angeles Municipal Code) will require a 500-foot radius mailing notification from the boundaries of the USC HSC campus, a mandatory public hearing, and notification to the three nearest certified Neighborhood Councils, in order to provide additional opportunity for public input.
2. **Permitted Uses.** The property shall be limited to the use and area provisions of the C2-2 Zone as defined in Section 12.14 of the Los Angeles Municipal Code, and as permitted in this grant.
3. **Landscaped Setback along Rail Right-of-Way.** A minimum five-foot wide landscaped setback with a minimum 6-foot high wall or fence shall be maintained along the northern property line adjacent to the rail right-of-way.

B. Environmental Conditions (for new construction).

1. Visual Resources (Aesthetics).

- a. The Applicant shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.
- b. Building façades facing public streets shall be designed to enhance the pedestrian experience and connectivity of the HSC campus through such features as wide and well-illuminated entry areas, landscaping, and informal gathering space.
- c. Architectural design and exterior building materials shall be compatible with the theme and quality of building design and materials used within the HSC campus.
- d. New utilities shall be constructed underground, to the extent feasible.
- e. Exterior signage for the proposed buildings shall be compatible with the design of the building.
- f. All new or replacement street trees shall be selected for consistency with the existing street trees or in accordance with a street tree master plan reviewed and approved by the Department of Public Works Street Tree Division.
- g. All mechanical, electrical and rooftop equipment shall be screened from view from adjacent surface streets.
- h. Landscaping and/or vegetation features shall be incorporated into the design of each Development Site.

- i. All exterior lighting shall be directed on-site or shielded to limit light spillover effects.

2. Air Quality (Construction).

- a. General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.
- b. Disturbed areas shall be watered three times daily, which is above and beyond the SCAQMD Rule 403 requirement to water disturbed areas two times daily.
- c. All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
- d. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.
- e. Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.
- f. All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.
- g. Project heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.
- h. The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.
- i. All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reduction that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

3. Air Quality (Operations).

- a. The Applicant shall provide public education to USC Health Science Campus residents, visitors, and employees regarding the importance of reducing vehicle miles traveled and utilizing transit, and the related air quality benefits through the use of brochures and other informational tools.
- b. The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.
- c. The Applicant shall coordinate with the MTA and the City of Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

4. **Noise (Construction).** Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Department of Building and Safety and Planning Department that all construction documents require contractors to comply with Los Angeles Municipal Code Section 41.40 which requires all construction and demolition activity located within 500 feet of a residence to occur between 7:00 A.M. and 6:00 P.M. Monday through Friday and 8:00 A.M. and 6:00 P.M. on Saturday, and that a noise management plan for compliance and verification has been prepared by a monitor retained by the Applicant. At a minimum, the plan shall include the following requirements:
 - a. Pile drivers used in proximity to sensitive receptors shall be equipped with noise control having a minimum quieting factor of 10 dB(A);
 - b. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the Department of Building and Safety;
 - c. Program to maintain all sound-reducing devices and restrictions throughout the construction phases;
 - d. An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible; and
 - e. Identification of the noise statutes compliance/verification monitor, including his/her qualifications and telephone number(s).
5. **Traffic.** The applicant shall comply with the traffic mitigation measures as established and outlined in the attached Traffic Mitigation Sequencing Plan (Exhibit D-1 excerpt), to the satisfaction of the Department of Transportation and Department of Public Works.

Traffic Mitigations for the development of the entire campus may include improvements from the following list of intersections, to the satisfaction of the Department of Transportation and Department of Public Works:

- Intersection No. 2: I-5 Freeway SB and Mission Road
- Intersection No. 3: I-5 Freeway NB Off-Ramp and Daly Street–Main Street
- Intersection No. 6: I-5 Freeway NB On-Ramp and Marengo Street
- Intersection No. 10: Biggy Street and Zonal Avenue (Parking Option 1 only)
- Intersection No. 12: San Pablo Street and Alcazar Street
- Intersection No. 14: San Pablo Street and Zonal Avenue
- Intersection No. 15: Soto Street and Alcazar Street (Parking Option 2 only)
- Intersection No. 16: Soto Street and I-10 Freeway WB Ramps–Charlotte Street
- Intersection No. 17: Soto Street and Marengo Street
- Intersection No. 18: Soto Street and I-10 Freeway EB Off-Ramp–Wabash Avenue

6. **Utilities (Water).**

- a. Water faucet fixtures with activators shall be installed that automatically shut off the flow of water when not in use.
- b. Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers

shall be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

7. Utilities (Wastewater).

- a. Prior to the issuance of any building permits, the Development Services Division of the Bureau of Engineering, Department of Public Works, shall make a determination of capacity in the sewer pipeline between each proposed Development Site and the trunk sewer. If service is discovered to be less than adequate, the Applicant shall be required to upgrade the connections to the lines and/or provide an alternative solution, in order to appropriately serve the Project.
- b. The Applicant shall comply with the procedural requirements of City ordinances regulating connections to the City sewer system (e.g., Ordinance No. 166,060).
- c. All necessary on-site infrastructure improvements shall be constructed to meet the requirements of the Department of Building and Safety.
- d. The Applicant shall apply for and comply with all necessary permits, including Industrial Wastewater Discharge Permits, if required.

8. Solid Waste.

- a. The Applicant shall comply with the provisions of City of Los Angeles Ordinance No. 171687 with regard to all new structures constructed as part of the proposed Project.
- b. The Applicant shall implement a demolition and construction debris recycling plan for all buildings constructed as part of the proposed Project, with the explicit intent of requiring recycling during all phases of site preparation and building construction.
- c. All structures constructed or uses established within any part of the proposed Project Site shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.
- d. Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.
- e. The Applicant shall coordinate with the City of Los Angeles to continuously maintain in good order for the convenience of concessionaires, patrons, and employees clearly marked, durable and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

D. Administrative Conditions:

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
6. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
7. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
8. **Mitigation Monitoring.** Pursuant to California State Public Resources Code Section 21081.6 and the California Environmental Quality Act, the applicant and any future owners, successors, heirs or assigns shall provide the Planning Department with status reports for assessing and ensuring the efficacy of the mitigation measures (environmental conditions) required herein.
 - a. Within 30 days of the effective date of this land use entitlement and prior to any Planning Department clearance of the conditions of approval contained herein, the applicant shall file a Mitigation Monitoring and Reporting Program (MMRP) in a manner satisfactory to the Planning Department which defines specific reporting and/or monitoring requirements to be enforced during project implementation. Each environmental condition shall be identified as to the responsible mitigation monitor(s), the applicable enforcement agency, the applicable monitoring agency and applicable phase of project implementation as follows:
 - i. Pre-construction (prior to issuance of a building permit);
 - ii. Construction (prior to certificate of occupancy); and

iii. Post-construction / maintenance (post-issuance of certificate of occupancy).

In some cases, a specific mitigation measure may require compliance monitoring during more than one phase of project implementation. Such measures shall be noted within the discussion of the specific mitigation measure in the MMRP.

- b. The applicant shall demonstrate compliance with each mitigation measure in a written report submitted to the Planning Department and the applicable enforcement agency prior to issuance of a building permit or certificate of occupancy, and, as applicable, provide periodic status reports to the Planning Department regarding compliance with post-construction / maintenance conditions.
 - c. If the environmental conditions include post-construction / maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.
 - d. The applicant and any future owners, successors, heirs or assigns shall reimburse the Planning Department for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.
9. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

**CONDITIONS FOR EFFECTUATING [T]
TENTATIVE CLASSIFICATION REMOVAL
Student Housing Project Site**

Pursuant to Section 12.32-G of the Municipal Code, the [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. That the following improvements be constructed or that the construction be suitably guaranteed:

a. Dedication Required:

- i. **Alcazar Street** (Collector Street) – A 15-foot by 15-foot corner cut or 20-foot radius property line return at the intersection with San Pablo Street.
- ii. **San Pablo Street** (Secondary Highway) – A 2-foot wide strip of land along the property frontage to complete a 45-foot half right-of-way in accordance with Secondary Highway Street Standards.

b. Improvements required:

- i. **Alcazar Street** – Construct a 5-foot wide concrete sidewalk within a 10-foot wide parkway. Repair any broken, off-grade curb and gutter. Landscape and install sprinklers in the parkway. Upgrade all driveways to comply with ADA requirements and close any unused driveways with standard curb height, gutter and sidewalk.
- ii. **San Pablo Street** – Construct additional concrete sidewalk in the dedicated area to complete a 12-foot wide full width concrete sidewalk. Repair broken, off-grade curb, gutter and sidewalk. construct a curb ramp at the corner with Alcazar Street to comply with ADA requirements.
- iii. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077,
- iv. Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.
- v. Department of Transportation may have additional requirements for dedication and improvements, as established in the traffic mitigation plan identified in the EIR and Addendum (Exhibit D-1).
- vi. Relocate traffic signs, equipment and parking meters to the satisfaction of the Department of Transportation (213) 482-7024.
- vii. Refer to the Department of Water and Power regarding power pole (213) 367-2715.
- viii. Refer to the Fire Department regarding fire hydrants (213) 482-6543.

2. Catch basins exist in Alcazar Street and San Pablo Street. Relocate catch basins per B-Permit plan check requirements.
3. Sewer lines exist in San Pablo Street, Alcazar Street and in the vacated easement of Lambie Street. Extension of the 6-inch house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer fees are to be paid prior to obtaining a building permit.
4. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.
5. Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05N, to the satisfaction of the Department of Telecommunications.

Notice: Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

CONDITIONS FOR EFFECTUATING [T] TENTATIVE CLASSIFICATION REMOVAL 4.9-Acre Site

Pursuant to Section 12.32-G of the Municipal Code, the [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. That the following improvements be constructed or that the construction be suitably guaranteed:

a. Dedication Required:

- i. **Alcazar Street** (Collector Street) – A 15-foot by 15-foot corner cut or 20-foot radius property line return at the intersection with San Pablo Street.
- ii. **San Pablo Street** (Secondary Highway) – A 2-foot wide strip of land along the property frontage to complete a 45-foot half right-of-way in accordance with Secondary Highway Street Standards.

b. Improvements required:

- i. **Alcazar Street** – Construct a 5-foot wide concrete sidewalk within a 10-foot wide parkway. Repair any broken, off-grade curb and gutter. Landscape and install sprinklers in the parkway. Upgrade all driveways to comply with ADA requirements and close any unused driveways with standard curb height, gutter and sidewalk.
- ii. **San Pablo Street** – Construct additional concrete sidewalk in the dedicated area to complete a 12-foot wide full width concrete sidewalk. Repair broken, off-grade curb, gutter and sidewalk. construct a curb ramp at the corner with Alcazar Street to comply with ADA requirements.
- iii. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077,
- iv. Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.
- v. Department of Transportation may have additional requirements for dedication and improvements, as established in the traffic mitigation plan identified in the EIR and Addendum (Exhibit D-1).
- vi. Relocate traffic signs, equipment and parking meters to the satisfaction of the Department of Transportation (213) 482-7024.
- vii. Refer to the Department of Water and Power regarding power pole (213) 367-2715.
- viii. Refer to the Fire Department regarding fire hydrants (213) 482-6543.

2. Catch basins exist in Alcazar Street and San Pablo Street. Relocate catch basins per B-Permit plan check requirements.
3. Sewer lines exist in San Pablo Street, Alcazar Street and in the vacated easement of Lambie Street. Extension of the 6-inch house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer fees are to be paid prior to obtaining a building permit.
4. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.
5. Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05N, to the satisfaction of the Department of Telecommunications.

Notice: Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

**CONDITIONS OF APPROVAL
DETERMINATION FOR SHARED PARKING
Student Housing Project**

A. Entitlement Conditions: Determination – Shared Parking for Student Housing Project:

1. **Entitlement.** The subject property shall be permitted a shared parking reduction of 100 percent for the 266 parking spaces otherwise required for the student housing and childcare facility uses pursuant to Section 12.21 A4.
2. **Parking.** A minimum of 266 parking spaces shall be required to be shared by the uses of the USC HSC campus. Reserved spaces such as handicap, van pool, or other reserved spaces shall not be shared.
3. **Childcare Facility Parking:** A minimum of 21 parking spaces shall be located within 100-feet of the childcare facility and shall be clearly marked and reserved for the exclusive use of the childcare facility during its hours of operation. Parking signs shall be clearly posted along these parking spaces.
4. **Bicycle Parking.** Bicycle parking shall be provided in accordance with the regulations of the Bicycle Parking Ordinance, LAMC Section 12.21.A-16.

**CONDITIONS OF APPROVAL
SITE PLAN REVIEW
Student Housing Project**

A. Entitlement Conditions: Site Plan Review for Student Housing Project:

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the Site Plans, Floor Plans, and Building Elevations dated October 21, 2013, attached to the case file and labeled Exhibit B. Deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Floor Area.** The total floor area of the graduate student housing and childcare facility building shall be limited to no more than 264,300 square feet. The student housing building will replace a portion of an existing surface parking lot.
3. **Height.** The height of the proposed five-story student housing building shall not exceed 67 feet. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties.
4. **Access.** All vehicular access to the site shall be taken off of San Pablo Street.
5. **Bicycle Parking.** Bicycle parking shall be provided in accordance with the regulations of the Bicycle Parking Ordinance, LAMC Section 12.21.A-16. Long-term bicycle parking facilities shall be provided in at least two locations: near the first-floor rear entrance to the building and near the second-floor front entrance to the building along Alcazar Street. Short-term bicycle parking shall also be located near these two locations.
6. **Noise Impacts.** As required by the LAMC, appropriate noise insulation in the design of the residential and childcare facility building shall be required to reduce the exterior noise level to 45 dBA CNEL within the interior of the buildings, to minimize noise impacts from the adjacent railway.

FINDINGS

A. General Plan/Charter Findings

1. **Framework Element.** The General Plan Framework is a guide for the City to implement growth and development policies by providing a comprehensive, long-range view of the City of Los Angeles as a whole. It allows for amendments to the community plans which further refine land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. The framework plan denotes the subject property and general University of Southern California Health Sciences Campus as a "Community Center". Community Centers are *"A focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, schools and libraries, in addition to neighborhood oriented services. Community Centers range from floor area ratios of 1.5:1 to 3.0:1. Generally, the height of different types of Community Centers will also range from 2- to 6-story buildings, e.g., some will be 2-story Centers, some 4- or 6-story Centers depending on the character of the surrounding area. Community Centers are served by small shuttles, local buses in addition to automobiles and/or may be located along rail transit stops."*

The Framework Plan also identifies the subject site and medical campus area as a Pedestrian-Priority District, and the Plan encourages the establishment of commercial and mixed-use districts that promote pedestrian activity.

The Framework further explains how the City should accommodate growth and development by tying in the goals, objectives and policies of other Elements of the Framework. Specifically, the Framework calls for amendments to the community plans which further refine the General Plan to reflect local conditions, *"provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report"*.

The attached conditions of the subsequent entitlements will ensure that the proposed General Plan Amendment will assist the City in achieving its goal of creating a more livable city as well as adhering to the development standards of the Framework Plan, the Community Plans, and involved.

2. **General Plan Land Use Designation.** The subject property is located within the Northeast Los Angeles Community Plan, updated and adopted by the City Council on June 15, 1999. The existing Plan designates the subject property as Limited Industrial with corresponding zones of CM, M1, MR1, and P. The recommended plan amendment would designate the site for General Commercial with corresponding zones of C1, CR, C1.5, C2, C4, P, and RAS3. The zone change request to the C2-2 zone is consistent with the proposed land use designation and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.
3. **General Plan Text.** The Northeast Los Angeles Community Plan text includes the following relevant land use goals, objectives, policies and programs:

GOAL 1: A SAFE, SECURE, AND ATTRACTIVE RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-2: To allocate land for new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live and work in the community based on adequate infrastructure and government services, especially schools.

Policy 1-2.2 Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.

Policy 1-2.3 Encourage mixed-use development in selected commercially-zoned areas.

Program: The Plan map identifies areas where mixed use is encouraged in commercial zones especially pedestrian-oriented districts and transit-oriented districts.

Policy 1-3.2 Consider factors, such as neighborhood character and aesthetics, identity; compatibility of land uses; impacts on livability, services, public facilities, and traffic levels, when changes in residential densities are proposed.

GOAL 2: STRONG AND COMPETITIVE COMMERCIAL AREAS THAT SUITABLY SERVE THE NEEDS OF THE COMMUNITY AND ATTRACTS CUSTOMERS FROM OUTSIDE THE PLAN AREA BY SATISFYING MARKET DEMAND AND MAXIMIZING CONVENIENCE AND ACCESSIBILITY WHILE PRESERVING UNIQUE HISTORIC AND CULTURAL IDENTITIES OF EACH COMMERCIAL AREA.

Objective 2-2 To enhance the identity and appearance of commercial districts.

Policy 2-2.2 Require that projects in commercial areas be designed and developed to achieve a high level of quality, distinctive character, and compatibility with appropriate existing uses and development.

Program: The Plan contains Design Guidelines (Chapter V) that set forth standards for commercial areas addressing such issues as location and design of parking areas, enhancement of pedestrian access, amenities, and landscaping.

GOAL 6: APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEEDS OF EXISTING AND FUTURE POPULATION.

Objective 6-1 To site schools in locations complementary to existing land uses and community character.

Policy 6.1.1 Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character; use schools, as appropriate, to create logical transitions and buffers between uses such as multiple-family and single-family residential or commercial and residential uses.

Program: The City Planning Department should coordinate with major institutions of higher learning to ensure compatibility of master planning and construction activities are compatible with surrounding neighborhoods and nearby commercial revitalization efforts.

While the Community Plan does not offer specific policies centered on the County-USC Medical Center and USC Health Science Campus, the Plan does generally call for the concentration of density near institutional centers and pedestrian-oriented districts, a consideration of factors such as neighborhood character, compatibility and impacts on services for changes in density, requirements for enhanced project design, and logical layouts of institutional or academic uses. Within the plan text, the Community Plan also states that underutilized or abandoned industrial properties should be identified and may be more appropriately re-used or revitalized for non-industrial purposes.

The proposed project will meet the above objectives and policies by providing additional housing at an appropriate density and location to meet the plan area's needs, and by providing a mix of other potential uses to serve the Health Sciences Campus (such as a childcare center, medical research facilities, and a hotel with restaurant, retail, and conference center). The underutilized industrially-zoned site is located on the northern edge of the campus, and the proposed C2-2 zone and mix of commercial and institutional developments would revitalize the site and would be compatible with the existing neighborhood land use and character. Additionally, the project has been conditioned to dedicate and improve the surrounding public right-of-ways, which will enhance the roadways, sidewalks, and street lighting along the site and provide for better connectivity within the designated pedestrian-oriented district. Other utilities and public services for the site, including the availability of sewer and drainage facilities in San Pablo Street, Alcazar Street, and the vacated easement of Lambie Street, were found to be adequate or were appropriately mitigated by conditions required in the approval for the subject zone change. Adequate access to the site is available from the two surrounding streets along the property borders, including Alcazar Street (a designated Collector Street) and San Pablo Street (a designated Secondary Highway).

The Plan also sets standards for Urban Design, in step with the recently adopted Residential Citywide Design Guidelines, which include the need for a pedestrian entrance at the front of each project, for useable open space to be provided for residents, and for a building design of quality and character. The submitted building plans are consistent with these design standards. Pedestrian access from the street will be provided from both Alcazar Street and from the rear access drive. Open space will be provided within indoor recreation areas, and several outdoor areas, including a large central courtyard with swimming pool and landscaping. The building elevations are designed with variations in height, depth, and building materials to achieve an articulated façade, and consistent with the quality of design and height of existing HSC buildings within the Project vicinity. This consistent aesthetic, accessibility to other campus facilities, and introduction of new accessory uses and employment opportunities will act to continue the logical expansion and development of the campus.

Once development plans are submitted for the hotel and/or medical research facilities planned for the remainder of the site, these plans will also be reviewed by the Department of City Planning for appropriate site design through the Site Plan Review process. In addition, a condition has been included to ensure expanded opportunities for public input on the potential development of the 4.9-acre site.

The site is also located within the Adelante Eastside Redevelopment Plan area and is in general conformance with the Redevelopment Plan and its amendment. The development of residential uses in a commercial area is allowed under the Amended Adelante Eastside Redevelopment Plan Section 503.6.

The site is not subject to any Plan footnotes and is otherwise not located within any other specific plan or special land use district.

Therefore, as conditioned, the recommended development meets the objectives of the Community Plan, is permitted in the C2 Zone and is consistent with the proposed general plan land use designation.

B. Entitlement Findings

1. **Zone Change and Height District Change, L.A.M.C. Sec. 12.32-F:** *The recommended zone change and height district change is in conformance with the public necessity, convenience, general welfare or good zoning practice in that:*

The [T][Q]C2-2 zone is consistent with the proposed General Commercial General Plan Land Use designation, in that this land use category allows for corresponding zones of C1, CR, C1.5, C2, C4, P, and RAS3. The project is convenient in location to several major streets, such as Mission Road, Valley Boulevard, and Soto Street, and as an infill project will be have adequate access to existing City services and infrastructure. There is a necessity for housing in all income levels and housing types, and the project will create the first new comprehensive student housing project in the vicinity to serve the Health Sciences Campus. Properties in the immediate neighborhood include a public park in the OS zone, Los Angeles County Public Works warehouses in the PF zone, and a variety of medical and educational facilities within the adjacent USC Health Sciences Campus in the C2-2 zone. The subject CM site is one of two remaining industrially-zone sites within the USC HSC, and a zone change from CM-1 to C2-2 would eliminate potential industrial uses from being located adjacent to a public park and medical treatment facilities. The zone change would also allow for the construction of a 178-unit graduate student housing project, along with the potential for other campus-serving uses, such as a hotel and/or academic and medical research facilities, which would all be compatible with the use and size of existing adjacent developments. Therefore, the zone change is provided as part of public necessity and convenience and in the general welfare of the neighborhood. Furthermore, such zone change will be in good zoning practice by providing a harmonious density and land use activity for the vicinity.

The action, as recommended, has been made contingent upon compliance with the "(Q)" and "(T)" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure developments and improvements more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

2. **Determination for Shared Parking, L.A.M.C. Sec. 12.24.X.21:**

- a. *Shared parking between the student housing project and USC HSC parking pool will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.*

The Los Angeles Municipal Code requires the student housing project to provide a minimum of 266 off-street parking spaces. The applicant requests a Determination for a shared parking agreement, to allow for the 266 required parking spaces of the student housing project to be "shared" and counted from the existing parking pool of the USC Campus, thereby resulting in no required on-site parking for the student housing and childcare facility. The submitted Parking Study, completed by Gibson Transportation Consulting, Inc. on July 25, 2013, and approved by the Department of Transportation in a letter dated August 9, 2013, found that since the project would

serve existing students and employees already at the campus, it would not be expected to increase weekday trip generation or parking demand at the campus. The reduction of on-site parking would allow for an alternate use of the land which would otherwise be needed for parking facilities. This in turn, could allow for additional educational or medical services within the campus, as well as more pedestrian-oriented designs.

However, on-site or nearby parking will be required for the childcare facility. Adequate drop-off and pick-up areas, as well as parking for parents and staff, are needed to ensure quick and easy access to the center, which could serve up to 150 children. Therefore, the required 21 parking spaces for the childcare facility should be provided within 100-feet of the facility and reserved for the exclusive use of the childcare facility during its hours of operation.

- b. *The shared parking's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.*

The submitted Parking Study, completed by Gibson Transportation Consulting, Inc. on July 25, 2013, and approved by the Department of Transportation in a letter dated August 9, 2013, concluded that a lower total number of parking spaces than would otherwise be required will provide adequate parking for the requested use. The parking analysis stated that since the student housing project is considered an academic-related use, the project would serve the existing students and employees and would not be expected to increase weekday trip generation or parking demand at the campus. Also, the effect of the projected project and removal of existing surface parking spaces is not expected to result in a shortage of parking for the site nor for the remaining building on the campus.

- c. *The shared parking substantially conforms with the purposes, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.*

The General Plan generally encourages the development of the USC HSC area as a Community Center and Pedestrian-Priority District, promoting mixed-use projects, enhanced pedestrian design, and appropriate screening and location of parking facilities to the rear of structures. The shared parking request would essentially eliminate the parking requirement of 266 spaces for the student housing project, and would reduce pressure to construct new parking facilities on-site. This therefore allows the project to be designed with no new parking facilities or driveways from Alcazar Street, and instead creates a more pedestrian-oriented design, with greater space for amenities such as outdoor plazas and open spaces. The sharing of existing parking spaces allows for a better use of limited land within the campus, promotes a greater variety of uses, and encourages a more pedestrian-oriented design for the campus, consistent with the goals and policies of the General Plan.

- d. *A lower total number of parking spaces than would otherwise be required will provide adequate parking for the requested use. Such determination is based upon an analysis of parking demand.*

The submitted Parking Study, completed by Gibson Transportation Consulting, Inc. on July 25, 2013, and approved by the Department of Transportation in a letter dated August 9, 2013, shows that the campus has a total parking supply of 5,681 parking spaces, or 825 parking spaces more than required by Code. However, a 2010 parking study revealed that actual parking demand is even lower than the Code

requirement, and that the campus currently operates with about 1,446 empty off-street parking spaces even during peak afternoon parking hours. HSC students make up approximately 10-15% of all parking users.

With the construction of the student housing project, a portion of an existing surface parking lot would be removed, resulting in the loss of 340 parking spaces, and adding a Code requirement for 266 new spaces (245 spaces for student housing, 21 spaces for the childcare facility).

Considering the probable near-term development of the campus, and assuming a worst-case scenario, which would only include the removal of surface parking, the removal of street parking, increased demand from the construction of the student housing building and HCC III, and no new parking facilities, the number of parking spaces provided on-campus would still exceed the projected demand by 535 parking spaces. However, USC has near-term plans to increase the campus parking capacity by a total of 352 spaces near two surface parking lots on Valley Boulevard, located approximately a half-mile east of the site, which would then result in a larger surplus of 887 parking spaces based on demand.

In addition, the study found that the projected campus supply of 5,626 off-street parking spaces will meet Code requirements and will provide a surplus of 574 parking spaces over what is required Code. Therefore, the study concludes, that the campus parking supply, even with the shared parking request, will be more than enough to meet the parking needs for the campus.

- e. *The maximum distance between each participating building or use and the nearest point of the shared parking facility shall be 750 feet, measured as provided in Section 12.21.A4(g).*

Currently, the Department of Building and Safety manages the parking count for the Health Sciences Campus, and considers the campus as one unified site, allowing for new uses to provide required Code parking anywhere within the campus boundaries. The student housing project would be less than 750 feet from several parking facilities, the nearest ones including the adjacent 1550 San Pablo Street surface parking lot, as well as surface parking at 1510 San Pablo Street, and a multi-story parking garage on Alcazar Street just south of the site.

- f. *The applicant and parties operating the shared parking facility shall submit written evidence in a form satisfactory to the Department of City Planning which describes the nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and which demonstrates that the required parking for each use will be available taking into account their hours of operation.*

The Parking Study, completed by Gibson Transportation Consulting, Inc. on July 25, 2013, also provided detailed maps, parking facility demand, parking facility operation, information on the shuttle system operating between campus buildings, parking facilities, and other off-site destinations. This information supported the study's findings that adequate parking and access to these facilities will continue after the project's implementation.

- g. *Reserved or otherwise restricted spaces shall not be shared.*

Restricted spaces include handicap stalls that are required to be striped and labeled by the Municipal Code. In addition, 21 parking spaces along the southeastern

portion of the surface parking lot will be identified and reserved for exclusive use for the childcare facility.

- h. *Additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as may be deemed necessary by the Department of City Planning, in order to assure the continued maintenance and operation of the shared spaces, under the terms and conditions set forth in the original shared parking arrangement.*

The project has been conditioned to provide the necessary documents to meet and assure the continued maintenance and operation of shared spaces in accordance with the entitlement grant. Implementation of these conditions will assure proper adherence to the decision makers' standards. Execution of these documents will be necessary.

3. Site Plan Review, L.A.M.C. Sec. 16.05:

- a. *The graduate student housing and childcare facility is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.*

The adopted Northeast Los Angeles Community Plan is intended to promote an arrangement of land uses, streets, and services which will encourage and contribute the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community. While the Community Plan does not offer specific policies centered on the County-USC Medical Center and USC Health Science Campus, the Plan does generally call for the concentration of density near institutional centers and pedestrian-oriented districts, requirements for enhanced project design, and logical layouts of institutional or academic uses. Within the plan text, the Community Plan also states that underutilized or abandoned industrial properties should be identified and may be more appropriately re-used or revitalized for non-industrial purposes.

The proposed project will meet the above objectives and policies by providing additional housing at an appropriate density and location to meet the plan area's needs. The underutilized industrially-zoned site is located on the northern edge of the campus, and the proposed graduate student housing and childcare facility on-site would revitalize the site and would be compatible with the existing neighborhood land use and character. Additionally, the project has been conditioned to dedicate and improve the surrounding public right-of-ways, which will enhance the roadways, sidewalks, and street lighting along the site and provide for better connectivity within the designated pedestrian-oriented district.

The Plan also sets standards for Urban Design, which complement the recently adopted Residential Citywide Design Guidelines, and include the need for a pedestrian entrance at the front of each project, for useable open space to be provided for residents, and for a building design of quality and character. The submitted building plans are consistent with these design standards. Pedestrian access from the street will be provided from both Alcazar Street and from the rear access drive. Open space will be provided within indoor recreation areas, and several outdoor areas, including a an outdoor children's play area and a large central courtyard with swimming pool and landscaping for graduate student residents. The building elevations are designed with variations in height, depth, and building materials to achieve an articulated façade, and consistent with the quality of design

and height of existing HSC buildings within the Project vicinity. This consistent aesthetic, accessibility to other campus facilities, and introduction of new accessory uses and employment opportunities will act to continue the logical expansion and development of the campus.

The site is also located within the Adelante Eastside Redevelopment Plan area and is in general conformance with the Redevelopment Plan and its amendment. The development of residential uses in a commercial area is allowed under the Amended Adelante Eastside Redevelopment Plan Section 503.6.

The site is not subject to any Plan footnotes and is otherwise not located within any other specific plan or special land use district.

The proposed student housing project will provide housing opportunities for students while contributing to the overall expansion and modernization of the Health Sciences Campus. The proposed project is consistent with General Plan and will serve to implement the goals and objective of the adopted Community and Redevelopment Plans.

- b. *The graduate student housing and childcare facility consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.*

Located within the Health Sciences Campus, the subject property is adjacent to other USC structures, vacant land, Los Angeles County storage warehouses, a Union Pacific rail right-of-way, and Lincoln Park, in the C2-2, CM-1, PF-1, and OS-1XL Zones. The project will be compatible with the existing buildings on the USC Health Sciences Campus in style, scale and height.

The proposed student housing project consists of an approximately 66-foot, five-story building containing approximately 264,200 square feet of floor area. The building will house 178 dwelling units to accommodate approximately 450 graduate students, as well as an ancillary 10,500 square-foot childcare center to serve the children of USC students, staff, faculty, and affiliates. In addition, the building is anticipated to have a student lounge, fitness center, and central courtyard with swimming pool and landscaping. The following project elements were designed in a manner which is compatible with both existing and future developments of the USC Health Sciences Campus:

- A. Building Design. The student housing building will be designed in a style reflective of the existing academic, research and medical office buildings that define the aesthetic appearance of the Health Sciences Campus. The existing multi-story buildings consist primarily of pre-cast concrete with a glass and metal curtain wall system in a modernist contemporary style. The proposed project will be developed consistent with the design policies set forth in the Northeast Los Angeles Community Plan, including the following components: (i) articulation of facades to provide variation and visual interest; (ii) use of building materials that accent or complement adjacent and nearby building facades; (iii) screening of mechanical, electrical and rooftop equipment from public view; and (iv) on-site lighting along pedestrian walkways and vehicular access ways.

- B. Height/Bulk. The height, bulk and setbacks of the student housing building will be compatible with the surrounding neighborhood and will be integrated within the existing Health Sciences Campus. The maximum proposed building height for the project is five stories (66 feet) with a floor area of 264,200 square feet, consistent in scale with the existing HSC structures, as well as the other nearby institutional uses, which range in height from 4 to 15 stories. As such, the proposed building will be similar in height and area to other buildings within the HSC and consistent with the C2-2 zoning of the project site.
- C. Setbacks. Setbacks are not required in the C2 zone. However, the student housing building's setbacks will be consistent with those of the R4 zone.
- D. Off-Street Parking. A Shared Parking Agreement has been requested to allow for the shared parking of the 266 Code-required parking spaces for the project, within the existing HSC parking pool. The new graduate student housing building would be occupied by current students who either live in existing student housing on campus (which would be demolished) or students who currently commute to campus, and would therefore result in minimal changes to parking demand. Therefore, adequate parking for students will be provided within the existing parking facilities on campus, serviced by a network of shuttles and buses. In addition, parking will be required on-site and adjacent to the childcare center for adequate drop-off/pick-up and access to the facility. In accordance with the adopted 2013 Bicycle Parking Ordinance, conditions have been included to ensure the project will also provide adequate short-term and long-term bicycle parking spaces near both the front main entrance and rear portion of the building.
- E. Loading. The Project does not include a loading dock. There will be parking spaces available at the rear of the building for occasional deliveries and loading for the residential building.
- F. Lighting. Implementation of the project will introduce new light sources within the project site, including streetlights, interior building lighting and exterior security lighting. However, the proposed lighting will be typical of existing adjacent facilities within the Health Sciences Campus and is not expected to create unusually high levels of light. Nighttime lighting will be provided to facilitate pedestrian access and safety. The project's lighting will be designed in conformance with the design policies set forth in the Northeast Los Angeles Community Plan and will conform to existing standards at the HSC. On-site lighting will be installed along pedestrian walkways and vehicular access ways and will be shielded and directed so as to illuminate these areas rather than adjacent areas.
- G. Landscaping. The Health Sciences Campus is generally designed in a modernist style reflective of the high-tech research activity that occurs within these facilities. Landscaping for the building will include plantings that will complement the existing building styles and landscaping program throughout the HSC. All new paving will be implemented using the USC Health Sciences Campus standard design.
- H. Trash Collection. In keeping with the design guidelines set forth in the Community Plan and current uses at the HSC, the Project will enclose all trash containers from view.

- c. *Any graduate student housing project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.*

Proposed amenities include a social lounge, fitness center, business center with study rooms, and an on-site management and leasing office. Open space amenities would include a large 16,025 square foot courtyard with swimming pool and landscaped open space areas that form the central portion of the student housing site. The childcare facility will include a 9,500 square-foot outdoor play area. Outdoor landscaped open space areas would also be located within the northern portion of the student housing site and on the west side of the building. In addition, landscaped pedestrian walkways would be provided throughout the student housing site.

C. CEQA Findings

Background

On July 18, 2006, the City of Los Angeles certified Environmental Impact Report ENV-2004-1950-EIR (SCH 2004101084) (the "Certified EIR") for the University of Southern California's Health Sciences Campus Project ("HSC Project"). The Certified EIR analyzed the development of between 585,000 and 765,000 square feet of additional academic and medical-related floor area within seven sites, respectively referred to as Development Sites A, B, C, D, E, F and G (the "Original Project"). Specifically, under the Original Project, up to 120,000 square feet of medical clinic uses could be developed within the Health Science Campus ("HSC") in conjunction with up to 465,000 square feet of academic and/or medical research facilities. In addition, in the event that on-site development were to reach 765,000 square feet, a maximum of 45,000 square feet of medical clinic development and 720,000 square feet of academic and/or medical research uses could be constructed.

The Certified EIR concluded that the Original Project would result in the following significant and unavoidable impacts: Air Quality, regional NO_x, ROC and localized PM (Construction); Air Quality, NO_x (Operations); Noise (Construction); and Traffic and Circulation. The Certified EIR concluded that, after mitigation, the Original Project would result in less than significant impacts in the following impact areas: Visual Resources; Agricultural Resources; Air Quality, regional CO, SO_x and PM and localized CO, SO₂ and NO₂ (Construction); Air Quality, regional ROC, SO_x, CO and PM and CO hotspots (Operations); Air Quality, AQMD Consistency; Air Quality, Greenhouse Gas Emissions; Biological Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Surface Hydrology, Hydrology and Groundwater; Land Use and Planning; Mineral Resources; Noise (Operational); Population and Housing; Public Services; Recreation; Parking; and Utilities/Service Systems.

The University desires to develop new student housing to support the other uses on the HSC and to modify the maximum amount of square footage to be developed, provided that the peak-hour vehicle trips do not exceed that set forth in the Certified EIR (the "Modified Project"). Specifically, the developer of the subject student housing project, American Campus Communities, proposes to expand the uses permitted within Development Site E to include graduate student housing uses comprising approximately 264,224 square feet of floor area and providing a maximum of 178 dwelling units, associated amenities, and a 10,500 square-foot childcare center. The amenities would include a social lounge, fitness center, business center with study rooms, and an on-site management and leasing office. The childcare center is anticipated to accommodate 100 to 150 children and would only be open to students/employees/affiliates of the HSC.

An Addendum to the Certified EIR (the "Addendum") has been prepared to analyze the potential environmental impacts of the Modified Project. The Addendum was prepared under the authority of CEQA Guidelines § 15164(a), which requires a lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines §§ 15162 and 15163 calling for preparation of a subsequent or supplemental EIR have occurred.

The City Planning Commission of the Los Angeles, acting through the Planning Department, is the "Lead Agency" for the Modified Project evaluated in the Addendum. The Addendum concluded that, like the Original Project, the Modified Project would result in the following significant and unavoidable impacts: Air Quality, regional NOx, ROC and localized PM (Construction); Air Quality, NOx (Operations); Noise (Construction); and Traffic and Circulation. However, the Addendum shows that that the Modified Project's significant impacts are not substantially greater than the Original Project's. The Addendum also concluded that, after mitigation, the Modified Project, like the Original Project, would result in less than significant impacts in the following impact areas: Visual Resources; Agricultural Resources; Air Quality, regional CO, SOx and PM and localized CO, SO2 and NO2 (Construction); Air Quality, regional ROC, SOx, CO and PM and CO hotspots (Operations); Air Quality, AQMD Consistency; Air Quality, Greenhouse Gas Emissions; Biological Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Surface Hydrology, Hydrology and Groundwater; Land Use and Planning; Mineral Resources; Noise (Operational); Population and Housing; Public Services; Recreation; Parking; and Utilities/Service Systems.

Following completion of the Addendum, the applicant made minor changes to the student housing project that increase the total floor area from the 238,000 analyzed in the addendum to approximately 264,224. However, the number of units and other aspects of this project remained the same. To analyze the potential environmental effects of this increase in square footage, an Errata was prepared. The supplemental analysis in the Errata shows that the increase in square footage does not alter any of the conclusions in the Addendum or show any new or increased environmental impacts.

Findings

The Lead Agency finds that the Addendum, Errata and supporting technical studies (collectively, the "Environmental Documents") were prepared in compliance with CEQA and the CEQA Guidelines. The Lead Agency finds that the Planning Department has independently reviewed, analyzed, and where appropriate modified, the Environmental Documents for the Modified Project and that the Environmental Documents reflect the City's independent judgment.

The Lead Agency finds and determines that the information contained in the Environmental Documents is adequate for matters related to the Modified Project, which is before Lead Agency, and that the Lead Agency has reviewed and considered the information contained therein pursuant to the State CEQA Guidelines and the City CEQA Guidelines, along with other factors related to this matter.

The Lead Agency finds and determines that, based on the information set forth in the Environmental Documents with respect to the potentially significant impacts analyzed in the Certified EIR, the Modified Project will not create any new or result in any substantial increase in the severity of previously identified potentially significant impacts in any of the analyzed environmental impact categories and that no new mitigation measures are identified in the Environmental Documents that would modify the mitigation measures in the Certified EIR, which are incorporated into the Environmental Documents by reference.

The Lead Agency finds and determines that, pursuant to Section 15162(a)(3) of the State CEQA Guidelines, nothing in the Environmental Documents or with respect to the Modified Project contains or constitutes new information of substantial importance that was not known or could not have been known with the exercise of reasonable diligence at the time the Certified EIR was certified as complete.

The Lead Agency finds and determines that no additional environmental impacts other than those identified in the Certified EIR will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the Modified Project.

The Lead Agency finds and determines pursuant to CEQA Guidelines Section 15091(a)(1) that changes and alterations have been required by the City and incorporated into the Revised Project which avoid or substantially lessen the significant environmental effects as identified in the Certified EIR and the Environmental Documents.

The Lead Agency finds and determines pursuant to CEQA Guidelines Section 15093; that certain economic, legal, social, technological or other benefits of the Proposed Redevelopment outweigh the unavoidable adverse environmental effects, all of which are identified in the Certified EIR and the Environmental Documents.

The Lead Agency finds and declares that substantial evidence for each and every finding made herein is contained in the Certified EIR, Environmental Documents, the administrative record, staff reports, and information provided by the applicant and its representatives, each and all of which are incorporated herein by this reference. Moreover, the Lead Agency finds and declares that where more than one reason exists for any finding, each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

MMRP

The Mitigation Monitoring and Reporting Program ("MMRP") includes all of the mitigation measures identified in the Certified EIR and Addendum and has been designed to ensure compliance with such measures during implementation of the Modified Project. In accordance with CEQA, the MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code §21081.6, the Lead Agency hereby adopts the MMRP and finds that the environmental impacts of the Modified Project have been mitigated to the extent feasible by the mitigation measures identified in the MMRP, incorporated by reference and located in the administrative file, and finds that the Revised Project meets the mitigation monitoring program requirements of Section 21081.6 of the Public Resources Code. The MMRP includes an additional air quality mitigation measure that reflects current regulatory requirements and best practices (see Mitigation Measure D-9). The MMRP includes certain traffic mitigation measures that are under construction or have been completed (see Mitigation Measures C-1, C-5, C-7, and C-15).

Each of the mitigation measures referenced in the MMRP shall be conditions of the Modified Project approval to be monitored and enforced by the City pursuant to the building permit process and the MMRP.

To the extent feasible, each of the other findings and conditions of approval made by or adopted by the City in connection with the Modified Project are also incorporated herein by this reference.

The custodian of the documents or other material which constitutes the record of proceedings upon which the City's decision is based is the City of Los Angeles, Planning Department, located at 200 North Spring Street, Room 750, Los Angeles, California 90012.

Statement of Overriding Considerations.

As described in the Final EIR and Addendum, development of the Modified Project would have significant adverse impacts on the environment that cannot be reduced to less than significant levels through implementation of feasible mitigation measures. Section 15093(b) of the State CEQA Guidelines provides that when a project is approved which will result in the occurrence of significant effects that cannot be avoided or substantially lessened, the lead or decision-making agency shall state in writing the reasons to support its action based on the Final EIR and/or other information in the record.

The following impacts are not mitigated to a less than significant level for the Modified Project: Air Quality, NO, ROC and PM (Construction); Air Quality, NO (Operations); Noise (Construction); and Traffic and Circulation. Accordingly, Lead Agency adopts the following Statement of Overriding Considerations.

The Lead Agency recognizes that significant and unavoidable impacts will result from the implementation phase of the Modified Project. Having: (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the proposed project, (iii) recognized all significant unavoidable impacts, and (iv) balanced the benefits of the project against the Modified Project's significant and unavoidable impacts, the Lead Agency hereby finds that the benefits of the Modified Project outweigh and override the significant unavoidable impacts for the reasons stated below.

The following stated reasons summarize the benefits, goals and objectives of the Modified Project, and provide the rationale for the benefits of the Modified Project. These overriding considerations of economic, social, aesthetic and environmental benefits of the Modified Project justify adoption of the Modified Project and approval of the Environmental Documents. Many of these overriding considerations individually would outweigh the adverse environmental impacts of the Modified Project.

- The Modified Project constitutes infill development of the existing USC Health Sciences Center, putting to productive use of underused land. The Modified Project is conceived of as part of a larger design for a campus that is better integrated into the community and serves as an asset and resource in the community.
- The Modified Project will help fulfill USC's goal to create a world class health campus by providing needed housing and amenities for HSC graduate students, the vast majority of whom currently commute to campus.
- By providing increased on-campus housing, the Modified Project will reduce the number of student commuters and reduce the number daily car trips through the surrounding neighborhoods.
- The Modified Project will include a childcare facility with an outdoor childcare play area anticipated to accommodate 100 to 150 children that is primarily intended to serve the students living in the project.
- Providing needed housing and childcare that will help transform a commuter school into an integrated campus.

- The Modified Project will replace an unsightly asphalt parking lot with a well-designed and pedestrian friendly project that ties into USC's campus wide beautification improvements to create a unique campus identity.
- The Modified Project will generate new construction jobs, the majority of which will be hired from the local and regional market.
- The Modified Project will generate economic activity in the area by providing housing on campus for students who will patronize local businesses.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

The public hearing was held at Los Angeles City Hall on September 20, 2013. The public hearing was attended by the project's representatives and approximately ten community members, with six members speaking in opposition of the project (including representatives from the El Sereno Historical Society, East Side Coalition for Environmental Justice, Southern California Urban Network, and Boyle Heights Stakeholder Association), and two community members providing general comments.

Summary of Public Hearing Testimony

At the September 20, 2013 public hearing, the project's representative, Dale Goldsmith, of Armbruster, Goldsmith, and Delvac, first spoke and presented the project and entitlement requests on behalf of the applicant. The project would be comprised of 178 graduate student housing units, and would include a daycare serving between 100 and 150 children. The childcare center would primarily serve children of students, faculty, employees, and USC affiliates. Mr. Goldsmith noted that the campus currently only has a handful of student housing units, and that this would be the first comprehensive student housing building on the campus, which would reduce vehicle trips. He added that the applicant had conducted several town hall meetings in the community, and presented to nearby Neighborhood Councils (NC), and had gained the support of the designated NC for the area.

Next, the project applicant and operator of the student housing facility spoke. Brett Hahnel, of American Campus Communities (ACC), provided some background on his company, noting that ACC operates over 190 properties. He added that they expect approximately 450 students to live in the building, and that some of the benefits of the development will include increased tax revenue and an increase in students supporting local businesses.

Third, the project architect, Dan McAllister of KTG Architecture and Planning, offered more detail on the specifics of the graduate student housing facility, and an overview of each floor plan. He highlighted architectural features, such as a meaningful front entrance on Alcazar Street, the compatibility to adjacent buildings, and that articulated facades are present on all sides of the building. Mr. McAllister also noted that due to the sloping nature of the lot, the building would be three stories along Alcazar Street, but four stories facing Valley Blvd. He also explained the building's access, with the main entrance tying into the 16,000 sq-ft courtyard and the rear entrance elevator, with a separate and secure entrance at the rear for the childcare facility.

Dale Goldsmith spoke again, adding details regarding the submitted parking study, which found that there would be a surplus of on-campus parking after the project would be constructed, and concluded that the project would be a net benefit for the neighborhood, with added jobs, new business, tax revenue, a reduction in am/pm peak hour trips, and that the project is well-designed and pedestrian-focused.

Next, several community members spoke in opposition of the project. First, a resident stated his concerns about the impact of years of construction on the surrounding community, and cited the Soto Street bridge widening project northeast of the campus. He added that neither the bridge nor USC have accounted for the cumulative impacts that these project would have. Additional concerns included increased traffic and pollution and impacts on parking. The resident also

stated that the project and plan for the area has not been clear and that too many variable options have been presented. The next speaker agreed that cumulative and construction impacts should be considered, and added that parking is a problem in the area. Meters have been installed, but USC staff and faculty continue to take up street parking. She added concerns about how the project will affect the nearby wetlands and Ascot Hills. The following speaker, a resident and member of the Land Use Committee of the Lincoln Heights Neighborhood Council highlighted the area's unique characteristics, rich history and culture, and added that this community and Hazard Park are now being threatened by USC's expansion. Next, a speaker from the East Side Coalition for Environmental Justice added similar concerns about the project impacts on the nearby wetlands, parks, traffic, and added that there should be a cap imposed on the amount of building construction for the USC campus. A community organizer from the Southern California Urban Network stated that USC needs to do a better job with outreach to residents and communicating their long-term plans, since these projects need to be a community decision. The next speaker from the Boyle Heights Stakeholder Association also voiced community concerns and requested that a meeting be held within the community outlining details of the project.

Two speakers included general comments about the project. The first resident welcomed the development, which would add nice buildings, security, and investment to the run-down area, He added that he would also like to see investment in low-income housing. The next speaker, also a long-time resident, was concerned about the density increase from the potential hotel, possible street closures, and circulation. He added that he is not opposed to the USC project, but is worried about the local impacts resulting from the project, and does not want to see USC developed as a fortress-like facility, turning its back to the neighborhood.

Lastly, the project representative, Dale Goldsmith, spoke to respond to some of the community comments. He clarified that the project is funded and operated by ACC, not by USC, and is not linked to the other developments. Mr. Goldsmith explained that construction for the project is set to begin in 2015, will not result in any temporary or permanent street closures, is located a mile away from the Soto Street construction project, and impacts from the other project had been analyzed in the environmental review. He stated that the project will not impact any nearby wetlands. Regarding parking, he contended that there will be minimal additional parking demand as a result of the student housing project, and that commuting students are more likely to use on-street neighborhood parking than students living on campus. He cited meetings with Council Office 14 and the area's Neighborhood Councils as evidence of community engagement, and added that ACC has been to several town hall meetings. In addition, Mr. Goldsmith noted that any new development on the rest of the site would require a Site Plan Review and Conditional Use entitlement process, which would also have public hearings. He explained the breakdown of bedroom-units for the student housing building, and ended that the project would be a net benefit to the community in terms of economic activity.

Written Communications Received

One letter in support of the project, one in opposition, and two general comment letters were received prior to the completion of the Staff Report.

The letter of support was submitted by the Lincoln Heights Neighborhood Council stating that at its June 20, 2013 meeting, the Neighborhood Council passed a resolution to support the USC graduate student housing project and all of its entitlement requests.

The letter of opposition was submitted by the El Sereno Historical Society, expressing concerns about parking, modifications to USC plans, and the cumulative impact proposed projects in the area. Specifically, the letter contended that the parking study conducted by USC failed to take

into account that many USC students, faculty, and visitors use neighborhood street parking in lieu of paying high parking fees at the University's garages, leading to a false impression that USC's current off-street parking is sufficient to meet demand. The community has experienced negative parking impacts such as new street meters and the inability for residents to find affordable and off-street parking for access to Lincoln Park and Hazard Park. The residents were also concerned that USC does not have concrete and final plans for the remainder of the project site, and instead are allowed to choose from a mix of uses as long as the peak-hour trips do not exceed the number of trips from the Certified EIR. In addition, the residents want to know how the public will be able to stay informed about the final plans and how the trip count maximum will be enforced by USC and the City. Lastly, the letter stated concerns about the cumulative impacts of USC's 35-year Master Plan and the City's 10-year Soto Street Bridge construction projects, and that cumulative effects from both of these projects have not been factored into the both projects' environmental studies.

General comments were also received from the Metropolitan Water District of Southern California, requesting that any design plans for activity in the area of MWD's facilities be submitted for their review and written approval. The MWD included maps of their nearby Palos Verdes Feeder pipeline and accompanying 15-foot wide easement right-of-way along the east side of Indiana Avenue, approximately a ½ mile from the project site.

In addition, general comments were received from the Union Pacific Railroad Company, which owns and operates the rail line directly adjacent to the subject property to the north. Currently, there is an at-grade rail crossing over the main line tracks on San Pablo Street, which at times delays vehicles waiting to cross the tracks. Due to concerns about increased pedestrian and vehicular traffic impacts, UP stated that it does not support the project without the developer first installing a grade separation at San Pablo Street, and additionally examining any impacts on other nearby at-grade crossings. In addition, UP requests that mitigations be included to reduce trespassing, including signage and buffering through the use of setbacks, landscaping, or barrier walls. The rail company also requests that measures be implemented to reduce noise and vibration impacts, such as disclosure by the developer to the project's residents about the existing and projected noise levels from trains, construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.