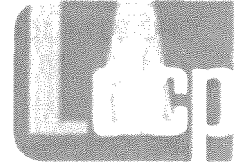


DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: February 12, 2015
Time: After 8:30 a.m.
Place: Los Angeles City hall
200 N. Spring Street, Rm 350
Los Angeles, CA 90012

Public Hearing: December 15, 2014
Appeal Status: Zone Change appealable by the Applicant to the City Council if disapproved in whole or in part by the City Planning Commission. Zoning Administrator Determination appealable to City Council.
Expiration Date: February 18, 2015
Multiple Approval: Zone Change and Zoning Administrator's Determination

Case No.: CPC-2014-1544-ZC-ZAD
CEQA No.: ENV-2014-1545-ND
Related Cases: CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR
Council No.: CD - 9
Plan Area: South Los Angeles
Specific Plan: South Los Angeles Alcohol Sales
Certified NC: Empowerment Congress North Area
GPLU: Community Commercial
Zone: [Q]C2-2D-O
Applicant: Wilson University Gateway, LLC.
Representative: Katherine Casey, Craig Lawson & Co., LLC

PROJECT LOCATION: 3335 S. Figueroa St.

PROPOSED PROJECT: The proposed project consists of an entitlement request for a Zone Change to amend "Q" Qualified Condition No. 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 to remove the requirement to provide 440 residential parking spaces off-site, and a Zoning Administrator Determination to allow shared parking among commercial uses and residential guests for the University Gateway development. The project was previously approved in 2006 under case no. CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR. The existing building was fully constructed in 2010 and is now operated by Wilson University Gateway, LLC. It currently provides 421 residential units for University of Southern California students and approximately 74,516 square feet of commercial uses. The project provides a total of 1,215 parking spaces: 775 on-site parking spaces in a seven-level above-ground parking garage that consists of 327 commercial spaces, 27 residential guest spaces, and 421 residential spaces and 440 off-site parking spaces in an existing parking structure located at 3401 South Grand Avenue, known as the University Parking Center.

REQUESTED ACTION:

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, **Adopt** the Negative Declaration (ENV-2014-1545-ND) for the above referenced project;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32.F, a **Zone Change** to amend "Q" Qualified Condition No. 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 for the property located at 3335 S. Figueroa St.; and
3. Pursuant to LAMC Section 12.24.X.20, a **Zoning Administrator Determination** for a Shared Parking Approval to permit the shared parking of 354 on-site spaces among all commercial uses and residential guests.

RECOMMENDED ACTIONS:

1. **Adopt the Negative Declaration** (ENV-2014-1545-ND) for the above referenced project pursuant to Section 21082.1(c)(3) of the California Public Resources Code;
2. **Approve a Zone Change** to amend "Q" Qualified Condition No. 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 for the property located at 3335 S. Figueroa St., with the attached conditions of approval;
3. **Approve a Zoning Administrator Determination** for a Shared Parking Approval to permit the shared parking of 354 on-site spaces among all commercial uses and residential guests, with the attached conditions of approval; and
4. **Adopt the attached Findings.**

MICHAEL J. LOGRANDE
Director of Planning

Approved by:




Daniel Scott, Principal City Planner

Reviewed by:



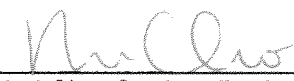
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PROJECT ANALYSIS

PROJECT SUMMARY

The project site is located within the South Los Angeles Community Plan Area of the City of Los Angeles. The project site is designated for Community Commercial land uses and zoned [Q]C2-2D-O. The 4.0-acre site consists of 13 continuous parcels bound by 32nd Street to the north, Figueroa Street to the east, Jefferson Boulevard to the south, and an alley to the west. Surrounding parcels are improved with the University of Southern California (USC) School of Cinematic Arts Center to the north of the project site, an automobile dealership and surface parking lots to the east, the Shrine Auditorium and Expo Hall and its parking facilities to the west, and the USC University Park Campus to the south.

The project site is currently improved with a mixed-use development containing 421 dwelling units for the USC students, 74,516 square feet of commercial uses, and a seven level above-ground parking structure that provides a total of 775 parking spaces. In addition, the project leases 440 off-site parking spaces from USC at a parking structure located at 3401 South Grand Avenue, approximately 1,100 feet east of the subject site. The project was approved by the City Planning Commission on December 6, 2006 and the associated ordinance adopted by the City Council on March 20, 2007. The project was fully constructed and began operation in 2010.

The project proposes to amend "Q" Qualified Conditions No. 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 to remove 440 off-site parking spaces at University Parking Center (UPC) and provide shared parking among commercial uses and residential guests at the project site. Staff recommends amending the Ordinance and granting the shared parking approval with conditions.

Requested Entitlements

Zone Change: Amendment to Ordinance 178,542

The Applicant requests a Zone Change to amend Ordinance No. 178,542 "Q" Qualified Condition No. 4(a) and delete 4(b) and 4(c) to remove the requirement to provide a maximum of 440 off-site residential parking spaces at the University Parking Center (UPC). The Applicant has provided a Shared Parking Analysis (Exhibit D2), which has been reviewed and determined to be adequately prepared by the City of Los Angeles Department of Transportation and Department of City Planning (Exhibit D1). The Analysis found that the off-site parking spaces at UPC are severely underutilized, and the worst-case peak parking demand at UPC is 19 spaces. In addition, the demand for on-site residential parking spaces is 332 out of 421 during any given hour, leaving a *surplus* of 89 spaces.

Zoning Administrator's Determination: Shared Parking Approval

The Applicant requests a Zoning Administrator Determination for a Shared Parking Approval to allow the shared parking of 354 on-site parking spaces among all commercial uses and residential guests. According to the Shared Parking Analysis, worst-case parking demand for the on-site parking spaces is 612 spaces (with an assumption that all 421 residential parking spaces are fully occupied). The result indicates that the parking demand for commercial uses at the on-site garage is 191 spaces out of 354, and the garage will operate with a *surplus* of 163 spaces. Thus, the on-site parking garage can sufficiently accommodate the parking demand for commercial uses and residential visits with 354 parking spaces on levels 1-3.

Negative Declaration

A Negative Declaration was prepared as case no. ENV-2014-1545-ND. The case was circulated for public review on November 13, 2014 and the review and comment period ended on

December 3, 2014. The ND found that the proposed project would not result in potential adverse impacts.

BACKGROUND

The project site is located at 3335 South Figueroa Street within the South Los Angeles Community Plan Area of the City of Los Angeles. The South Los Angeles Community Plan was adopted on March 22, 2000 and is currently being updated with a new South Los Angeles Community Plan (Draft) released in October 2014. The project site is designated for Community Commercial land uses by the South Los Angeles Community Plan and is currently zoned [Q]C2-2D-O. The project site is also located in the Exposition/University Park Redevelopment Project Area (formerly known as the Hoover/Hoover Expansion Redevelopment Project Area). The site is located approximately three miles southwest of Downtown Los Angeles, approximately 0.2 miles west of Interstate 110 (I-110) Freeway, and approximately one mile south of Interstate 10 (I-10) Freeway.

The project site is located within an area designated as a Regional Center in the Long-Range Land Use Diagram of the City of Los Angeles General Plan Framework Element. A Regional Center is intended to serve as the focal points of regional commerce, identity, and activity and encourages the development of sites and structures integrating housing with commercial uses. In addition, each center functions as a hub of regional or rail transit both day and night (Framework Element).

Description of the Property

The project site is comprised of 13 contiguous lots, totaling 174,357 square feet of lot area. The site is currently improved with the University Gateway project, an eight-story mixed-use development, with following addresses: 3201, 3207, 3211, 3215, 3229, 3241, 3335, 3335 South Figueroa Street; 616, 624, 628 West 32nd Street; and 601, 625, 621, 615 West Jefferson Boulevard.

Description of the Existing University Gateway Project

Approved Residential and Commercial Uses

On December 6, 2006, the City Planning Commission approved the University Gateway project under case no. CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR. The project was approved for 421 residential units for USC students and 83,000 square feet of ground floor commercial uses on the 4.0-acre site. Table 1 provides a summary of approved commercial uses and floor area.

Table 1. Approved Uses in 2010 per CPC 2006-7446-GPA-ZC-HD-ZV-BL-SPR

Approved Residential Dwellings	Units
One Bedroom Units	14
Two Bedroom Units	407
TOTAL	421
Approved Commercial Uses	Floor Area (SF)
Bookstore	30,000
USC Health & Fitness Center	40,000
Retail	6,000
Restaurants	7,000
TOTAL	83,000

Required Parking Under "Q" Qualified Conditions, "Exhibit E"

The "Q" Qualified Conditions established parking requirements for the University Gateway project. The project is required to provide parking in compliance with the Los Angeles Municipal

Code Section 12.21 A4, which resulted in a minimum of 1,210 parking spaces. Of those spaces, 770 parking spaces are on the project site with a minimum of 349 on-site parking spaces designated for the ground floor commercial uses and residential visitors and the remaining 421 on-site parking spaces reserved for residential units. The project was granted a Variance to permit a maximum of 440 residential parking spaces to be provided off-site at the University Parking Structure (UPC) located at 3401 South Grand Avenue, approximately 1,100 feet away from the subject property.

The project was granted the Variance due to the nature and location of the University Gateway project. Accommodating the project's Municipal Code required parking of 1,210 spaces on-site was determined to result in unnecessary practical difficulties and hardships that are at odds with the general purpose and intent of the zoning provisions. The project site is located directly east of the Shrine Auditorium, which is a historic-cultural monument with a distinctive and recognizable roof. The University Gateway project was designed with a maximum height of 87 feet to not impede views of the Auditorium. Providing all of 1,210 required parking on the project site would have required an additional four to five levels to the building, resulting in an increased height between 120 and 130 feet. Building subterranean parking would have also posed a problem, as the site is located in an identified methane gas zone. Constructing a subterranean parking garage to provide all required parking was determined to be infeasible due to a potentially significant impact to future residents and neighboring uses. Thus, the previously approved Variance allows the project to provide 440 residential parking spaces at the off-site parking garage in order to protect the view of the Shrine Auditorium and limit potential hazards related to methane in the area.

Existing Commercial Uses as of 2014

The University Gateway project has been fully constructed and is now operated by Wilson University Gateway, LLC. The development provides 74,516 square feet of commercial uses. A summary of existing commercial uses and floor area are provided in Table 2 below.

Table 2. Existing Uses and Size on the Project Site as of 2014

Existing Residential Dwellings	Units
One Bedroom Units	14
Two Bedroom Units	407
TOTAL	421
Existing Commercial Uses	Floor Area (SF)
Retail	1,455
Offices	33,875
Medical Office	1,380
Restaurants	12,075
CVS Drug Store (Retail)	14,091
Grocery Store (Fresh & Easy)	7,268
JP Morgan Chase (Bank)	4,372
TOTAL	74,516

Existing On-Site and Off-Site Parking

The mixed-use development contains a seven-level above-ground parking structure with a gated kiosk entry and exit, providing a total of 775 on-site automobile parking spaces. The three lower levels provide a total of 354 parking spaces including 327 spaces designated for commercial uses and 27 residential guest parking spaces. The top four levels provide a total of 421 parking spaces that are reserved for residents and are not available to the general public. The 440 off-site parking spaces are located at UPC at 3401 South Grand Avenue and are reserved for project residents. Parking permits are priced at \$175.00 for the on-site garage and

at \$37.50 for the off-site parking. Parking is priced monthly, separate from the housing lease, and added on to the resident's current or new housing contract.

Bicycle Parking

The project also provides bicycle parking throughout the subject site. As required per site-specific "Q" Qualified Condition #5 and Variance Condition #6, the project provides a total of 800 long-term bicycle parking spaces on the ground floor of the on-site parking structure for residents who obtain a bicycle parking permit (free) from the management. In addition, bicycle racks providing eight bicycle spaces are located on each of the top four levels that provide residential parking spaces, providing additional bicycle parking spaces of up to 32 spaces.

Short-term bicycle parking racks are installed throughout the perimeter of the project site. The intersection of 32nd and Figueroa Streets has a 3-pipe bar system that accommodates two to three bicycles. There are 12 single-pipe bar racks along Figueroa Street between 32nd Street and Jefferson Boulevard. There are three single-pipe bar racks along Jefferson Boulevard between Figueroa Street and the alley to the west of the site. Two additional pipe racks are located off of the sidewalk and beneath the awning of Freebirds and Chase Bank. These racks are larger 4-pipe racks that can hold six to eight bicycles each. The existing short-term bicycle facilities can accommodate approximately 47 to 71 bicycles.

Surrounding Zones and Land Uses

North: Properties located to the north of the project site, across 32nd Street at the intersection of Figueroa Street and 32nd Street, are zoned [Q]C2-1VL-O and improved with USC School of Cinematic Arts Center for Digital Arts.

South: Properties located to the south of the project site, across Jefferson Boulevard, are zoned USC-1A and improved with the USC Main Campus and a parking structure. These properties are within the USC Specific Plan.

East: Properties directly east of the project site, across Figueroa Street, are zoned C2-1L and improved with a Chevrolet dealership, used automobile sales, and surface parking lots.

West: Properties adjacent to the subject site across from an alley along the site's western property line are zoned [Q]C2-1-O and improved with a surface parking lot, the Shrine Auditorium and Expo Hall, and a parking structure.

Northwest: Properties located at the intersection of Shrine Place and 32nd Street, to the northwest of the project site, are zoned R3-1-O and improved with multi-family residential developments, a surface parking lot, and storage structures.

Streets and Circulation

Jefferson Boulevard: adjacent to the south of the project site and designated as a Major Highway – Class II, with a required 104-foot right-of-way (or 114-foot at intersections which require dual lanes) including 12-foot sidewalks and a 40-foot (or 45-foot with dual left turn lanes) half-width roadway to centerline.

Figueroa Street: adjacent to the east of the project site and designated as a Major Highway – Class II, with a required 104-foot right-of-way (or 114-foot at intersections which require dual lanes) including 12-foot sidewalks and a 40-foot (or 45-foot with dual left turn lanes) half-width roadway to centerline.

32nd Street: adjacent to the north of the project site and designated as a Collector Street, with a required 64-foot right-of-way including 10-foot sidewalks and a 22-foot half-width roadway to centerline.

Transit Access

The project site is located in a highly urbanized area in close proximity to various transit options. Metro Exposition Line Jefferson/USC Station is located at 3214 South Flower Street, approximately 500 feet east of the project site, between 33rd Street to the north and Jefferson Boulevard to the south. The Station was built as part of the first phase of the 8.6-mile Metro Exposition Line, which opened in 2012, providing a direct connection from Downtown Los Angeles to Culver City.

Metro operates five bus lines that serve the project site and its neighboring properties. Metro Express Line 442 serves areas between Downtown Los Angeles and Hawthorne via Manchester Boulevard. Metro Local Line 200 serves areas between Echo Park and USC Exposition Park via Alvarado Street and Hoover Street. Metro Local Line 102 serves areas between LAX City Bus Center and South Gate via La Tijera Boulevard and Exposition Boulevard. Metro Local Line 38 serves areas between Downtown Los Angeles and Washington/Fairfax Transit Hub via West Jefferson Boulevard. Metro Local Line 81 serves areas from Eagle Rock through Downtown Los Angeles to Harbor Freeway Station via Figueroa Street.

The project site is also served by Los Angeles Department of Transportation (LADOT) DASH Downtown F, which serves areas between the Financial District in Downtown Los Angeles and USC Exposition Park via Jefferson Boulevard.

Relevant Cases

CRA CASE Summary: The project site is located in the Exposition/University Park Redevelopment Project Area (formerly known as the Hoover/Hoover Expansion Redevelopment Project Area). On July 6, 2006, the former Board of the Community Redevelopment Agency (CRA) of the City of Los Angeles approved the development of an eight-story, mixed-use building on the project site. As part of the project approvals, the CRA certified an Environmental Impact Report (EIR-SCH 2005-05-1041-CRA) on July 6, 2006.

ZA-2006-7234-ZAI: On November 1, 2006, the Chief Zoning Administrator issued a site-specific Zoning Administrator's Interpretation for the University Gateway project. The Chief Zoning Administrator determined that the University of Southern California (USC) Health and Fitness Center, that was proposed as part of the University Gateway project, constituted an institutional use subject to the parking rate of one space for every 500 square feet of floor area in lieu of one space for every 100 square feet of floor area in a health club.

ZA-2006-7234-ZAI-1A: On November 16, 2006, an appeal was filed against ZA-2006-7234-ZAI by Conquest Student Housing alleging that the former Acting Chief Zoning Administrator erred and committed an abuse of discretion in determining the parking ratio of one space per 500 square feet for the proposed USC Health and Fitness Center. On April 4, 2007, the South Los Angeles Area Planning Commission denied the appeal and sustained the Zoning Administrator's Interpretation.

CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR; Ordinance No. 178,542: On December 6, 2006, the City Planning Commission approved the proposed University Gateway project that consists of 421 residential units for USC students and 83,000 square feet of ground floor commercial uses on the subject property. Ordinance No. 178,542 was adopted by the City Council on March 20, 2007 and became effective on May 7, 2007. "Q" Qualified Conditions in Ordinance No. 178,542 "Exhibit E" requires, among other site development requirements, a minimum of 770 on-site parking spaces with 349 spaces designated for the ground floor commercial uses and residential visitors and 421 spaces reserved for residential use. The Zone Variance approved a maximum of 440 required residential parking spaces to be provided off-site at UPC located at 3401 South Grand Avenue, approximately 1,100 feet away from the subject property. The

Zoning Code requires that all residential parking be provided on-site. However, given the location of the project adjacent to the Shrine Auditorium, a historic-cultural monument with a distinctive and recognizable roof, the project could not exceed a maximum height of 87 feet so as not to impede views of the Shrine. Subterranean parking also posed a problem due to the site's location in an identified methane gas zone.

ISSUES

The following section provides a list of issues related to the proposed project. These issues were either identified during the Initial Study/Negative Declaration public comment period, raised at the public hearing held on December 15, 2014, or in discussions with the Applicant. Detailed comments made at the public hearing and a list of letters submitted can be found in the Public Hearing and Communication section (page P-1) of this report.

Parking

Parking was one of the major concerns for community members. Some speakers at the public hearing noted that residential streets in the University Park area are already heavily impacted by USC students, faculty, and visitors who park their vehicles on streets. Speakers also stated that the Shared Parking Analysis, completed by Gibson Transportation Consulting, Inc. does not take into consideration the University Gateway's maximum occupancy count of approximately 1,658 residents and their actual vehicle ownership. They are concerned that some of the University Gateway residents who own a car may choose to park their vehicles on residential streets in lieu of paying for high parking permit fees at the on-site garage, which may further strain parking supply and circulation within the area.

Comments in support of the requested entitlements and parking were received during the public hearing. The 440 off-site parking spaces at the University Parking Center (UPC) are strictly reserved for University Gateway project tenants only and are unavailable for public use under the current covenant and parking agreement. A resident in the area commented that the 440 off-site parking spaces at UPC could be released back into the USC's parking pool and open up more parking spaces during major events and game days for USC, Coliseum, and Exposition Park and alleviate parking impacts from residential streets in the neighborhood.

Cumulative Impacts

During the public hearing, concerns were expressed about the cumulative impacts from current and near-term projects being undertaken in the University Park area. Speakers stated that the proposed project's parking impacts should not be isolated from the cumulative parking impacts of USC and USC-related projects and should consider the bigger picture of parking issues in the area.

Environmental Clearance

Speakers at the public hearing were also concerned that the IS/Negative Declaration prepared for the proposed project under case no. ENV-2014-1545-ND is not sufficient to address the project's impacts. They contended that a Supplemental Environmental Impact Report (EIR) to the Final EIR (EIR-SCH 2005-05-1041-CRA) should be prepared to provide a more substantive review of parking and traffic impacts. In addition, a member of the public submitted a letter stating that the project is located within a Methane Zone with potential oil field gas emissions, and the project warrants an Addendum to the EIR (EIR-SCH 2005-05-1041-CRA). Exhibit C2 provides responses to comments related to the environmental clearance, ENV-2014-1545-ND.

Distance between the Project Site and University Parking Center

Some of the speakers stated that the distance between the University Parking Center (UPC) and the University Gateway is one of the reasons the off-site parking spaces are severely

underutilized. A community member noted that even if the off-site parking spaces are freed up from the project's residential parking, UPC will continue to be underutilized due to its remote and inconvenient location.

Conditions, Agreements, and Mitigation Measures

Concerns were expressed regarding the proposed project not meeting conditions of approval in the original case (CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR) and agreements and mitigation measures identified in the Environmental Impact Report (EIR-SCH 2005-05-1041-CRA). During the public hearing, a community member stated that the project fails to implement a mitigation measure in the EIR, which guarantees that the University Gateway project would provide parking spaces in excess of the number that is required in the Los Angeles Municipal Code. However, the EIR identified no significant impacts to parking and access as a result of the University Gateway project and therefore, no mitigation measures were required for parking spaces. In addition, the EIR discusses a 55-year lease agreement between USC and the University Gateway project, and the speaker questioned how the lease agreement would be accounted for if the entitlement requests of a Zone Change and Zoning Administrator's Determination for Shared Parking Approval are approved. Exhibit C2 provides responses to comments related to the environmental clearance, ENV-2014-1545-ND.

STAFF ANALYSIS

Existing Supply Exceeds Peak Parking Demand

Zone Change Analysis

The Applicant requests a Zone Change to amend "Q" Qualified Condition No. 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 to remove 440 off-site parking spaces at University Parking Center (UPC) and provide shared parking among commercial uses and residential guests at the project site.

The University Gateway project was fully constructed and began operation in 2010, and operational data are now available to analyze actual parking demand at the project site and at UPC. A Shared Parking Analysis was completed by Gibson Transportation Consulting, Inc., dated August 14, 2014, based on a parking demand survey conducted in May 2013 for the existing University Gateway project and UPC (Exhibit D2). The analysis has been reviewed and determined to be adequately prepared by the Los Angeles Department of Transportation and Department of City Planning (Exhibit D1).

According to the Analysis, only 332 of 421 reserved residential parking spaces located at levels 4-7 in the University Gateway parking structure are utilized during any given hour, leaving a *surplus* of 89 spaces. For the UPC parking structure, the worst-case parking demand is 19 vehicles out of 440 off-site residential parking spaces. The Analysis demonstrates that the off-site parking spaces at UPC are severely underutilized.

Shared Parking Analysis

The Applicant requests a Zoning Administrator's Determination for a Shared Parking Approval to permit the shared parking of 354 on-site parking spaces among all commercial uses and residential guests and allow a lower total parking supply based on demand.

Shared parking is a type of parking management strategy that refers to parking spaces that are shared by two or more land uses to serve more than one user without conflict or encroachment. Parking can be shared among different land uses in an area or in a mixed-use development that have different peak hours of parking demand by time of day, day of week, and/or season of the year. Shared parking is most effective when destinations or land uses that share parking spaces are located within close proximity to each other or within acceptable walking distances.

The purpose of shared parking is to reduce the amount of land needed to provide the minimum number of parking spaces that is required by conventional zoning, which assumes that communities want the greatest possible supply of parking provided. Shared parking is also intended to take advantage of underutilized parking spaces that can be more efficiently utilized with an understanding of peak hour demand for different land uses.

The Shared Parking Analysis was conducted based on the assumption that all of the 421 on-site parking spaces on levels 4-7 are permanently occupied by project residents whether or not a vehicle was actually parked. According to the Analysis, the worst-case demand for on-site parking is 612 spaces, including the 421 reserved residential spaces and 191 commercial and residential guest spaces. This result indicates that even with the 421 spaces reserved and unavailable to other uses, the on-site parking structure will operate with a *surplus* of 163 spaces out of 354 on the unreserved levels 1-3. Thus, the on-site parking spaces are more than sufficient to accommodate peak parking demand for visitors and guests to commercial and residential uses on site.

Decrease in Parking Demand

The Applicant provided operational data that demonstrates a significantly decreased parking demand for the off-site parking at UPC. The University Gateway management has provided several incentives for residents to park at UPC, including a drastically reduced cost for a parking permit at \$37.50 for UPC compared to \$175.00 for on-site parking. According to the Applicant, residents are informed of and offered to purchase parking permits for either on-site or off-site parking structure during the leasing process. Residents are informed of the permit fee structure and are made aware that parking at the off-site UPC is available at a substantially reduced price. USC provides a shuttle service throughout the campus and surrounding neighborhood with a station located at the intersection of 32nd Street and Figueroa Street (Exhibit G). Shuttles are available to project residents who park off site. In addition, the management provided free off-site parking permits as promotional deal to its residents: 76 permits were given away for free during 2012-2013 and 11 permits during 2013-2014. Despite these incentives, only 39 out of 440 off-site parking permits were purchased during 2012-2013, and none for current year of 2014-2015. As illustrated in Table 3, parking demand for off-site spaces has significantly decreased over the last three years.

Table 3. Decrease in the Parking Demand between 2012 and 2015.

	2012-2013	2013-2014	2014-2015
On-Site Permits Total	398	400	381
Off-Site Free	76	11	0
Off-Site Purchased	39	20	3
Off-Site Permits Total	115	31	3

Parking Impacts on Residential Streets

Community members expressed their concern regarding parking on residential streets and contended that the project's tenants may choose to park their vehicles on residential streets in lieu of paying high fees for parking permits.

The Shared Parking Analysis was reviewed and determined by the Los Angeles Department of Transportation and Department of City Planning to have been adequately prepared. In addition, the Analysis demonstrates that the University Gateway project operates with a surplus of parking spaces and will be able to accommodate future parking demand. Moreover, USC University Park Campus provides parking permits at a lower price of \$99.00 compared to \$175.00 for on-site permits at the University Gateway. There are four USC parking facilities in

close proximity to the project site: two on-campus parking facilities across from Jefferson Boulevard to the south of the project site and two off-campus surface lots to the north of the site across 32nd Street. These parking facilities are available for project residents if they choose to park there at a lower price.

Furthermore, all streets within 1,000 feet of the project site, excluding streets within USC University Park Campus, are located in the City of Los Angeles Department of Transportation's Parking Meter Zone and have parking restrictions. Hoover Street, between 24th and 30th Streets, and some residential streets, including 27th and 28th Streets, between Hoover and Orchard Avenue, and Portland and Severance Streets, between 28th Street and Adams Boulevard, are unrestricted and allow users to park any time. However, these streets are located more than 1,500 feet away from the project site, and residents would have greater interest in purchasing USC parking permits or the project's off-street parking passes, for the value and security of long-term and over-night parking.

The project currently provides 14 one-bedroom units and 407 two-bedroom units, which has a maximum occupancy rate of 1658 students. As of December 2014, the University Gateway project was 95.7 percent occupied with a total of 1,586 residents. Based on the internal survey conducted in the fall of 2013 by the University Gateway, 1,041 residents out of 1,375 respondents stated that they do not own a car. These numbers demonstrate that the majority of the tenants do not own vehicles and instead rely on walking or bicycles to travel. In addition, the University Gateway project itself may not necessarily create a significant impact on on-street parking in the University Park area since the project site is located directly adjacent to the USC University Park Campus and within walking and bicycling distance.

USC Parking Pool

The University Gateway project is not within the USC Specific Plan or part of the USC University Park Campus (USC Campus). However, given the history of parking issues in the University Park area, staff analyzed USC's parking pool for its students, faculty, and staff and its parking monitoring process according to the guidelines set forth in the USC Specific Plan.

The USC Specific Plan requires the USC Campus to develop and implement an annual monitoring process that establishes the University population each year and the corresponding calculation of parking demand. USC and the Department of City Planning monitor a pooled parking inventory on an annual basis to demonstrate that an adequate number of parking spaces is provided to accommodate its students, faculty, and staff.

The Parking Monitoring Report was prepared on October 21, 2013 to monitor parking demand and supply for the USC Campus. According to the Report, USC maintains parking structures, surface lots, and metered street parking to provide more than sufficient number of parking spaces to USC students, faculty, and staff and to alleviate parking pressure on residential neighborhoods.

In contrast to the Municipal Code parking requirement, which bases the parking requirement on the floor area of buildings and structures, the USC Specific Plan parking requirement for academic uses is based on changes in the number of students, faculty, and staff at UPC. This population-based parking requirement establishes different parking demand ratios for different population groups at UPC, including students living on or near campus, students commuting, and faculty and staff. This parking demand ratio not only takes into consideration students living on campus but also captures parking demand for students who live near campus, including students at the University Gateway project. Thus, the USC Campus parking pool has parking spaces to accommodate project residents, if some of them choose to purchase a Campus parking permit in lieu of the University Gateway parking permit.

Bicycle Parking

Bicycles are a heavily utilized mode of transportation by residents (USC students) and visitors at the project site. However, the long-term bicycle parking area located on the first floor of the parking garage is inadequately designed for a large number of long-term bicycle spaces (800) in one area. During a site visit on December 10, 2014, most bicycles were parked towards the entrance, and some bicycles were left on the ground, making it hard for cyclists to pass through to the back of the area to park. In addition, staff observed that commercial retail stores and offices would benefit from more short-term bicycle parking spaces to accommodate guests and visitors. Short-term bicycle racks are currently installed in front of the CVS Pharmacy at the intersection of 32nd Street and Figueroa Street, along the sidewalk on Figueroa Street, and outside the Chase Bank at the intersection of Jefferson Boulevard and Figueroa Street. These racks were almost fully utilized during the site visit, and patrons to the Fresh & Easy store were parking their bicycles in front of the store's entrance where no racks are provided.

The project's Representatives expressed the project's intention to discourage automobile use and promote alternate modes of transportation including bicycles. Improving the short-term bicycle parking facilities on the project site would greatly contribute to creating a more pedestrian- and bicycle-friendly neighborhood and promote transit-oriented development. Therefore, the proposed project is conditioned to provide more short-term bicycle facilities on the site with 35 additional bicycle parking spaces.

CONCLUSION

Based on the information and data submitted, public comments including the public hearing, and findings for the requested entitlements, Staff recommends approval of the Zone Change and Zoning Administrator Determination of Shared Parking with conditions for the University Gateway project. The proposed project would be compatible within the existing neighborhood context of transit-oriented development. Moreover, the seven-level on-site parking garage has more than sufficient supply to accommodate the peak parking demand for commercial uses and residential guests. The 440 off-site parking spaces are currently severely underutilized. However, Staff proposes that the project continue to maintain 50 off-site parking spaces out of 440 existing spaces at the UPC to accommodate the residential parking demand. Although there is a low demand for parking spaces at the off-site location, the demand for residential parking does exist. The condition to reserve the 50 off-site parking spaces would accommodate the parking demand while addressing public members' concern regarding parking pressure on residential streets. Staff also recommends the City Planning Commission adopt attached conditions to increase the number of short-term bicycle parking spaces, prepare an updated transportation demand management program to subsidize transit passes to residents and employees, and monitor on-site parking annually for the next five years. These conditions will encourage alternate modes of transportation and ensure that the project continues to accommodate the parking demand and does not cause negative parking impacts on on-street parking in the neighborhood.

Note:

The "Q" Qualified Conditions of Approval in the following pages Q-1 through Q-11 were adopted by the City Council on March 20, 2007 as part of Ordinance No. 178,542. Staff recommends an amendment to the "Q" Qualified Condition No. 4 to modify parking requirements for the University Gateway project. The amendments to the "Q" Qualified Conditions are indicated by underscored text, and deleted "Q" conditions are indicated by strikethrough text. The remainder of the 'Q' Conditions are unchanged from the original approval and reflect an already constructed project. The new Shared Parking Conditions of Approval are listed in pages C-1 through C-3.

REVISED [Q] QUALIFIED CONDITIONS OF APPROVAL

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. The amendments to the "Q" Qualified Conditions are indicated by underscored text, and deleted "Q" conditions are indicated by strikethrough text.

A. Entitlement Conditions

1. **Use.** The use of the subject property shall comply with the provisions of the C2 zone, pursuant to the Municipal Code Section 12.14.
2. **Residential Density.** A maximum of 421 residential dwelling units shall be permitted, of which no more than 407 shall be two-bedroom units.
3. **Site Plan.** The subject property shall be developed in substantial conformance with the site plan and elevations, stamped and dated November 9, 2006, labeled Exhibit "B" and attached to the subject case file. Prior to the issuance of any building permits, a revised, detailed landscape plan that incorporates enhanced landscaping and urban design features along the Figueroa Street and 32nd Street frontages including, trellises, vertical planting elements and opportunities for seating and shade (see Condition A.6) shall be submitted for review and approval by the Planning Department. Minor deviations may be allowed in order to comply with applicable provisions of the Municipal Code, the subject conditions herein and the intent of the subject permit authorization.
4. **Parking.**
 - a. ~~The Applicant shall provide parking in compliance with Section 12.21 A 4 of the Municipal Code.~~ a minimum of 770 parking spaces shall be provided on the subject site with a minimum of 340 on-site parking spaces being designated for the ground floor commercial uses and residential visitors and the remainder 421 spaces reserved for residential use. The number of spaces provided, their location and access shall be in substantial conformance with the site plan, marked Exhibit "B", attached to the subject case file.
 - b. ~~A portion of the required residential parking spaces, not to exceed 440 spaces, may be provided at the existing University Parking Structure (UPC) located at 3401 South Grand Avenue, a distance of 1,100 feet away from the subject property. A covenant and agreement reserving the off-site spaces in the UPC for the subject project shall be recorded on the site of the UPC at the County of Los Angeles Recorder's Office and a copy shall be provided to the Department of City Planning prior to the issuance of any permits.~~
 - c. ~~The 440 residential parking spaces that will be located off-site shall be reserved, dedicated and accessible only to project residents in an area set aside for such resident use within the existing USC parking structure with an additional internal gate access accessible only by keycard or other similar device. The spaces shall be reserved for this use for the life of the subject project.~~
5. **Bicycle Parking.** A minimum of 800 bicycle parking spaces shall be provided on the project site for use by residents, employees of and visitors to the project. A portion of the bicycle parking spaces shall be provided near the retail entrance at Jefferson Boulevard and Figueroa Street.

6. **Open Space.** A minimum of 52,275 square feet of total open space shall be provided on site, as shown in the site, landscape and planting plans labeled Exhibit "B," stamped and dated November 9, 2006, attached to the subject file. Publicly accessible open space (Le. public plazas) shall be provided as shown on the plans and a public pedestrian walkway shall be maintained through the restaurant court. Revised landscape plans shall be provided that show how public and private open space shall conform to the following additional standards:

- a. Open spaces shall incorporate an improved balance between landscaping and hardscape surface.
- b. The interior courtyards shall be organized into a series of outdoor spaces which function as gathering areas.
- c. Shade trees, vegetation (i.e., ground cover, shrubs and trees, trellises and other vertical planting elements), seating areas and water features and/or other design elements shall be incorporated throughout the project's open spaces and shall serve as focal points and unifying elements of interior courtyard spaces and public plazas, including the Jefferson Boulevard arcade, the restaurant court and entry plazas at both the southeast and northeast corners of the site.
- d. A pedestrian scale shall be reinforced through the use of the elements listed in Condition 6.b in the public open spaces.

7. **Urban Design Standards.**

- a. All windows on the north, south and east elevations shall be made of transparent, non-reflective glass.
- b. The western and northern facades of the parking structure shall be fully screened with landscaping and/or architectural cladding using materials and architectural features that complement the design of the main building.

8. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect, to the satisfaction of the Planning Department.

9. **Parking Structure Ramps.** Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

10. **Underground Utilities.** All new utility lines which directly service the site shall be installed underground as approved by the Department of Water and Power.

11. **Maintenance.** The subject property including sidewalks and landscaped areas shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.

12. **Signs.** Prior to the issuance of any permit for signage on the subject property, the developer shall submit a project signage plan to the Department of City Planning for review and approval. The following additional sign restrictions shall apply.

- a. Temporary signs in the store windows and along building walls are not permitted.

- b. Signs on the subject site shall be limited to building identification (wall) signs, business/tenant (wall) signs, vehicular and pedestrian directional signs (particularly for pedestrians moving from parking areas to the various uses in the building and the adjacent streets) and project amenity signs (i.e. projecting and/or monument signs), subject to applicable provisions of the Building Code. They shall not be of a flashing or animated type so as to not constitute a distraction to traffic on the adjacent streets. Pedestrian scale signs are encouraged.
 - c. A comprehensive system of directional signs in all parking areas shall be developed in order to facilitate traffic movement on site to assist project visitors to easily locate ingress and egress points to adjacent streets, subject to the review and approval of both the Department of Transportation and the Department of City Planning.
 - d. Can Signs shall be prohibited. Can Signs are defined as follows: a sign whose text, logos and/or symbols are placed on the plastic face of an enclosed cabinet attached to the face of the building. The face may be translucent or opaque and may be illuminated or unilluminated.
 - e. Illuminated Architectural Canopy Signs, Pole Signs and Supergraphic Signs, as defined in Division 62 of the Building Code, shall be prohibited.
 - f. Architectural Ledge Signs shall be permitted. Architectural Ledge Signs are defined as a type of roof sign with individual Channel Letters or an image identifying a business in the same building, or the individual numbers of an address, or which stand atop a horizontal projection forming a narrow shelf on a wall or architectural projection.
 - g. Off-site signage shall be prohibited, except for identification signage for the Shrine Auditorium.
13. **Loading.** Loading and unloading activities shall not interfere with traffic on any public street. Public sidewalks, alleys and/or other public ways shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Department of City Planning.
14. **Trash and Storage Area(s).** Trash and storage areas shall be enclosed by a minimum six foot high solid masonry block walls. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. Trash areas shall not be located in the rear yard.
15. **Noise (Receiving, Trash, Storage Areas).** Any activities associated with areas devoted to trash compacting, loading and unloading, and receiving, shall be limited as follows: Monday through Friday, 7:00 AM to 8:00 PM; Saturday, 10:00 AM to 4:00 PM; no receiving, trash, or storage area use shall be allowed on Sunday or legal holidays.
16. **Graffiti.** Every building, structure, or portion thereof shall be maintained in a safe and sanitary condition and good repair. The premises of every building or structure shall be maintained in good repair and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104. The exterior of all privately owned buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

B. Other Conditions

1. **Posting of Construction Activities.** During construction, the adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for (1) Department of Transportation, Parking Enforcement; (2) Building and Safety enforcement; and, (3) the owner and /or construction contractor where residents can inquire about the construction process and to register complaints. The applicant shall be required to respond within 24 hours of any complaint.

C. Environmental Conditions**1. Air Quality (Project Operation).**

- a. The property manager shall provide information to Project residents, commercial tenants, and employees regarding the availability of alternative modes of transportation, such as the USC Tram, MTA buses, and the LADOT DASH.
- b. The property manager shall ensure that on-site bicycle parking is accessible, safe and secure.
- c. Low-emission water heaters shall be installed for the residential units.
- d. Built in, energy-efficient appliances shall be installed in all residences.
- e. Double-glass, laminated or otherwise approved paned windows shall be installed in all exterior windows of residences and non-residential structures.
- f. Light-colored roof materials to reflect heat shall be installed on all roofed structures.
- g. The construction of all inhabitable and/or ventilated structures shall comply with Title 24.
- h. Landscaped areas shall include shade trees to reduce heating/cooling needs.
- i. Energy-efficient and automated controls for air conditioners shall be installed in all ventilated building and building units.
- j. Lighting controls and energy-efficient lighting shall be installed in all non-residential buildings and on non-residential properties.

2. Air Quality (Construction).

- a. The Applicant shall develop and implement a dust control plan, as approved by the City, which includes measures recommended by the SCAQMD in Rule 403, or equivalently effective measures approved by SCAQMD.
 - i. Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification or other measures agree to by the City to all inactive construction areas (previously graded areas inactive for four days or more).

- ii. Enclose, cover, water twice daily or apply approved soil binders to exposed piles according to manufacturers' specifications.
 - iii. Suspend all excavating and grading operations when wind speeds exceed 25 mph.
 - iv. Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded, if necessary.
 - v. All trucks hauling dirt, sand, soil or other loose materials are to be covered or should maintain at least two feet of freeboard, in accordance with Section 23114 of the California Vehicle Code.
 - vi. Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.
 - vii. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the Site each trip.
 - viii. Apply water three times daily or chemical soil stabilizes according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.
 - ix. Enforce traffic speed limits of 15 miles per hour (mph) or less on all unpaved roads.
 - x. **Pave** construction roads when the specific roadway path **will** be utilized for 120 days or more.
- b. All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
 - c. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall 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.
 - d. Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.
 - e. All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.
 - f. The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.
 - g. Configure construction parking to minimize traffic interference.
 - h. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow.

- i. Schedule construction activities that affect traffic flow on the arterial system to off peak hours to the degree practicable.
- j. Re-route construction trucks away from congested streets.
- k. Consolidate truck deliveries, when possible.
- l. Provide dedicated turn lanes for movement of construction trucks and equipment on and off site.
- m. Use methanol or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices.
- n. Use propane- or butane-powered on-site mobile equipment instead of gasoline, if readily available at competitive prices.

3. General Construction.

- a. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials, including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes shall be removed to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- b. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- c. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- d. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- e. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- f. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.

4. Noise (Construction). The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- a. As per Section 41.40 of the City of Los Angeles Noise Ordinance, constructions operations shall be limited to the hours of 7:00AM to 6:00PM Monday through Friday, and 8:00AM to 6:00 PM on Saturdays and Holidays. No construction operations shall be permitted on Sunday.
- b. As per Section 112.05 of the City of Los Angeles Noise Ordinance, all technically feasible measures shall be implemented to reduce noise levels of construction equipment operating within 500 feet of residential areas in cases where noise levels exceed 75 dB(A) at 50 feet from the noise source. Technically feasible

measures include, but are not limited to Changing the location of stationary construction equipment, shutting off idling equipment, notifying adjacent land uses in advance of construction work, ensuring that construction equipment is fitted with modern sound reduction equipment, and installing temporary acoustic barriers around stationary construction noise sources.

- c. Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g. jack hammers) whenever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible. The Applicant shall require construction contractors to ensure that construction equipment is fitted with sound reduction equipment, per manufacturer's specifications.
 - d. Signs shall be posted prior to construction activities with a phone number for the developer and contractor for residents to call with noise complaints.
 - e. Prior to construction, an 8-foot high temporary sound barrier (e.g., solid fence) shall be erected along the property line at the northwest corner of the Site, extending 200 feet along the western property line and 200 feet along the northern property line, and maintained until the completion of the superstructure.
 - f. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously that causes high noise levels.
 - g. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, to insure an acceptable interior noise environment.
- 5. Hazards and Hazardous Materials.** If discolored and/or odiferous soil is encountered during construction activities, construction activities shall be stopped at the specific location where the discolored and/or odiferous soils were discovered, and appropriate soil samples shall be collected and submitted for analyses. All soil potentially considered to be impacted by hazardous materials shall be handled appropriately pending the results of the analyses. Whenever feasible, and with approval of appropriate regulatory agencies, potentially impacted soils shall be managed to have a minimal impact on the construction schedule. Appropriate management techniques may include, but are not limited to, segregating the potentially impacted soils and transporting these soils to a prepared staging area until analytical results are available to determine the final disposition of these soils. If VOC-impacted soils are discovered on site during construction activities, an Air Quality Management District (AQMD) Rule 1166 Soil Management Plan shall be filed with the South Coast AQMD. AQMD Rule 1166 prohibits on-site handling of VOC- impacted soils.
- 6. Traffic and Circulation.**
- a. The Project applicant shall contribute to the funding for the installation of Adaptive Traffic Control System (ATCS) at the intersection of Figueroa Street and Adams Boulevard.

- b. The Project applicant shall contribute to the installation of dual left-turn lanes at the eastbound approach on Jefferson Boulevard at Figueroa Street and shall contribute to the funding for the installation of ATCS at the intersection.
- c. Prior to the issuance of demolition permits, the Project applicant shall cause a Construction Traffic Management Plan to be prepared and submitted to LADOT for review and approval and this shall be implemented by the construction contractor during Project construction.

7. Storm water and Urban Runoff Pollution Control. The project shall comply with the following:

- a. Ordinance Nos. 172,176 and 173,494 (Stormwater and Urban Runoff Pollution Control), which require the application of Best Management Practices (BMPs).
- b. Chapter IX, Division 70 of the Municipal Code, which addresses grading, excavations, and fills.
- c. The Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board (A copy of the SUSMP can be downloaded at <http://www.swrcb.ca.gov/rwqcb4/>).
- d. Applicable requirements associated with the National Pollutant Discharge Elimination System Permit regulations. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to the issuance of any building or grading permits. A General Permit for Stormwater Discharge shall be obtained from the Southern California Regional Water Quality Board, in accordance with NOI instructions.
- e. Stormwater BMPs shall be incorporated to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the *Development Best Management Practices Handbook Part B Planning Activities*. A signed certificate shall be required from a California licensed civil engineer or licensed architect that the proposed BMPs comply with this numerical threshold standard.
- f. A Stormwater Pollution Prevention Plan shall be prepared by a California licensed civil engineer or licensed architect, to the satisfaction of the Stormwater Management Division of the Bureau of Sanitation that shall include the following:
 - i. Identifies the sources of sediments and other pollutants that affect the quality of storm water discharge;
 - ii. A monitoring program and reporting plan for the construction period. The Storm water Pollution Prevention Plan shall be retained at the construction site.
- g. Appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast- growing annual and perennial grasses in areas where construction is not immediately planned.

- h. Any connection to the sanitary sewer shall be required to receive authorization by the Bureau of Sanitation.
- i. All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.
- j. The owner shall record a covenant and agreement satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer's instructions.
- k. Design an efficient irrigation system to minimize runoff including: (1) drip irrigation for shrubs to limit excessive spray; (2) shutoff devices to prevent irrigation after significant precipitation; and (3) flow reducers.

8. Utilities and Service Systems (Solid Waste).

- a. Prior to occupancy, the developer shall prepare and implement a Project recycling plan that includes the design and allocation of recycling collection and storage space that will comply with any applicable provisions of the Los Angeles Municipal Code.
- b. The property manager shall provide new residents and tenants with information about source reduction, recycling and procurement of recycled content materials.
- c. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials, including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal facility (construction waste).

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 on the subject property shall be complied with, except where herein conditions may vary.
- 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 assigns. 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. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
8. **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.
9. **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 I maintenance conditions.

- c. If the environmental conditions include post-construction I 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.

CONDITIONS OF APPROVAL

A. Entitlement Conditions: Zoning Administrator's Determination for a Shared Parking Approval

1. **Covenant.** Prior to terminating the covenant and agreement for off-site spaces at the University Parking Center, the applicant shall demonstrate proof of compliance with the conditions of approval herein.
2. **Shared Parking.** The project shall be permitted to share a maximum of 354 on-site parking spaces among all commercial uses and residential guests:
 - a) Reserved parking spaces shall be prohibited among the 354 spaces. Any reserved or otherwise restricted spaces shall not be shared.
 - b) **Monitoring Plan.** The Applicant/Owner shall conduct a parking demand survey and a shared parking analysis annually in each October for a period of five years from 2015 to 2020. Such surveys and analysis shall be submitted to the Planning Department within 30 days of survey and analysis completion date. Upon review of the survey, the Planning Director may initiate a plan approval procedure under Los Angeles Municipal Code Section 12.24 M, and may modify or terminate the shared parking approval if the Director finds, based on substantial evidence in the record, that the shared parking approval is not providing sufficient parking for the uses on the project site.
3. **Residential Parking.** Provide a minimum of 50 off-site parking spaces at the University Parking Center for residential parking.
4. **Short-Term Bicycle Parking.** Provide the following short-term bicycle parking facilities resulting in 35 bicycle parking spaces:
 - a) Five 3-pipe bar systems at the intersection of 32nd Street and Figueroa Street;
 - b) Three single-pipe bar racks along Figueroa Street between 32nd Street and Jefferson Boulevard;
 - c) Four single-pipe bar racks along Jefferson Boulevard between Figueroa Street and the alley; and
 - d) Three 4X-pipe beneath the awning of Freebirds and Chase Bank.
5. **Parking Management Plan.** The Applicant/owner shall institute and enforce provisions of a Parking Management Plan, as follows:
 - a) **Parking Signage Plan.** A revised sign plan shall be prepared for the interior of the parking garage.
 - i. The sign plan shall include vehicle directional signs, pedestrian directional signs, buildings directional signs, and any pavement markings or signs marking a vehicle space as reserved for a particular land use.

- ii. The sign plan shall be submitted to the Planning Department within 90 days of approval and shall be implemented within 90 days of the Planning Department's approval of the sign plan.
 - iii. The sign plan shall be updated on a regular basis, so that it is current with the existing commercial tenants.
- b) Maintain access control equipment to separate commercial and residential visitor parking from the designated residential parking area that requires all residents within this area to use access control keycards a second time to enter and exit the area reserved for residents to preclude residential parking within the commercial parking areas.
- c) Vehicle Information and Informational Materials to Residents
 - i. Collect and maintain vehicle information for all residents to monitor residents' compliance with project parking requirements.
 - ii. Provide parking informational materials to new residents at the time a housing contract is signed. Such materials shall indicate that long-term parking in nearby public streets is prohibited and that compliance with this policy is a condition of continued residency.
 - iii. Provide information materials for available public transportation options (e.g., schedule, routes, etc) to residents at the time a housing contract is signed and within the residential lobby or lounge area.
- d) Assign a parking ombudsman to address neighborhood parking complaints regarding parking intrusion. An informational sign that describes availability of such parking ombudsman shall be posted outside of the on-site parking structure.
- e) Maintain one (1) USC shuttle bus stop at the corner of 32nd Street and Figueroa Street.
- f) Maintain on-duty an on-site parking attendant not less than one-half hour before the opening of the earliest commercial use and one hour after the closing of the latest commercial use.
- g) During special events, the Applicant shall:
 - i. Prohibit service and delivery truck access to and from the project site during event operations.
 - ii. Limit egress from the site driveways on 32nd Street to right-turns only and then right-turns only onto southbound Figueroa Street.
 - iii. Provide parking passes, placards, and other means of identification to project residents, tenants, and guests as directed by local, State, and federal authorities when limiting and/or restricting pedestrian and vehicular access to the project during events at the Shrine Auditoriums. Prohibition of resident and commercial patron vehicular access to and from the subject site shall require advance notice. Residents may be required to park at designated off-site parking facilities; when they are

required to do so, shuttle service shall be provided to transport them to/from the project site.

- h) The Applicant shall prepare a transportation demand management plan that outlines a program to offer subsidized Metro transit passes for project employees, consistent with the project's parking management plan and subject to the approval by the Departments of Transportation and City Planning. The Applicant shall submit documentation which demonstrates the following on an annual basis in each October for a period of five years from 2015 to 2020:
 - i. Evidence of the Applicant's distribution of written communication that offers subsidized transit passes to employees at the project site.
 - ii. A record of the number of transit passes subsidized annually.

Such documentation shall be submitted to Planning Department within 30 days of documentation completion date and be placed in case file CPC-2014-1544-ZC-ZAD.

FINDINGS

A. GENERAL PLAN FINDINGS

The General Plan defines the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law including Land Use, Transportation, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality and Service Systems. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies and programs that are established in the General Plan Elements that form the basis for the Staff's recommended actions for the proposed project.

1. **General Plan Framework Element**

The General Plan Framework Element 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. The proposed project would be in conformance with several goals of the Framework as described below.

Land Use Chapter

Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.4.3 Establish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include:

- f. Modified parking requirements in areas in proximity to transit or other standards that reduce the cost of development.

The Framework Element Land Use Chapter sets forth primary objectives and policies to support the viability of the City's residential neighborhoods and commercial activity and encourage sustainable growth in higher-intensity commercial and mixed-use districts in close proximity to transportation corridors and transit stations. The project site is currently improved with the mixed-use University Gateway development in an area designated as a Regional Center by the Framework Element Long-Range Land Use Diagram. A Regional Center is intended to serve as the focal points of regional commerce, identity, and activity and encourages the development of sites and structures integrating housing with commercial uses. In addition, according to the Framework Element, "each center shall function as a hub of regional or rail transit both day and night."

The project is consistent with the Framework Element and the Department of City Planning's initiative to make the City more sustainable by reducing the number of vehicular trips and vehicle miles traveled, and thereby increasing environmental and public health benefits. The project seeks to amend "Q" Qualified Conditions to remove the requirement to provide 440 off-site parking spaces at the University Parking Center. These off-site spaces are currently severely underutilized with a peak residential parking demand of 19 out of 440 spaces. In addition, the project is proposing a shared parking between visitors and patrons to commercial and residential uses. Reducing the number of unused and unneeded parking spaces, providing transit subsidies to employees,

improving the pedestrian and biking environment, and sharing on-site parking would discourage the dependence on single-occupancy vehicles and facilitate the use of alternate modes of transportation furthering the objectives of the General Plan.

2. General Plan Land Use Designation

The subject property is within the South Los Angeles Community Plan Area, which designates the project site for Community Commercial uses with corresponding zones of CR, C2, C4, RAS3, and RAS4. The subject property is zoned [Q]C2-2D-O, which is consistent with the corresponding zones. The requested Zone Change would not change the underlying zoning, as it will remain as [Q]C2-2D-O, but would amend "Q" Qualified Conditions 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 to modify parking requirements for the University Gateway project. Thus, the project would remain consistent with the General Plan land use designation.

3. General Plan Text

South Los Angeles Community Plan Text

Policy 2-4.10	Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.
GOAL 13	A COORDINATED, INTEGRATION OF DEVELOPMENT AROUND TRANSIT STATIONS IN ORDER TO IMPROVE SERVICES, ACCESS, AND ECONOMIC VITALITY OF THE COMMUNITY.
Policy 13-1.1	Encourage growth, as appropriate, around transit stations when these become operational.
GOAL 14	AN ENVIRONMENT WHICH ENCOURAGES AND PROVIDES PEOPLE WITH ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.
Objective 14-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Objective 17-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
Policy 17-1.1	Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Transportation Element Text

GOAL A	ADEQUATE ACCESSIBILITY TO WORK OPPORTUNITIES AND ESSENTIAL SERVICES, AND ACCEPTABLE LEVELS OF MOBILITY FOR ALL THOSE WHO LIVE, WORK, TRAVEL, OR MOVE GOODS IN LOS ANGELES.
Objective 2	Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of

- multimodal strategies that encompass physical and operational improvements as well as demand management.
- Policy 2.3 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access such as:
- d. Preferential Parking;
 - e. Bicycle access and parking facilities
- Policy 2.5 Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many nonwork purpose destinations.
- Policy 2.24 Implement shared-parking, peripheral parking, and parking-pricing strategies in high-employment areas.
- Policy 3.14 Promote the provision of shared-parking facilities in appropriate centers and districts.
- Policy 3.15 Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed-use boulevards.

As conditioned, the project would be consistent with goals, objectives, and policies in the South Los Angeles Community Plan and the Transportation Element. The project will provide shared parking between commercial uses and residential guests in the existing seven-story above-ground parking structure and eliminate 390 off-site unused parking spaces. Shared parking operates based on the concept that different land uses have different peak hours of parking demand by time of day, day of week, and/or season of the year. The project is seeking to make their on-site parking spaces more accessible to visitors and patrons rather than reserving available parking spaces for particular tenants or businesses. For example, parking spaces for offices and medical offices within the University Gateway project would have peak parking hours during the day while leaving these spaces generally empty in the evenings. These empty parking spaces can be shared with restaurants and Fresh & Easy that have longer hours of operation and parking demand throughout the evening. This allows parking spaces to be more efficiently utilized by taking advantage of different peak hours of parking demand for different land uses.

In addition, the project eliminates over-supply of parking by removing 390 off-site parking spaces, which reduces automobile-dependency and encourages other modes of transportation such as walking, transit, and bicycling. Excess parking supply induces more driving while leaving many spaces underused. It also inhibits the possibility for more compact developments and neighborhoods with active uses by consuming more amount of land to construct surface parking lots or parking structures.

The project currently provides 832 bicycle parking spaces and is conditioned to provide more short-term bicycle parking facilities on the project site, which is consistent with policies set forth in the Transportation Element. These short-term facilities could accommodate 35 more bicycles on the site and will be located along Figueroa Street and Jefferson Boulevard, two major mixed-use corridors, in the perimeter of the mixed-use building to increase accessibility. In addition, the Applicant is required to submit a

Transportation Demand Management Plan (TDMP) that entails a transit pass subsidy program for project residents and employees. This condition of approval would further encourage transit ridership and thus increase street-level activity and create a vibrant pedestrian-friendly environment in the area.

B. ENTITLEMENT FINDINGS

1. **Zone Change Findings.** *Pursuant to Section 12.32 C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.*

The 4.0-acre project site is located at 3335 South Figueroa Street, bound by 32nd Street to the north, Figueroa Street to the east, Jefferson Boulevard to the south, and an alley to the west. The project site is currently improved with the mixed-use University Gateway project that was approved by the City Planning Commission in 2006 under Case No. CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR. Ordinance No. 178,542, adopted by the City Council on March 20, 2007, established the following "Q" Qualified Conditions as part of the action:

4 a. The applicant shall provide parking in compliance with Section 12.21 A 4 of the Municipal Code. A minimum of 770 parking spaces shall be provided on the subject site with a minimum of 349 on-site parking spaces being designated for the ground floor commercial uses and residential visitors and the remainder reserved for residential use. The number of spaces provided, their location and access shall be in substantial conformance with the site plan, marked Exhibit "B" and attached to the subject case file.

4 b. "A portion of the required residential parking spaces, not to exceed 440 spaces, may be provided at the existing University Parking Structure (UPC) located at 3401 South Grand Avenue, a distance of 1,100 feet away from the subject property. A covenant and agreement reserving the off-site spaces in the UPC for the subject project shall be recorded on the site of the UPC at the County of Los Angeles Recorder's Office and a copy shall be provided to the Department of City Planning prior to the issuance of any permits."

4 c. "The 440 residential parking spaces that will be located off-site shall be reserved, dedicated, and accessible only to project residents in an area set aside for such resident use within the existing USC parking structure with an additional internal gate access accessible only by keycard or other similar device."

The existing University Gateway project consists of 421 residential units and 74,516 square feet of commercial uses. The mixed-use building contains a seven-level above-ground garage that contains a total of 775 parking spaces. The three lower levels provide a total of 354 parking spaces including 327 spaces designated for commercial uses and 27 residential guest parking spaces. The top four levels provide 421 parking spaces that are strictly reserved for project residents only. The 440 spaces are provided off site at the University Parking Center. The Applicant requests a Zone Change to amend the "Q" Qualified Condition No. 4(a) and delete 4(b) and 4(c) that requires 440 off-site residential parking spaces to be located at UPC, since the Shared Parking Analysis demonstrated that both on-site and off-site parking facilities are severely underutilized with low demand for parking spaces from residential and commercial uses.

According to the findings of approval in the Letter of Determination issued on December 6, 2006 by the City Planning Commission for the original case no. CPC-2006-7446-GPA-

ZC-HD-ZV-BL-SPR, the off-site parking spaces at UPC were intended to offer students a place to store their vehicles between uses, as students living near the USC campus typically do not use their cars on a daily basis. However, the off-site parking spaces are severely underutilized with the peak residential parking demand of 19 spaces out of 440 during any given day. According to the Shared Parking Analysis, on-site residential parking spaces operate with a surplus of 89 spaces and have more than sufficient capacity to absorb the off-site parking demand. Given the mixed-use nature of the site, residents at the project site have access to daily needs and basic services that are provided by ground floor commercial uses, and thereby reducing the need for daily vehicle use.

Furthermore, the project site is conveniently located in a transit-rich area that provides access to multiple transit alternatives. The Metro opened and began operating the Exposition Line in 2012. The Jefferson/USC Station is located approximately 500 feet to the east of the project site, which provides direct access to Downtown Los Angeles, Exposition Park, La Brea, and Culver City. The project is also served by five Metro bus lines and a LADOT DASH line through Jefferson Boulevard and Figueroa Street. These transit stations connect the project site to Downtown Los Angeles, Pasadena, Hollywood, South Bay, Long Beach, and other prominent local and regional destinations. Reducing the supply of already underutilized parking spaces would not only discourage automobile use for project residents but also encourage the use of existing transit. The project would be conditioned to prepare a Transportation Demand Management Plan (TDMP) that contains a program to subsidize transit passes for project employees. TDM Plan would further encourage residents and employees to utilize alternate modes of transportation and decrease dependency on single-occupancy vehicles.

Bicycles are a heavily utilized mode of transportation in the area, given that the USC University Park Campus is located directly south of the project site and project residents consist of USC students. The project currently provides more than required bicycle parking spaces for its residents and visitors. 800 spaces are located in the long-term bicycle parking area on the ground floor of the garage, eight parking spaces are located on each of the top four levels totaling 32 spaces, and approximately 50 short-term bicycle parking racks are installed throughout the perimeter of the project site. Although the project currently provides a high number of bicycle parking spaces, it was very evident that short-term bicycle spaces are at capacity during a site visit on December 10, 2014 (Exhibit F2). Bicycles were parked on parking meters and street trees, and some were parked in front of commercial stores, resulting in inconvenience for residents, visitors, and community members in the neighborhood. The project is conditioned to provide more short-term bicycle racks on the project site, which could accommodate 35 more bicycles. Sufficient bicycle parking spaces would encourage more bicycle trips to the project site and discourage the use of vehicles. Reduced vehicle trips and increased levels of transit and bicycle usage would have positive impacts in the neighborhood, including reductions in greenhouse gases and traffic congestion. Moreover, the project would generate higher levels of pedestrian activity along the streets, creating a more vibrant and active community.

The "Q" Conditions require 440 off-site parking spaces to be strictly reserved for residents at the University Gateway development. Most of these parking spaces remain empty during the event of USC football games or any other major events. The project is conditioned to maintain 50 of these parking spaces to accommodate the project residents' demand for off-site parking. However, 390 underutilized spaces could be released back into USC's parking pool to be more efficiently used to accommodate general public parking or USC students, faculty, and staff. Community members expressed concern about on-street parking impacts from USC in the University Park

area and surrounding residential neighborhoods. Reallocating these unused spaces to the school's parking inventory would help relieve parking pressure on residential street parking spaces.

Furthermore, the Department of City Planning is taking the initiative to create a more sustainable City by introducing innovative ordinances such as the new Bicycle Parking Ordinance No. 182,386 and Modified Parking Requirement District Ordinance No. 182,242 to encourage the use of alternate modes of transportation and reduce the number of parking spaces required based on unique circumstances of developments. The recommended approval of Zone Change is in line with the Department's initiatives and direction towards a more sustainable City and unique aspects of the development demonstrates consistency with public necessity, convenience, general welfare, and good zoning practice.

2. Zoning Administrator Determination for Shared Parking, LAMC Section 12.24 X.20:

- a. A lower total number of parking spaces will provide adequate parking for the uses on the site.*

The University Gateway project consists of 421 residential units and 74,516 square feet of commercial uses. The project has a seven-level above-ground parking structure that provides a total of 775 on-site parking spaces. Levels 1-3 provide a total of 354 parking spaces, including 327 spaces designated for commercial uses and 27 residential guest parking spaces. Levels 4-7 provide a total of 421 spaces that are reserved for project residents. University Gateway also provides 440 off-site parking spaces for its residents at UPC located at 3401 South Grand Avenue, approximately 1,100 feet east of the project site.

A Shared Parking Analysis was completed by Gibson Transportation Consulting, Inc., dated August 14, 2014, based on a parking demand survey conducted in May 2013 for the existing University Gateway project and UPC. The Shared Parking Analysis was approved by the City of Los Angeles Department of Transportation in a letter dated December 10, 2014. The Analysis demonstrates that the project's proposed parking supply of 775 spaces will adequately accommodate the demand for the project's parking on-site, including commercial uses and residential guest parking. According to the Analysis, both on-site and off-site parking structures are currently underutilized even during peak parking demand hours. The on-site garage operates with a *surplus* of 163 spaces on the retail levels 1-3 during the peak parking season, providing adequate capacity to accommodate the parking demand for residential guests and visitors to commercial uses.

Furthermore, based on the parking demand survey conducted as part of the Shared Parking Analysis, both on-site and off-site residential spaces are underutilized at any given time. The peak parking demand at UPC was 19 vehicles out of 440 spaces during the 2013-2014 academic school year.

The project's off-site residential parking has been experiencing a decrease in parking demand over the years, despite various incentives provided for residents to park at UPC including a drastically reduced cost for a parking permit at \$37.50 for UPC compared to \$175.00 for on-site parking. USC provides a shuttle service throughout the campus and surrounding neighborhood with a station located at the intersection of 32nd Street and Figueroa Street that is available to project residents who park off site. In addition, the building management provided free off-site parking permits as a

promotional deal to its residents: 76 permits were given away for free during 2012-2013 and 11 permits during 2013-2014. Despite these incentives, the parking demand has continuously decreased from 115 off-site permits (including 76 free permits) in 2012-2013, 31 permits (including 11 free permits) in 2013-2014, and three permits in 2014-2015. Based on the average of off-site parking permits issued from the previous three academic years (years 2012 - 2014), the project is conditioned to maintain and reserve a minimum of 50 parking spaces at the UPC facility.

Considering the decreased parking demand for off-site parking over the years, and the parking demand survey and shared parking analysis, the University Gateway project's proposed 775 on-site parking spaces and 50 off-site parking spaces will adequately accommodate the parking demand for both residential and commercial uses.

- b. *The project 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 project proposes to amend "Q" Qualified Conditions No. 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 to remove 440 off-site parking spaces at University Parking Center (UPC) located at 3401 South Grand Avenue and provide shared parking between commercial uses and residential guests at the project site. The Shared Parking Analysis found that the worst-case demand for the on-site residential parking on levels 4-7 is 332 out of 421 reserved spaces, leaving a *surplus* of 89 spaces. Thus, the on-site residential parking spaces have more than sufficient capacity to absorb additional future residential parking demand.

Furthermore, the off-site parking spaces are currently reserved only for project residents at the University Gateway. With the decrease in demand for off-site parking, there are approximately 421 spaces that remain empty during any given day at UPC. The project is conditioned to maintain 50 off-site parking spaces. The remaining 390 off-site parking spaces could be released back into USC's parking pool, which could be utilized to accommodate USC students, faculty, and staff or to provide parking to the community or the general public during any major events or game day. This would help the surrounding neighborhood and the University Park community by relieving parking pressure on residential streets during games or events.

In addition, the project is required to provide more short-term bicycle parking facilities as a condition of approval. These additional bicycle racks will accommodate 35 more bicycles on the project site. According to Gibson Transportation Consulting, Inc., a large number of people on or near the project site utilize alternate modes of transportation including transit, foot traffic, and bicycle, which significantly lowers the parking demand. The existing short-term bicycle parking spaces around the perimeter of the project site are almost fully utilized by visitors and patrons to the site. By providing more number of spaces, the project will encourage the use of bicycle parking for its convenience and ease of finding bike parking. This would contribute to reduced vehicular trips on or near the project site, and thereby enhance the built environment and benefit the community in the surrounding neighborhood.

- c. *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 existing building is compatible with the surrounding uses and development patterns. The project site is currently zoned [Q]C2-2D-O and developed with the University Gateway project that was approved in 2006 and began operation in 2010. The project consists of 421 residential units and 74,516 square feet of commercial uses on the ground floor. Properties to the north of the project site are zoned [Q]C2-1VL-O and improved with USC School of Cinematic Arts Center. Properties to the south and southeast are zoned USC-1A and improved with the USC Main Campus and its parking structure. These properties are within the USC Specific Plan. Properties to the east are zoned C2-1L and improved with automobile dealership, used automobile sales, and surface parking lots. Properties to the west are zoned [Q]C2-1-O and improved with the Shrine Auditorium and Expo Hall and parking facilities. Properties to the northwest are zoned R3-1-O and improved with multi-family residential dwellings, a surface parking lot, and storage facilities. As such, the existing mixed-use project will not increase residential units, occupancy nor commercial space. Allowing shared parking among multiple users in an underutilized parking garage that is located within a highly urbanized area, adjacent to a University Campus, with a multitude of transit options would not adversely affect or degrade adjacent properties. Project Entitlement Condition A. (5)h will ensure that ongoing monitoring of demand and supply will occur for the next five years.

The Shared Parking Analysis concluded that the project does not generate enough demand for existing uses to fill the 775 on-site parking spaces. These spaces currently operate with a surplus of 163 spaces for commercial and residential guest uses on levels 1-3 and 89 spaces for project residents on levels 4-7. Thus, the on-site parking garage has sufficient capacity to absorb additional residential parking. The shared parking will occur within the existing seven-level garage and would not require the construction of a new building or structure to accommodate the parking demand.

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

The General Plan and the South Los Angeles Community Plan contain goals, objectives, and policies that promote mixed-use developments in a transit hub that strive to reduce the number of vehicular trips and encourage alternate modes of transportation. The project as conditioned will maintain a minimum of 50 off-site parking spaces and provide shared parking for commercial uses and residential guests in the existing on-site parking structure. By eliminating 390 unused and unneeded parking spaces associated with the project, the project would reduce automobile-dependency and vehicle miles traveled. Moreover, the project would consolidate its parking spaces in the on-site parking structure, which would allow a more concentrated pedestrian activity in the neighborhood and on the project site. Moreover, the project is conditioned to develop a transit pass subsidy program as part of the Transportation Demand Management Plan in order to encourage project residents and employees to utilize transit. The project would also be conditioned to provide more short-term bicycle facilities on the site to provide 35 more bicycle parking spaces, and thereby increasing easy access to bicycle parking and encourage higher bicycle ridership. As conditioned, the University Gateway project would be consistent with the purposes, intent, and provisions of the General Plan and the Community Plan.

- 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).*

The Applicant seeks a Zoning Administrator Determination for a shared parking between commercial uses and residential guests within the existing mixed-use building. Shared parking will occur on the seven-floor above-ground parking garage located within the same building as the uses. Furthermore, the existing building measures approximately 554 feet in width along Figueroa Street from 32nd Street to Jefferson Boulevard, and approximately 272 in width along 32nd Street and Jefferson Boulevard. Thus, the maximum distance between the uses and shared parking facility, measured as provided in Section 12.21 A4(g), would be less than 750 feet.

- 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.*

A Shared Parking Analysis was completed by Gibson Transportation Consulting, Inc., dated August 14, 2014, based on a parking demand survey conducted in May 2013 for the existing University Gateway project and UPC. The Analysis provides existing land use breakdown by unit, parking space inventory and allocation, parking occupancy survey, parking demand for both on-site and off-site facilities, parking requirements pursuant to the Los Angeles Municipal Code, and shared parking demand analysis. The shared parking model used for the analysis takes into consideration the parking demand rates, hourly demand characteristics, and parking pattern of each land use. The Shared Parking Analysis was determined to be adequate by the Department of City Planning to support the findings that the project would have sufficient number of parking to accommodate on-site and off-site parking demand.

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

As required in Project Entitlement Condition 2(a), reserved parking spaces would not be included in the allowed shared parking spaces.

- 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 including a covenant, shared parking analysis and monitoring report, and transportation demand management plan to assure the continued maintenance and operation of the shared spaces in accordance with the entitlement grant.

C. CEQA Findings

A Negative Declaration (ENV-2014-1545-ND) was prepared for the proposed Zone Change and Shared Parking Approval for the existing University Gateway project located at 3335 South Figueroa Street. On the basis of the whole of the record before the lead agency

including any comments received, the lead agency finds that, there is no substantial evidence that the proposed Zone Change to amend Ordinance No. 178,542 and a Shared Parking Approval to permit the shared parking between commercial uses (retail, office and restaurant) and residential guest uses will have a significant effect on the environment. The attached Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The Public Hearing for Case No. CPC-2014-1544-ZC-ZAD was held at Los Angeles City Hall, 200 North Spring Street, Room 1010, Los Angeles, CA 90012 on December 15, 2014 at 10 a.m.

SUMMARY OF THE PUBLIC HEARING TESTIMONY

The public hearing was attended by the project's Representatives, a Representative of Council Member Curren D. Price, Jr., Council District 9, and four community members, with three members speaking in opposition of the project.

Comments from the Project Representative:

The project's Representative, Lisa Patricio of Cox, Castle & Nicholson LLP., first spoke and presented the project and entitlement requests on behalf of the Applicant. The Representative summarized the number of parking spaces required under the "Q" Qualified Conditions that were approved under Case No. CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR. The project has a seven-level above-ground parking structure that provides a total of 775 on-site parking spaces. Levels 1-3 provide a total of 354 parking spaces, including 327 spaces designated for commercial uses and 27 residential guest parking spaces. Levels 4-7 provide a total of 421 spaces that are reserved for project residents. The project leases 440 off-site parking spaces from USC at the University Parking Center. These spaces are reserved for project residents only. Ms. Patricio noted that the 440 off-site parking spaces are strictly reserved for residents at the University Gateway project, which are not open to the general public and cannot be utilized during game days. She also stated that the UPC has been experiencing a decrease in parking demand since the 2012-2013 academic year during which about 115 off-site permits have been purchased by students or provided for free by the management as a promotional deal. Despite these 115 off-site permits, no more than 30 parking spaces were occupied during that period. Ms. Patricio also mentioned that the Representatives have held meetings with the Empowerment Congress North Neighborhood Council and the Figueroa Corridor Partnership Business Improvement District (BID), and they are supportive of the 440 off-site parking spaces going back into the University of Southern California's (USC) parking pool to help overall parking situation in the area and open these spaces to the public however USC sees fit.

Speaker Comments Supporting the Project:

A resident in the area and land-use Representative for the Empowerment Congress North Neighborhood Development Council stated that the Council supports the Zone Change and shared parking proposal. He stated that USC students utilize other modes of transportation including walking, bicycle, ride-share- and public transit, which may be why students are not using the 440 off-site parking spaces located at UPC. He added that his residential neighborhood along Ellendale Place experiences parking problems during game days, and the parking spaces at UPC should be open for the community attending events for USC, Coliseum, and Exposition Park.

Speaker Comments Not Supporting the Project:

A resident in the area and Representative of the North University Park Community Association (NUPCA) on the University/Exposition Park Project Area Committee of the Los Angeles Community Redevelopment Agency opposes the project for the following reasons. She stated that the Shared Parking Analysis is based on the number of occupied parking spaces on- and off-site and does not consider the project's number of occupants (approximately up to 1,600) and the actual number of occupants' vehicle ownership. She commented that some of the occupants at the University Gateway project may park in on-street parking spaces at local

streets in lieu of purchasing parking permits. She also commented that the Negative Declaration is not sufficient to address the cumulative impact pertaining to parking and traffic in the University Park area. In addition, she stated that the Negative Declaration only evaluates a portion of the requested entitlement and does not consider the impact of a "new variance" request (as stated in Applicant's Zone Change Findings) to approve lower number of residential parking spaces and therefore splitting the project.

A resident in the area and Representative from the West Adams Heritage Association opposes the project for the following reasons. The project would set a negative precedent for developments within the University Park area that wish to provide less parking than is required pursuant to the Los Angeles Municipal Code (LAMC). The project should require a supplemental EIR, not a Negative Declaration, and provide a more substantive review of parking and traffic. The Shared Parking Analysis does not consider the context and parking issues within the University Park area (e.g., USC students and faculty parking in the neighborhood). The Analysis also provides a limited view of parking spaces on- and off-site and does not contain any evidence that residents at the University Gateway project are not parking on-street. She was concerned that the project is not implementing the mitigation measures in FEIR to provide parking spaces in excess of what is required by LAMC. She also added that a Parking Management Plan should be prepared to monitor operation of the project. Lastly, she was also concerned about the 55-year lease agreement for the 440 off-site parking spaces at UPC and the project's impact on the lease once the Zone Change and Shared Parking Approval are granted.

The Chair of Adams Dockweiler Heritage Organizing Committee (ADHOC) opposes the project for the following reasons. The project is seeking a special treatment from the City by requesting to eliminate a third of parking requirements that is required under the Los Angeles Municipal Code. Also, he commented that an Environmental Impact Report needs to be prepared for the project. He stated that the Negative Declaration is relieving the project from its parking responsibilities and is requesting a variance from what is required under the Code.

Comments from the Representative for Councilmember Curren D. Price Jr., Council District 9

Paloma Perez-McEvoy, Representative for Councilmember Curren D. Price Jr. spoke in support of the project. She stated that the USC has a large biking population, and cycle tracks connecting Downtown Los Angeles (LA Live, specifically) to USC are in plan. She also mentioned that during a meeting with the Representatives and community members, one of the students who used to live at the University Gateway project spoke about her parking situation. She purchased a parking permit from USC to park on campus for convenience and lower price. Ms. Perez-McEvoy also mentioned that the Council District is considering restricting on-street parking in residential neighborhoods in the area to relieve the pressure on local on-street parking spaces.

Comments from the Project Representatives

The project Representatives, Lisa Patricio of Cox, Castle & Nicholson LLP and Sarah Drobis of Gibson Transportation Consulting, Inc., spoke to respond to some of the community comments. Ms. Patricio clarified that the project is not requesting a Variance. The project initially requested a Zone Variance to eliminate the 440 off-site parking spaces. However, the project has since changed the entitlement requests to Zone Change and a Zoning Administrator's Approval and therefore is not splitting the project. She also commented that the Representatives conducted a survey of its tenants asking for vehicle ownership, and 331 occupants responded that they do own a vehicle. Ms. Patricio explained that "Q" Qualified Conditions that was approved under the original case is not working the way it's supposed to be and that the Representatives will consider implementing an on-going monitoring program to monitor parking on-site and to make sure that the project's tenants are not parking on-street. She also commented on the statement

regarding the project not meeting the mitigation measures in the FEIR. She does not recall the original case's FEIR containing mitigation measures that require the project to provide in excess of what is required under the Code. Ms. Drobis clarified that the Shared Parking Analysis has been performed based on the City's guidelines and has been reviewed and approved by the Los Angeles Department of Transportation. The Analysis was prepared utilizing the Urban Land Institute methodology of forecasting parking throughout the day, every day of the year.

WRITTEN COMMUNICATIONS RECEIVED

The Department received one (1) letter in support of the project.

- Aaron Aulenta, Representative of the Board of Directors for the Figueroa Corridor Partnership BID, submitted a letter of support stating that the underutilized parking spaces at the University Parking Center should be freed up and returned to USC's parking pool and that the project reflects the changing preference of alternative means of transportation over driving.

The Department received three (3) letters written in opposition of the project. These letters were submitted by the three community members who spoke in opposition of the project during the Public Hearing.

- Laura Meyers, Representative of the North University Park Community Association (NUPCA) on the University/Exposition Park Project Area Committee of the Los Angeles Community Redevelopment Agency, submitted a letter expressing concerns about parking impacts in the University Park area, adequacy of a Negative Declaration for the project, and the methodology used to prepare parking analysis for the project.
- Jean Frost, vice president of West Adams Heritage Association submitted a letter stating that the project would set a dangerous precedent for development within University Park and expressing concerns about the methodology of the shared parking analysis. She stated that the analysis does not take into account the number of "beds" available at the project and only two out of 12 months have been analyzed. She also explained parking issues in the residential neighborhood and cumulative parking impacts in the University Park area. Lastly, she stated that a Negative Declaration is not an adequate review of the environmental impacts, and a supplemental EIR should be required.
- James Childs, chair of Adams Dockweiler Heritage Organizing Committee (ADHOC), submitted a letter expressing concerns about the project's parking impacts and stated that the granting of entitlements requested would relieve the Applicant of parking requirements set forth in the Los Angeles Municipal Code. He also requests a supplemental EIR to be prepared for the project, given that the project is seeking more than one-third of the parking requires to be removed.

The Department received one (1) letter written in response to the Negative Declaration (ND).

- Joyce Dillard submitted a letter stating that the project is within a Methane Zone with potential oil field gas emissions, and the project warrants an Addendum to the Environmental Impact Report (SCH 2005051041), not a Negative Declaration.

634

EXHIBIT A-1

Vicinity Map

CPC-2014-1544-ZC-ZAD



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VICINITY MAP

SITE : 3335 S. FIGUEROA STREET

CPC 2014-1544

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD

ALHAMBRA CA 91803

(626) 441-1080, FAX (626) 441-8850

GCMAPPING@RADIUSMAPS.COM

EXHIBIT A-2

Radius Map

CPC-2014-1544-ZC-ZAD



LEGAL LOTS 1-6 COLONEL MARBEL TRACT, M.B. 33-54,
AND LOTS 18, 31 & 32, SUBDIVISION OF THE DANA TRACT, M.R. 5-324

C.D. 9
C.T. 2247.00
P.A. SOUTH LOS ANGELES

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

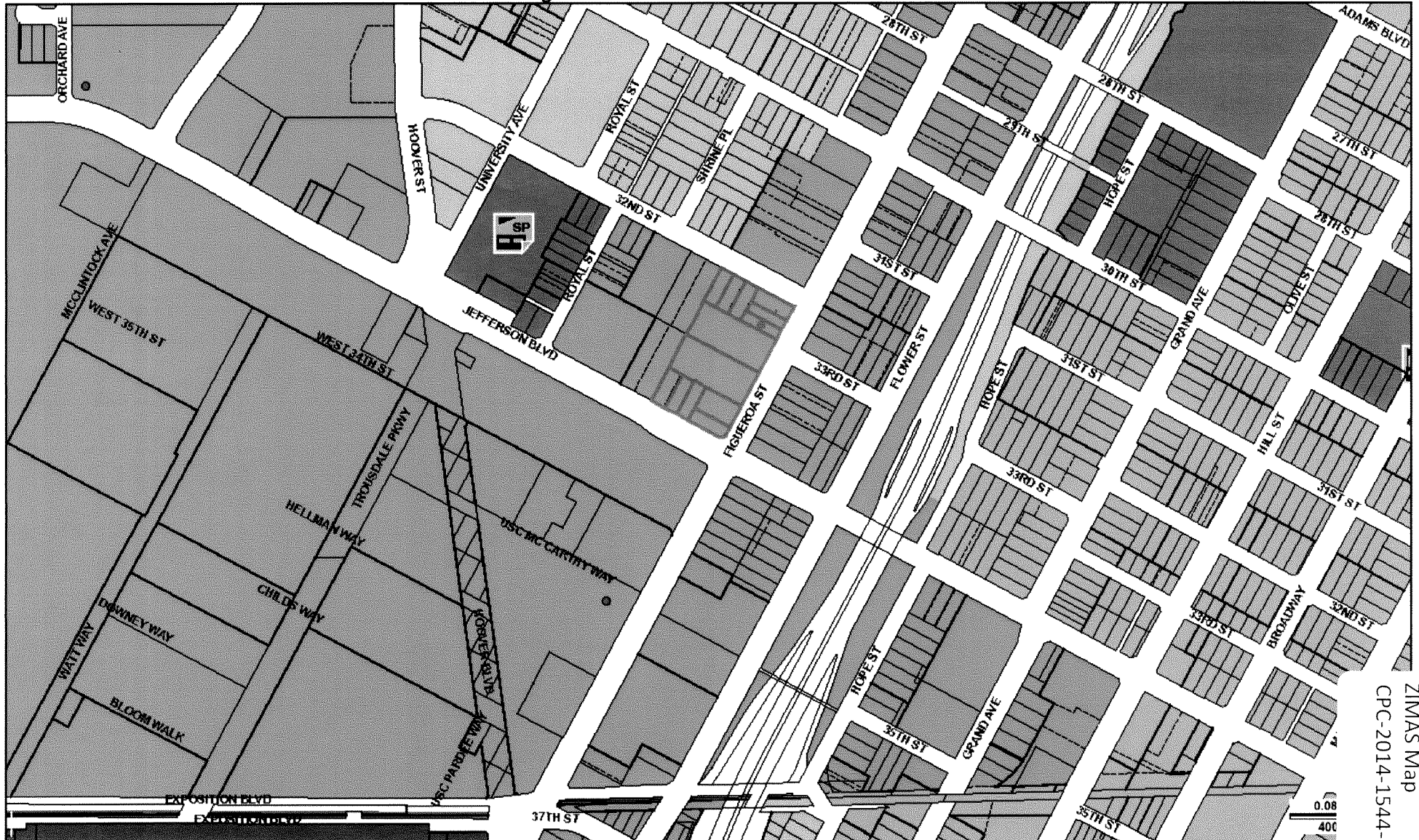
ZONE CHANGE
~~VARIANCE~~

CASE NO.
DATE 04-03-2014
SCALE 1" = 100'
USES FIELD
D.M. 120 A 203

3.99 NET AC

T.B. PAGE 674 GRID B-1

CPC 2014-1544



Address: undefined

APN: 5123009032

PIN #: 120A203 130

Tract: COLONEL MARBLE TRACT

Block: None

Lot: 3

Arb: None

Zoning: (Q)C2-2D-O

General Plan: Community Commercial



Streets Copyright (c) Thomas Broth

University Gateway

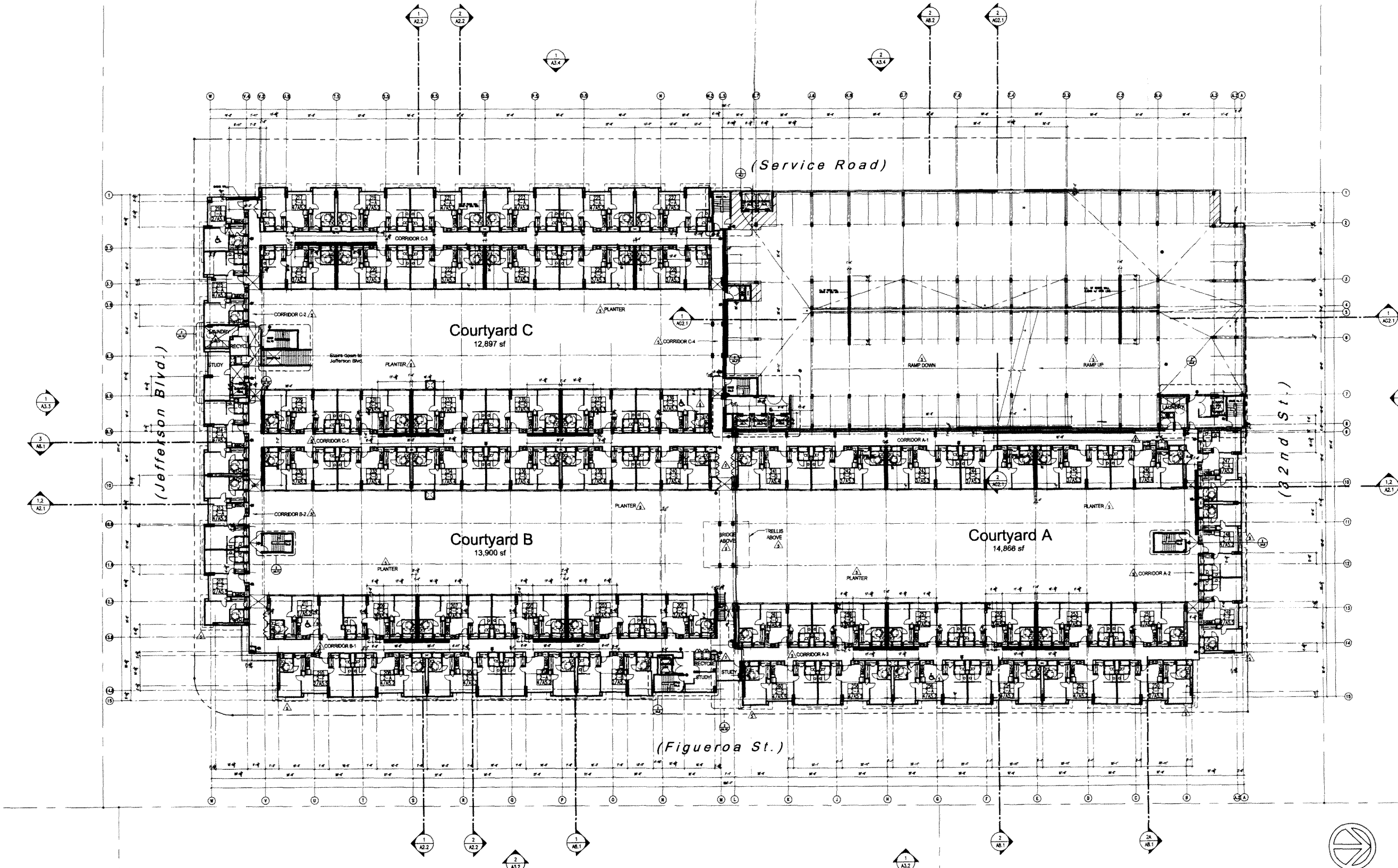
Los Angeles, California for University Gateway Development, LLC

BUILDING SUMMARY

BUILDING	
PROJECT DESCRIPTION	7 LEVELS OF RESIDENTIAL UNITS OVER 1 LEVEL OF COMMERCIAL UNITS
NUMBER OF RETAIL UNITS	4 COMMERCIAL UNITS
NUMBER OF RESIDENTIAL UNITS	421 RESIDENTIAL UNITS
FOR ADDITIONAL INFORMATION, REFER TO UNIT SUMMARY BELOW	
COURTYARD AREA	COURTYARD A 14,866
COURTYARD B	COURTYARD C 12,887
COURTYARD D	COURTYARD E 41,643
BUILDING AREA	113,061
GROUND LEVEL	14,087
SECOND LEVEL	17,900
THIRD LEVEL	17,900
FOURTH LEVEL	17,900
FIFTH LEVEL	17,900
SIXTH LEVEL	17,900
SEVENTH LEVEL	17,900
EIGHTH LEVEL	17,900
BUILDING AREA TOTAL	113,061
GARAGE	
PROJECT DESCRIPTION	8 LEVELS OF PARKING GARAGE
NUMBER OF PARKING STALLS	178 PARKING STALLS
FOR ADDITIONAL INFORMATION, REFER TO PARKING SUMMARY BELOW	
BUILDING AREA	24,170
GROUND LEVEL	24,170
SECOND LEVEL	24,170
THIRD LEVEL	24,170
FOURTH LEVEL	24,170
FIFTH LEVEL	24,170
SIXTH LEVEL	24,170
SEVENTH LEVEL	24,170
EIGHTH LEVEL	24,170
BUILDING AREA TOTAL	24,170

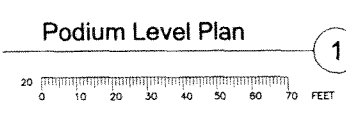
UNIT SUMMARY

UNIT	TYPE	DETAILS	UNIT	RESIDENTS	TOTAL	AREA	% OF TOTAL	TOTAL
SHEET			BATH	QUANTITY	RESIDENTS	AREA	UNITS	AREA
1A	FLAT	1,000	1	0	2	10	0.1%	1,000
1B	FLAT	1,000	1	0	2	10	0.1%	1,000
1C	FLAT	1,000	1	0	2	10	0.1%	1,000
1D	FLAT	1,000	1	0	2	10	0.1%	1,000
RECREATION TANK								
2A	FLAT	1,000	1	100	4	400	0.04%	12,300
2B	FLAT	1,000	1	1	4	72	0.07%	1,000
2C	FLAT	1,000	1	1	4	72	0.07%	1,000
2D	FLAT	1,000	1	1	4	72	0.07%	1,000
3A	FLAT	1,000	1	100	4	400	0.04%	12,300
3B	FLAT	1,000	1	1	4	72	0.07%	1,000
3C	FLAT	1,000	1	1	4	72	0.07%	1,000
3D	FLAT	1,000	1	1	4	72	0.07%	1,000
4A	FLAT	1,000	1	100	4	400	0.04%	12,300
4B	FLAT	1,000	1	1	4	72	0.07%	1,000
4C	FLAT	1,000	1	1	4	72	0.07%	1,000
4D	FLAT	1,000	1	1	4	72	0.07%	1,000
5A	FLAT	1,000	1	100	4	400	0.04%	12,300
5B	FLAT	1,000	1	1	4	72	0.07%	1,000
5C	FLAT	1,000	1	1	4	72	0.07%	1,000
5D	FLAT	1,000	1	1	4	72	0.07%	1,000
28000								



ACCESSIBLE UNITS	WALL CONSTRUCTION TYPE LEGEND	WALL/FLOOR RATING LEGEND	EXIT LEGEND	WALKING SURFACE LEGEND
<p>5% OF MULTIFAMILY APARTMENT DWELLING UNITS ARE REQUIRED TO COMPLY WITH REQUIREMENTS FOR REPOSITIONABLE COUNTERTOPS. SEE DETAIL 7.11.6. BATHROOMS ARE CONFIGURED TO ACCOMMODATE GRAB BAR INSTALLATION.</p> <p>5% OF 421 = 21 UNITS: 216-816 STACK (TYPE 1-A) 239-839 STACK (TYPE 2-C) 256-856 STACK (TYPE 2-A) 271 (TYPE 1-C)</p>	<p>1 8" CONCRETE MASONRY UNIT (CMU) WALL </p> <p>2 3/4" METAL STUD WALL WITH GYPSUM BOARD SHEATHING </p> <p>3 8" METAL STUD WALL </p> <p>4 6" METAL STUD WALL </p>	<p>1 4-HOUR SEPARATION WITH 3-HOUR PROTECTED OPENINGS AT WALL & 4-HOUR PROTECTED PENETRATIONS AT WALL/CEILING </p> <p>2 2-HOUR AREA SEPARATION WALL, 2-HOUR EXIT ENCLOSURE, 2-HOUR SHAFT W/1-1/2 HOUR PROTECTED OPENINGS OR 2-HOUR RATED EXTERIOR WALL CONSTRUCTION </p> <p>3 1-HOUR OCCUPANCY SEPARATION WITH 1 HOUR PROTECTED OPENINGS </p> <p>4 1-HOUR CONSTRUCTION </p>	<p>1 EXIT SIGN, SINGLE-SIDED </p> <p>2 EXIT SIGN, DOUBLE-SIDED </p> <p>3 PROVIDE FLOOR-LEVEL EXIT SIGNS ON PODIUM THROUGH 8TH (R1) LEVELS AT LOCATIONS SHOWN. </p>	<p>1 DECK COATING ON STRUCTURAL CONCRETE SLAB </p> <p>2 DECK-O-TEX WEATHERWEAR, ICC EVALUATION SERVICE ESR-1757 </p> <p>3 CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB </p>

PLANS APPROVED
 as required by
 Code 11.22.02
 Plan Approved by Planning Dept.
 CITY OF LOS ANGELES
 Date: 6/1/07



Podium Level Plan

University Gateway

3335 S. Figueroa St.
 Los Angeles, CA 90007

Download by:
 University Gateway Development, LLC
 301 S. Broadway, Ste. 500
 Los Angeles, CA 90013
 Tel: (213) 517-6700 Fax: (213) 437-0414

ARCHITECT

IOGAWA SMITH MARTIN

RESIDENTIAL, INC.

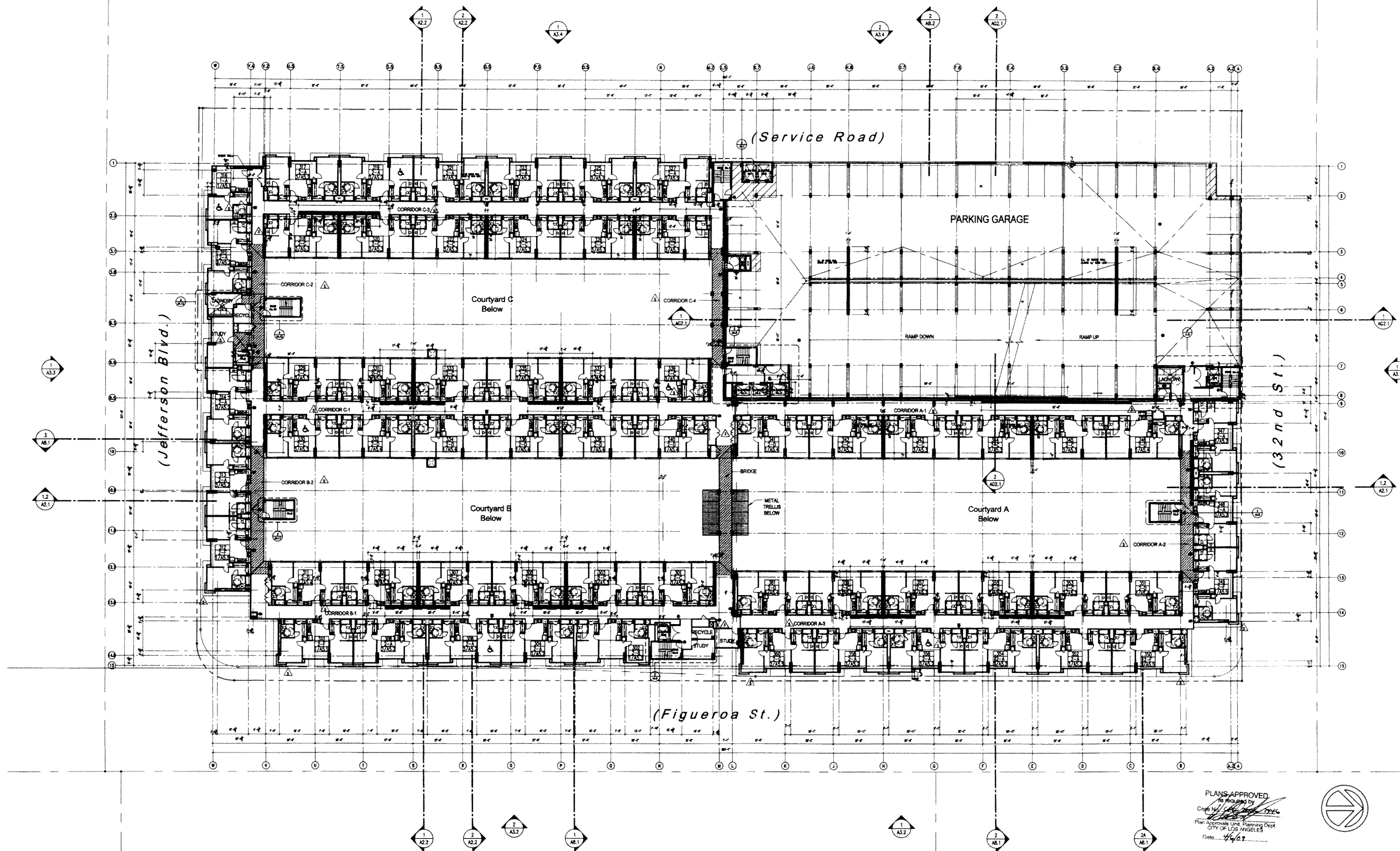
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 Los Angeles, California 90071

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 213 614 6051 fax
 www.iores.com

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A1.02

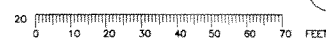


ACCESSIBLE UNITS	WALL CONSTRUCTION TYPE LEGEND	WALL/FLOOR RATING LEGEND	EXIT LEGEND	WALKING SURFACE LEGEND
<p>5% OF MULTIFAMILY APARTMENT DWELLING UNITS ARE REQUIRED TO COMPLY WITH REQUIREMENTS FOR REPOSITIONABLE COUNTERTOPS. SEE DETAIL 7/716. BATHROOMS ARE CONFIGURED TO ACCOMMODATE GRAB BAR INSTALLATION.</p> <p>5% OF 421 = 22 UNITS: 216-816 STACK (TYPE 1-A) 239-836 STACK (TYPE 2-C) 256-856 STACK (TYPE 2-A) 211 (TYPE 1-C)</p>	<p>1 8" CONCRETE MASONRY UNIT (CMU) WALL</p> <p>2 3/4" METAL STUD WALL WITH GYPSUM BOARD SHEATHING</p> <p>3 8" METAL STUD WALL</p> <p>4 6" METAL STUD WALL</p>	<p>4-HOUR SEPARATION WITH 3-HOUR PROTECTED OPENINGS AT WALL & 4-HOUR PROTECTED PENETRATIONS AT WALL/CEILING</p> <p>2-HOUR AREA SEPARATION WALL, 2-HOUR EXT ENCLOSURE, 2-HOUR SHAFT W/1-1/2 HOUR PROTECTED OPENINGS OR 2-HOUR RATED EXTERIOR WALL CONSTRUCTION</p> <p>1-HOUR OCCUPANCY SEPARATION WITH 1 HOUR PROTECTED OPENINGS</p> <p>1-HOUR CONSTRUCTION</p>	<p>EXIT SIGN, SINGLE-SIDED</p> <p>EXIT SIGN, DOUBLE-SIDED</p> <p>PROVIDE FLOOR-LEVEL EXIT SIGNS ON PODIUM THROUGH 8TH (R1) LEVELS AT LOCATIONS SHOWN.</p>	<p>DECK COATING ON STRUCTURAL CONCRETE SLAB DEX-O-TEX WEATHERWEAR, ICC EVALUATION SERVICE ESR-1757</p> <p>CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB</p>

PLANS APPROVED
As Required By
City of Los Angeles
Plan Approvals Unit, Planning Dept.
CITY OF LOS ANGELES
Date: 4/6/22



Third Floor Plan



1

Third Floor Plan

University Gateway

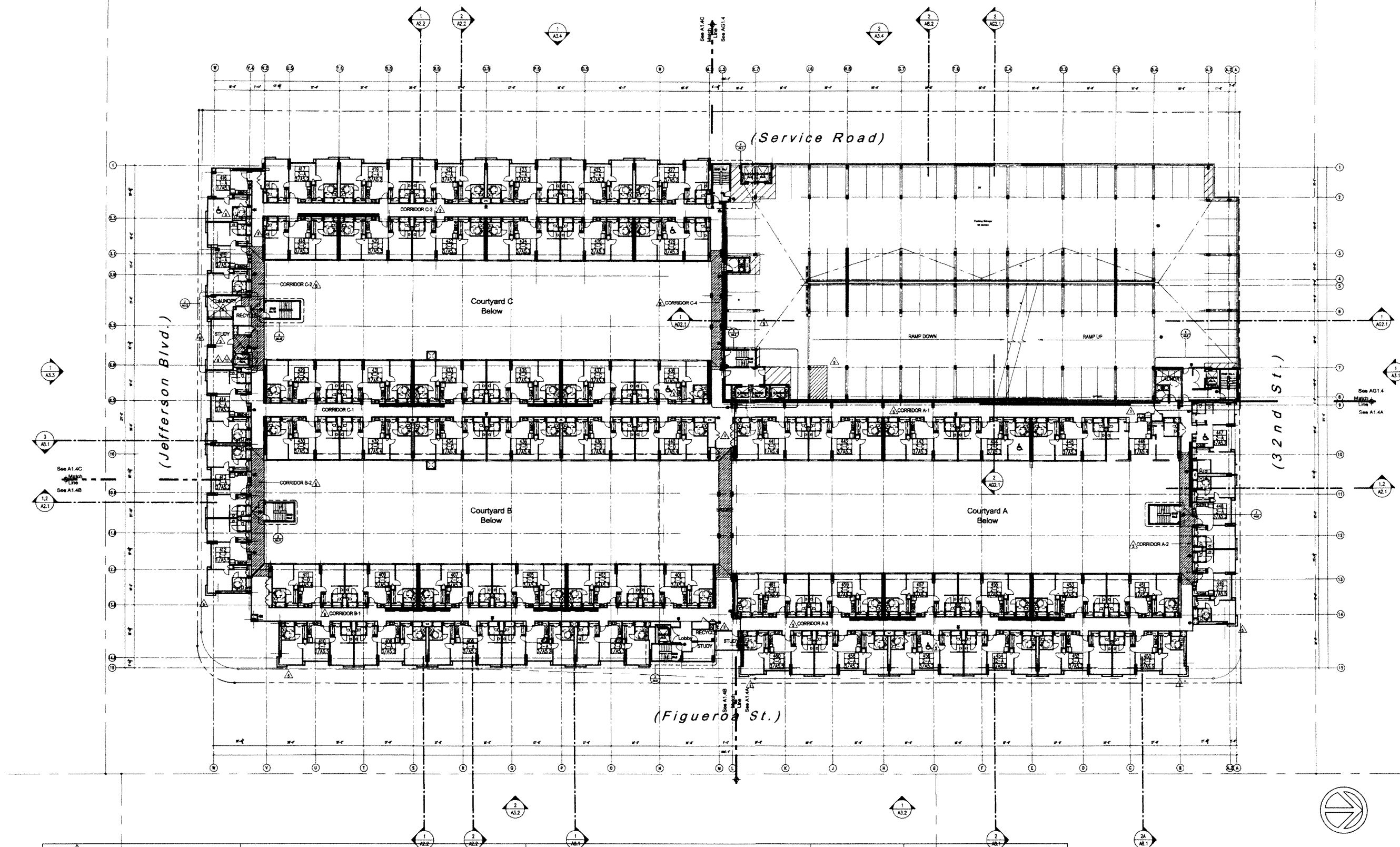
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213 614 6060
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Date: 02.09.05
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Sheet No. **A1.03**

Project / Revision
03.13.07 / Design Assist. Cont.
03.21.07 / Planning Department
05.15.07 / Plan Check
06.15.07 / Construction Set
06.22.07 / Construction Set
10.08.08 / Change Review
10.17.08 / Revisions
03.27.09 / Plan Check Response



ACCESSIBLE UNITS	WALL CONSTRUCTION TYPE LEGEND	WALL/FLOOR RATING LEGEND	EXIT LEGEND	WALKING SURFACE LEGEND
<p>5% OF MULTIFAMILY APARTMENT DWELLING UNITS ARE REQUIRED TO COMPLY WITH REQUIREMENTS FOR REPOSITIONABLE COUNTERTOPS. SEE DETAIL 7/116. BATHROOMS ARE CONFIGURED TO ACCOMMODATE GRAB BAR INSTALLATION.</p> <p>5% OF 421 = 22 UNITS: 216-816 STACK (TYPE 1-A) 239-508 STACK (TYPE 2-C) 256-508 STACK (TYPE 2-A) 41-41-41 STACK (TYPE 1-C)</p>	<p>1 8" CONCRETE MASONRY UNIT (CMU) WALL</p> <p>2 3/4" METAL STUD WALL WITH GYPSUM BOARD SHEATHING</p> <p>3 8" METAL STUD WALL</p> <p>4 6" METAL STUD WALL</p>	<p>4-HOUR SEPARATION WITH 3-HOUR PROTECTED OPENINGS AT WALL & 4-HOUR PROTECTED PENETRATIONS AT WALL/CEILING</p> <p>2-HOUR AREA SEPARATION WALL, 2-HOUR EXIT ENCLOSURE, 2-HOUR SHAFT W/1-1/2 HOUR PROTECTED OPENINGS OR 2-HOUR RATED EXTERIOR WALL CONSTRUCTION</p> <p>1-HOUR OCCUPANCY SEPARATION WITH 1 HOUR PROTECTED OPENINGS</p> <p>1-HOUR CONSTRUCTION</p>	<p>EXIT SIGN, SINGLE-SIDED</p> <p>EXIT SIGN, DOUBLE-SIDED</p> <p>PROVIDE FLOOR-LEVEL EXIT SIGNS ON PODIUM THROUGH 8TH (R1) LEVELS AT LOCATIONS SHOWN.</p>	<p>DECK COATING ON STRUCTURAL CONCRETE SLAB</p> <p>DECK-CO-TEX WEATHERWEAR, ICC EVALUATION SERVICE ESR-1757</p> <p>CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB</p>

PLANS APPROVED
 Prepared by
 Checked by
 Plan Approved by
 City of Los Angeles
 Date: 1/14/09

Fourth Floor Plan

20 0 10 20 30 40 50 60 70 FEET

1

Fourth Floor Plan

University Gateway

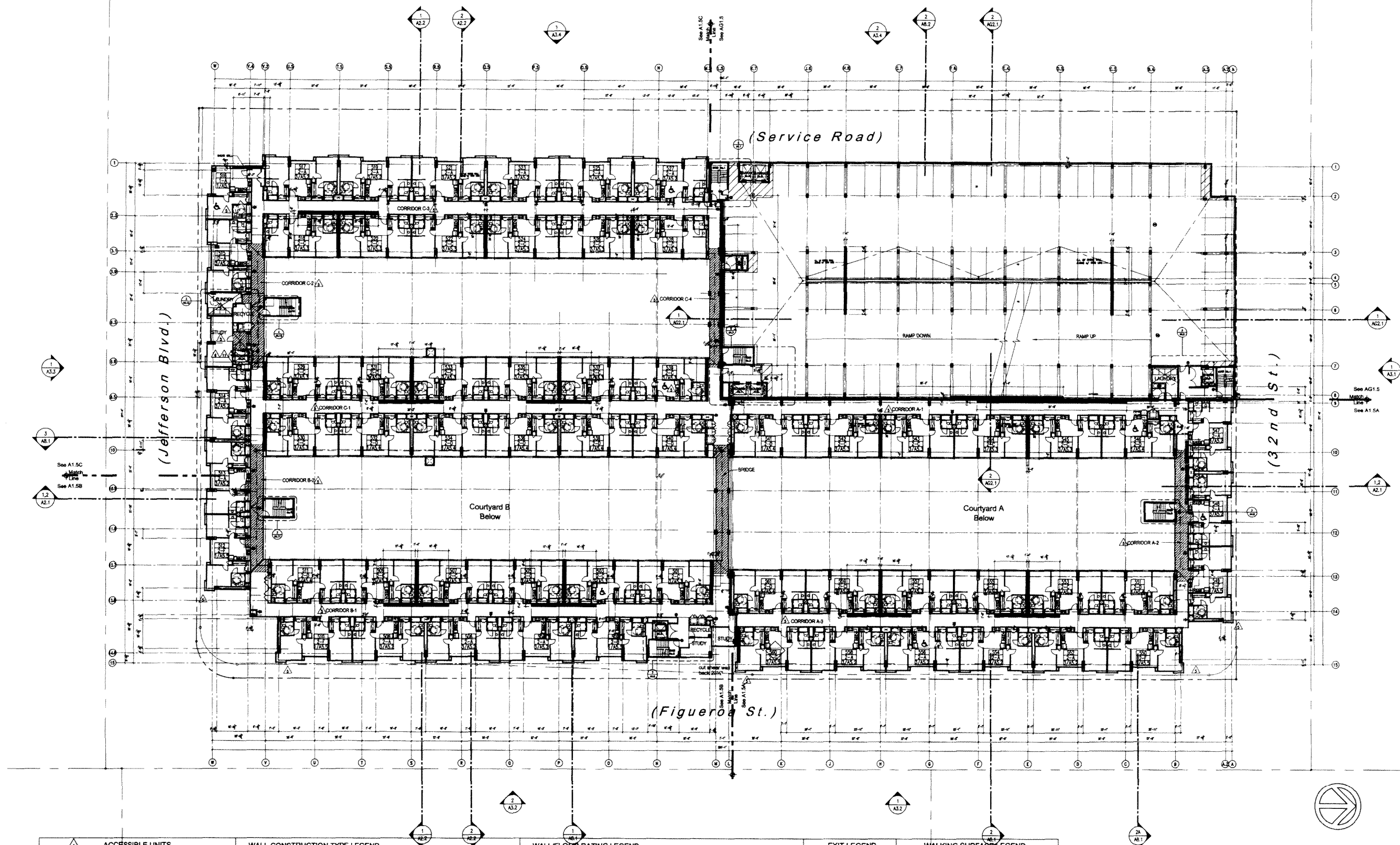
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 www.tsmrinc.com

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Sheet No.: **A1.04**

Project / Revision
 01.29.07 Bas. Rev.
 03.13.07 Detailed Access. Corr.
 03.21.07 Planning Department
 04.10.07 City of Los Angeles
 04.22.07 Special Review
 04.22.07 Construction Set
 10.06.08 Change Remarks
 01.20.09 Accessibility Response
 03.19.09 Plan Check Response



ACCESSIBLE UNITS	WALL CONSTRUCTION TYPE LEGEND	WALL/FLOOR RATING LEGEND	EXIT LEGEND	WALKING SURFACE LEGEND
<p>5% OF MULTIFAMILY APARTMENT DWELLING UNITS ARE REQUIRED TO COMPLY WITH REQUIREMENTS FOR REPOSITIONABLE COUNTERTOPS. SEE DETAIL 7.716. BATHROOMS ARE CONFIGURED TO ACCOMMODATE GRAB BAR INSTALLATION.</p> <p>5% OF 421 = 22 UNITS: 216-816 STACK (TYPE 1-A) 216-816 STACK (TYPE 2-C) 256-856 STACK (TYPE 2-A) 276-876 STACK (TYPE 1-C)</p>	<p>1 8" CONCRETE MASONRY UNIT (CMU) WALL</p> <p>2 1/2" METAL STUD WALL WITH GYPSUM BOARD SHEATHING</p> <p>3 8" METAL STUD WALL</p> <p>4 6" METAL STUD WALL</p>	<p>4-HOUR SEPARATION WITH 3-HOUR PROTECTED OPENINGS AT WALL & 4-HOUR PROTECTED PENETRATIONS AT WALL/CEILING</p> <p>2-HOUR AREA SEPARATION WALL, 2-HOUR EXIT ENCLOSURE, 2-HOUR SHAFT W/1-1/2 HOUR PROTECTED OPENINGS OR 2-HOUR RATED EXTERIOR WALL CONSTRUCTION</p> <p>1-HOUR OCCUPANCY SEPARATION WITH 1 HOUR PROTECTED OPENINGS</p> <p>1-HOUR CONSTRUCTION</p>	<p>EXIT SIGN, SINGLE-SIDED</p> <p>EXIT SIGN, DOUBLE-SIDED</p> <p>PROVIDE FLOOR-LEVEL EXIT SIGNS ON PODIUM THROUGH 8TH (R1) LEVELS AT LOCATIONS SHOWN.</p>	<p>DECK COATING ON STRUCTURAL CONCRETE SLAB</p> <p>DECK-O-TEX WEATHERWEAR, ICC EVALUATION SERVICE ESR-1757</p> <p>CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB</p>

PLANS APPROVED
 02/09/08
 City of Los Angeles
 Date: 02/09/08

Fifth Floor Plan

0 10 20 30 40 50 60 70 FEET

Printed / Revised
 01/28/07 01/28/07
 02/09/08 02/09/08
 03/21/07 03/21/07
 05/15/06 05/15/06
 06/27/06 06/27/06
 08/22/06 08/22/06
 10/17/06 10/17/06
 01/28/07 01/28/07
 03/21/07 03/21/07

Fifth Floor Plan

University Gateway

ARCHITECTS
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 SMITH
 MARTIN
 RESIDENTIAL, INC.

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Sheet No.:
A1.05

ACCESSIBLE UNITS

5% OF MULTIFAMILY APARTMENT DWELLING UNITS
ARE REQUIRED TO COMPLY WITH REQUIREMENTS
FOR REASONABLY ACCESSIBLE CONDITIONS.

BATHROOMS ARE CONFIGURED TO ACCOMMODATE
A PERSON WITH A WALKER.

GRAB BAR INSTALLATION

5% OF 421 = 22 UNITS.

216-818-818 (TPE 1-A)
220-403-803 (TPE 2-C)
226-858-588 (TPE 2-A)
241-111-111 (TPE 1-C)

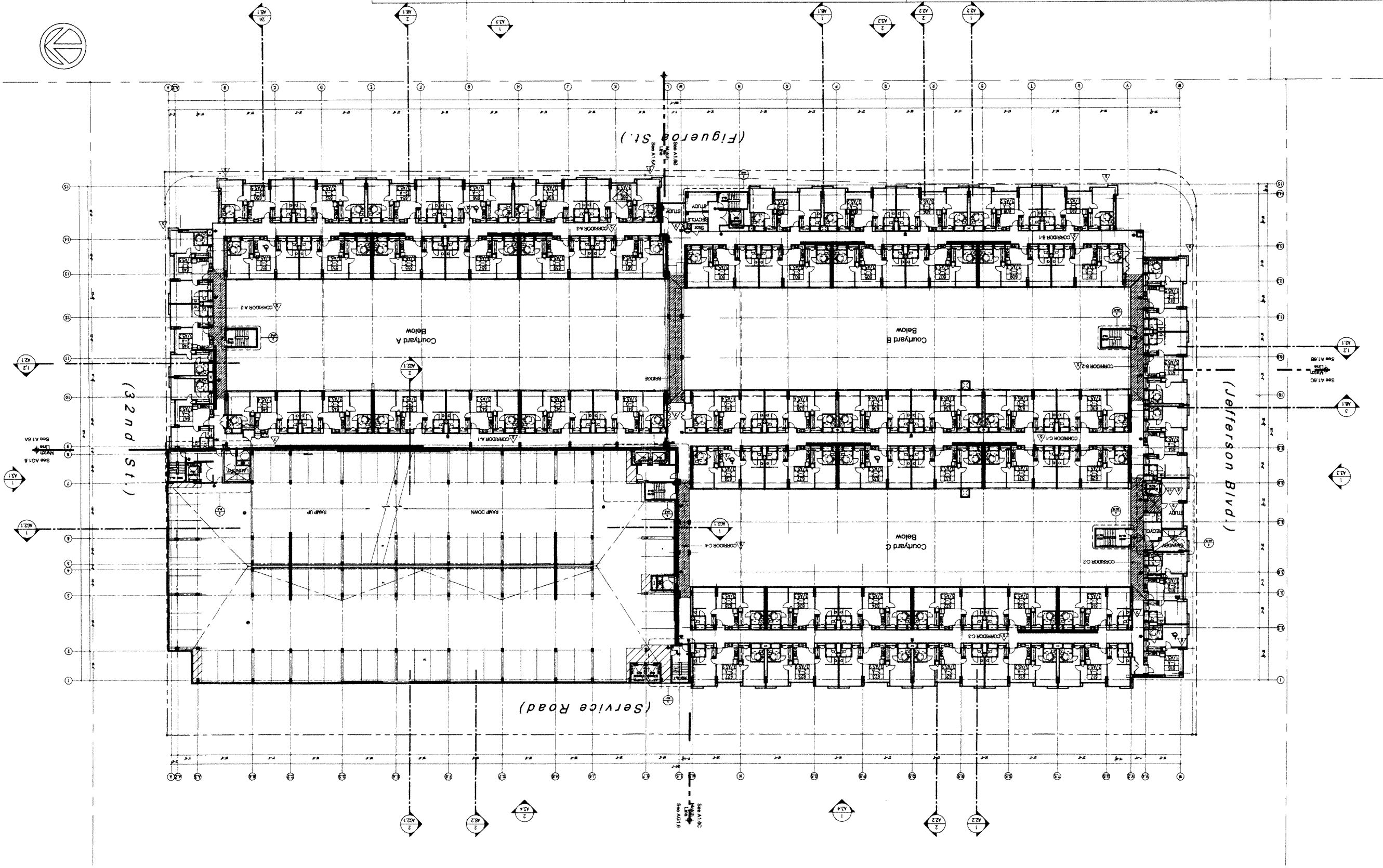
7

WALL CONSTRUCTION TYPE LEGEND	
1	8" CONCRETE MASS/OWN UNIT (CMU) WALL
2	8" METAL STUD WALL WITH GYPSUM BOARD SHEATHING
3	8" METAL STUD WALL
4	6" METAL STUD WALL

[illegible]

Diagram illustrating a three-layer concrete slab with a structural topping. The layers are labeled as follows:

- Top Layer:** CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB. Reinforcement includes 1# bars.
- Middle Layer:** DECK COATING ON STRUCTURAL CONCRETE SLAB. Reinforcement includes 2# bars.
- Bottom Layer:** DEX-O-TEX WEATHERWEAR, ICE EVALUATION SERVICE ESR-1757. Reinforcement includes 5# bars.



Sixth Floor Plan

1)

A1.06

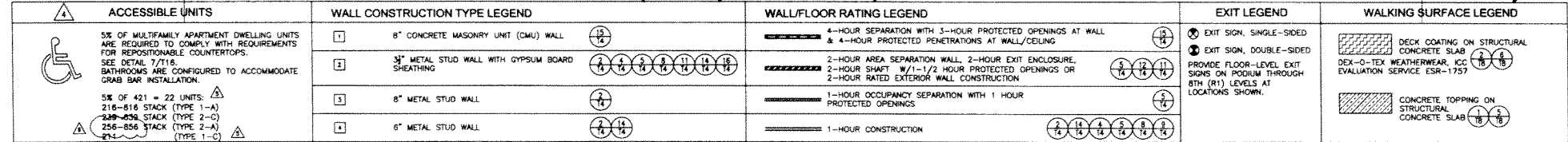
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Job No.: 2005448

ARCHITECTS
TOGAWA
SMITH
MARTIN
RESIDENTIAL, INC.

University Gateway
3333 S. Flamingo St.
Los Angeles, CA 90007
Developed by:
University Gateway/Development, LLC
301 S. Broadway, Ste. 400
Los Angeles, CA 90071

Sixth Floor Plan

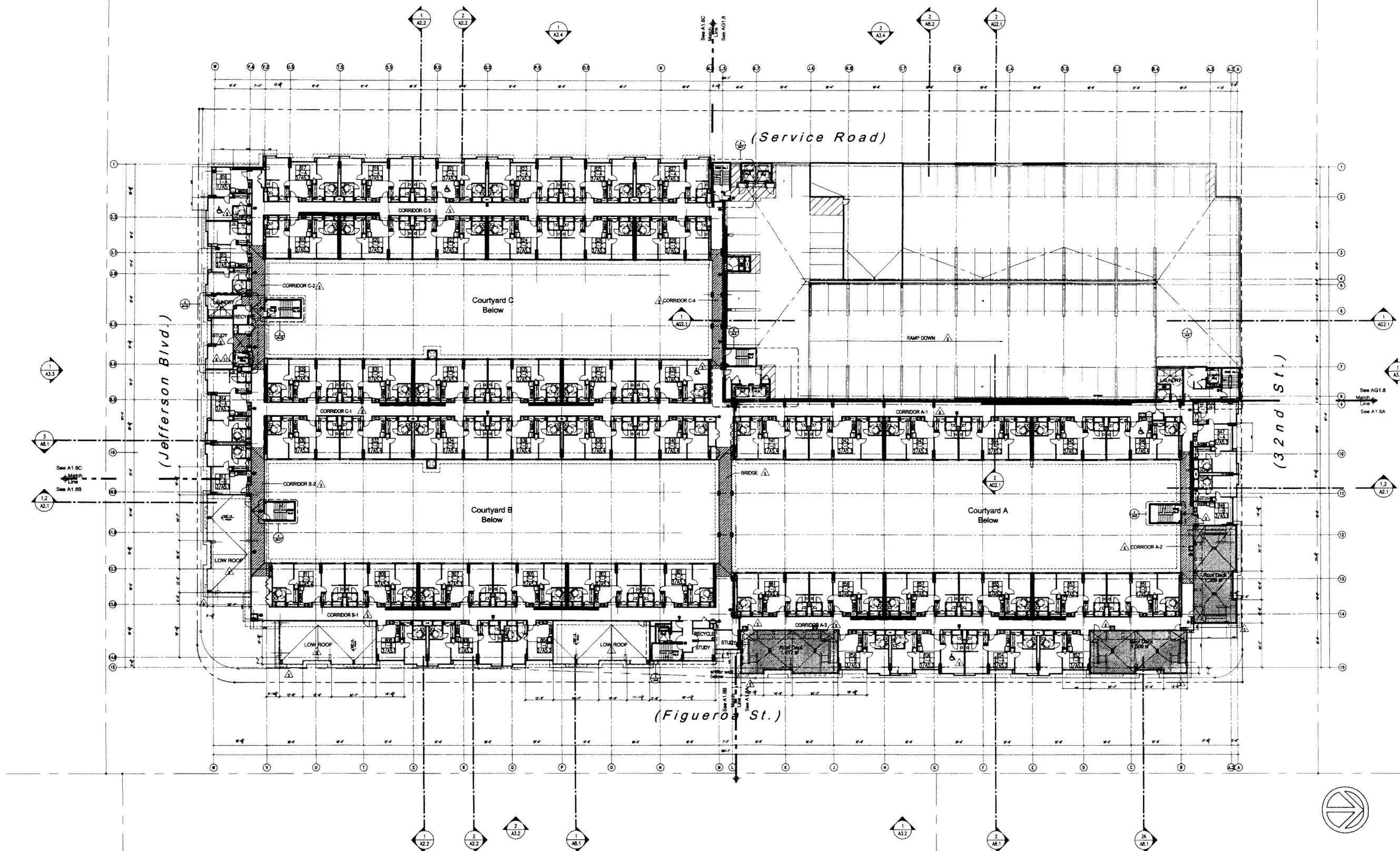
Printed / Reviewed	
01/28/07 / Bld Set	
03/13/07 / Disabled Access Cont.	
03/21/07 / Planning Department	
05/15/06 / Plan Check	
06/27/06 / Retail Revision	
06/22/06 / Construction Set	
10/04/06 / Garage Revisions	
10/17/06 / Revisions	
01/28/08 / Accessibility Response	
03/07/08 / Plan Check Response	



A1.07

1

PLANS APPROVED
as required by
Crate No. 12-2009-1744
Plan Approval Unit, Planning Dep.
CITY OF LOS ANGELES
Date 4/6/09



ACCESSIBLE UNITS	WALL CONSTRUCTION TYPE LEGEND	WALL/FLOOR RATING LEGEND	EXIT LEGEND	WALKING SURFACE LEGEND
<p>5% OF MULTIFAMILY APARTMENT DWELLING UNITS ARE REQUIRED TO COMPLY WITH REQUIREMENTS FOR REPOSITIONABLE COUNTERTOPS. SEE DETAIL 7/716. BATHROOMS ARE CONFIGURED TO ACCOMMODATE GRAB BAR INSTALLATION.</p> <p>5% OF A21 = 22 UNITS. 216-816 STACK (TYPE 1-A) 238-838 STACK (TYPE 2-C) 256-856 STACK (TYPE 2-A) 241 (TYPE 1-C)</p>	<p>1 8" CONCRETE MASONRY UNIT (CMU) WALL</p> <p>2 3/4" METAL STUD WALL WITH GYPSUM BOARD SHEATHING</p> <p>3 8" METAL STUD WALL</p> <p>4 6" METAL STUD WALL</p>	<p>4-HOUR SEPARATION WITH 3-HOUR PROTECTED OPENINGS AT WALL & 4-HOUR PROTECTED PENETRATIONS AT WALL/CILING</p> <p>2-HOUR AREA SEPARATION WALL, 2-HOUR EXIT ENCLOSURE, 2-HOUR SHUNT W/1-1/2 HOUR PROTECTED OPENINGS OR 2-HOUR RATED EXTERIOR WALL CONSTRUCTION</p> <p>1-HOUR OCCUPANCY SEPARATION WITH 1 HOUR PROTECTED OPENINGS</p> <p>1-HOUR CONSTRUCTION</p>	<p>EXIT SIGN, SINGLE-SIDED</p> <p>EXIT SIGN, DOUBLE-SIDED</p> <p>PROVIDE FLOOR-LEVEL EXIT SIGNS ON PODIUM THROUGH 8TH (R13) LEVELS AT LOCATIONS SHOWN.</p>	<p>DECK COATING ON STRUCTURAL CONCRETE SLAB</p> <p>DEX-O-TEX WEATHERWEAR, ICC EVALUATION SERVICE ESR-1757</p> <p>CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB</p>

PLANS APPROVED
 AS NOTED
 4/4/09

Eighth Floor Plan

20 0 10 20 30 40 50 60 70 FEET

University Gateway

Eighth Floor Plan

3335 S. Figueroa St.
 Los Angeles, CA 90007

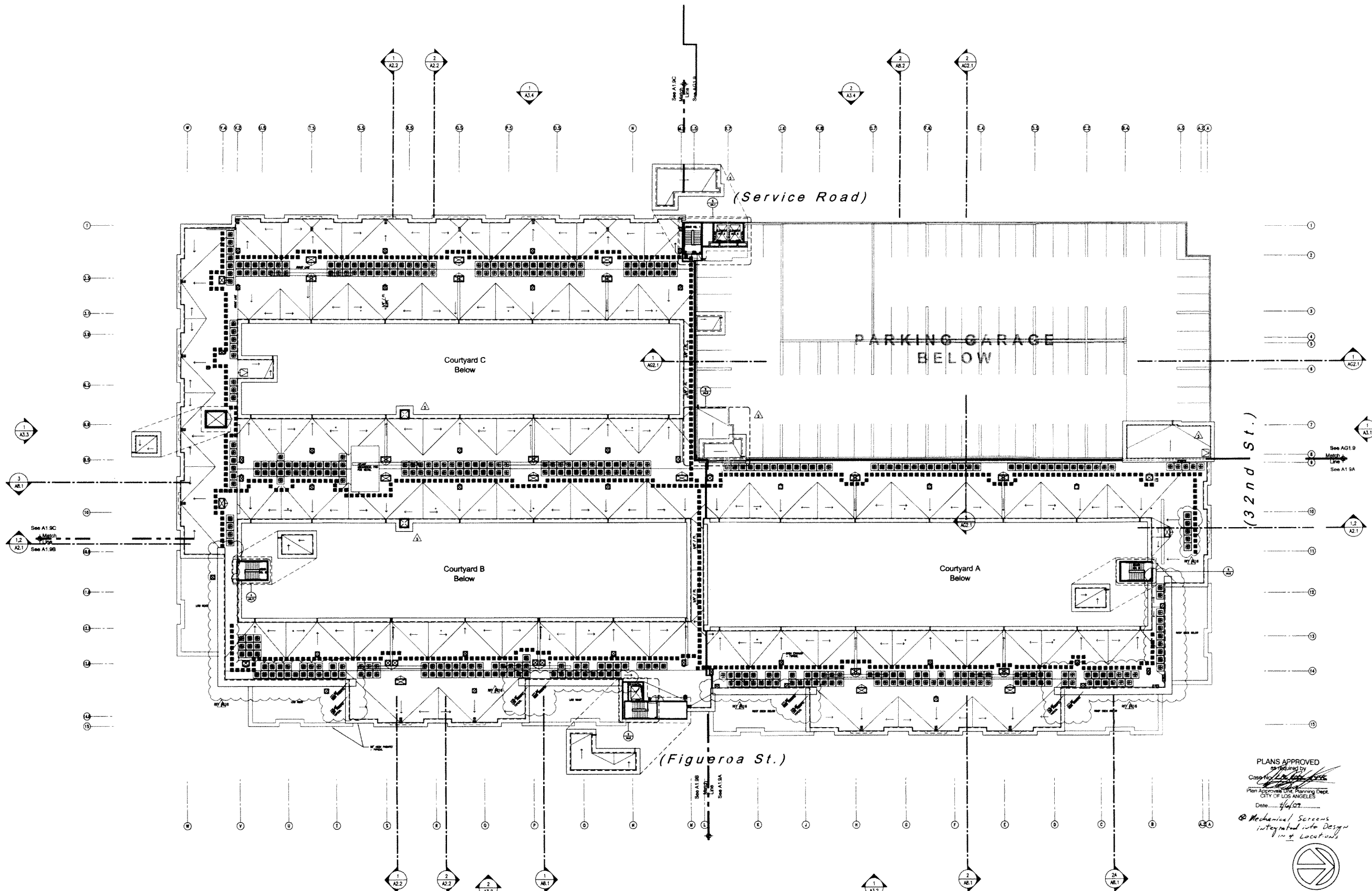
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Sheet No.: **A1.08**



PLANS APPROVED
 City of Los Angeles
 Planning Department
 Date: 1/10/07
 Mechanical Screens
 Integrated into Design
 in + Locations

ACCESSIBLE UNITS	WALL CONSTRUCTION TYPE LEGEND	WALL/FLOOR RATING LEGEND	EXIT LEGEND	WALKING SURFACE LEGEND
5% OF MULTIFAMILY APARTMENT DWELLING UNITS ARE REQUIRED TO COMPLY WITH REQUIREMENTS FOR REPOSITIONABLE COUNTERTOPS. SEE DETAIL 7/716. BATHROOMS ARE CONFIGURED TO ACCOMMODATE GRAB BAR INSTALLATION. 5% OF 421 = 22 UNITS: 216-816 STACK (TYPE 1-A) 239-839 STACK (TYPE 2-C) 256-856 STACK (TYPE 2-A) 211 (TYPE 1-C)	1 8" CONCRETE MASONRY UNIT (CMU) WALL 2 3/4" METAL STUD WALL WITH GYPSUM BOARD SHEATHING 3 8" METAL STUD WALL 4 6" METAL STUD WALL	1 4-HOUR SEPARATION WITH 3-HOUR PROTECTED OPENINGS AT WALL & 4-HOUR PROTECTED PENETRATIONS AT WALL/CEILING 2 2-HOUR AREA SEPARATION WALL, 2-HOUR EXIT ENCLOSURE, 2-HOUR SHAFT, W/1-1/2 HOUR PROTECTED OPENINGS OR 2-HOUR RATED EXTERIOR WALL CONSTRUCTION 3 1-HOUR OCCUPANCY SEPARATION WITH 1 HOUR PROTECTED OPENINGS 4 1-HOUR CONSTRUCTION	1 EXIT SIGN, SINGLE-SIDED 2 EXIT SIGN, DOUBLE-SIDED 3 PROVIDE FLOOR-LEVEL EXIT SIGNS ON PODIUM THROUGH 8TH (R1) LEVELS AT LOCATIONS SHOWN.	1 DECK COATING ON STRUCTURAL CONCRETE SLAB 2 DEX-O-TEX WEATHERWEAR, ICC EVALUATION SERVICE ESR-1757 3 CONCRETE TOPPING ON STRUCTURAL CONCRETE SLAB

Roof Plan
 20 0 10 20 30 40 50 60 70 FEET
 1

Project / Revised
 01.05.07 / Final Set
 03.13.07 / Final Access Corr.
 03.13.07 / Planning Department
 05.07.07 / Final Mechanical
 08.22.07 / Final Floor Plan
 08.22.07 / Construction Set
 10.08.08 / Change / Revisions
 11.13.08 / Accessibility Response
 03.27.09 / Final Check Response

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Job No.: 2005449
 Date: 02.09.06
 Scale: 1/20"=1'-0"
 Sheet No.: A1.09