



Fwd: FW: Shared Parking Analysis University Gateway

1 message

Michelle Singh <michelle.singh@lacity.org>
To: Michelle Singh <michelle.singh@lacity.org>

Wed, Jan 28, 2015 at 8:57 AM

----- Forwarded message -----

From: **Vicente Cordero** <vicente.cordero@lacity.org>
Date: Fri, Dec 12, 2014 at 11:35 AM
Subject: Fwd: FW: Shared Parking Analysis University Gateway
To: Michelle Singh <michelle.singh@lacity.org>
Cc: Tomas Carranza <tomas.carranza@lacity.org>, Sarah Drobis <SDrobis@gibsontrans.com>, Brian Hartshorn <bhartshorn@gibsontrans.com>

Hi Michelle,

DOT has reviewed the shared parking analysis, dated August 14, 2014, prepared by Gibson Transportation Consulting, Inc., for the existing mixed-use University Gateway Project located on Figueroa St. between Jefferson Bl. and W. 32nd St.

We believe the shared parking analysis adequately evaluated the existing project's parking demand based on a worst case scenario for peak parking demand. The traffic consultant conducted a parking demand survey on March 2 and 3, 2013. A shared parking model using the empirical data collected in 2013 and parking observations at the site was used by the traffic consultant to determine the actual parking requirement for this project.

We concur with the results of the shared parking analysis. The project can adequately function with approximately 612 parking spaces (retail and residential) based on the shared parking analysis assuming worst case peak parking demand. Since the current on-site parking structure has a supply of 775 parking spaces available, the previous 440 off-site parking spaces required and provided by the University Parking Center (UPC) do not seem to be necessary.

Please let us know if you have any questions.

Regards,

Vicente



Vicente Cordero, P.E.

Metro Development Review | Transportation Engineering Associate III

Los Angeles Department of Transportation

100 S. Main Street, 9th Floor, Mail Stop 725, Los Angeles, CA 90012



**AMENDED**9-24-2014
(21)**MEMORANDUM**

TO: Irene Moroko, Wilson University Gateway, LLC

FROM: Sarah Drobis, P.E., and Brian Hartshorn

DATE: August 14, 2014

RE: Shared Parking Analysis
for University Gateway
Los Angeles, California

Ref: J1238

Gibson Transportation Consulting, Inc. (GTC) was asked to conduct a shared parking analysis for the existing mixed-use University Gateway (Project), adjacent to the University of Southern California (USC) University Park Campus in the City of Los Angeles, California.

BACKGROUND

In the original (2007) Project approval, the City required the Project to provide the number of parking spaces required by the Municipal Code for each land use. The Project was required to provide a total of 1,210 parking spaces with 440 of the spaces at an off-site location. To comply with these requirements, the Project leases these 440 off-site parking spaces at the University Parking Center (UPC) located at 3401 South Grand Avenue and offers parking permits to student residents at a reduced price.

GTC evaluated the actual demand at the University Gateway facility and at the UPC off-site parking structure. Using the *Shared Parking, 2nd Edition* (Urban Land Institute and the International Council of Shopping Centers [ULI/ICSC], 2005) shared parking model, we then determined the actual parking needs for the Project.

EXISTING CONDITIONS

The Project is located on Figueroa Street between West Jefferson Boulevard and West 32nd Street and UPC is located southeast of Interstate 10 on Grand Avenue at Jefferson Boulevard, as shown in Figure 1. Both sites are unique for analyzing shared parking applications in that they are fully occupied, allowing data collection to reflect actual daily operations.

The Project consists of 421 apartment units (student housing) and a mix of retail, office, and restaurant uses totaling 74,516 square feet. The commercial space and apartment complex were 100% leased during the manual inventory of parking spaces conducted in May 2013. Attachment A provides a breakdown of land uses by unit as of August 29, 2013.

The Project parking structure is a seven-level paid-parking facility with a gated kiosk entry/exit that provides 775 parking spaces. The three lower levels are used for parking associated with the retail, office, restaurant and apartment guest uses, while the top four levels are reserved for apartment residents and are not available to the general public.

The three retail parking levels provide 354 parking spaces (including 27 residential guest spaces). The reserved residential parking provides 421 spaces, with 411 spaces provided beyond the secondary access gate and 10 spaces prior to the gate.

Approximately 400 residential permits per month are provided for spaces inside the gated area reserved for residential units only. Per the site operator, many incoming students will purchase a parking permit in advance of the school term and then discover other transportation options are more suitable.

The Project also provides approximately 800 indoor bicycle spaces within a moderately secure area of the first level of the parking facility, where bikes can be locked to racks in view of the security station. Additionally, bicycle racks for approximately eight bikes are distributed throughout levels 4-7 near the elevator doors and can provide storage for up to 32 more bicycles, for a site total of 832 bicycle spaces. During the on-site observations, the 800-space bicycle area was predominantly full, while the remote racks on individual levels were also highly utilized.

UPC provides parking for up to 440 vehicles on the rooftop level designated for off-site parking for Project residents.

Access to the parking spaces at UPC requires a parking permit to park on the rooftop. During the 2013-2014 academic year, 20 student residents requested and paid a reduced fee for a parking permit for the off-site garage and 11 additional permits were given away for free to student residents, for a total of 31 off-site parking permits.

SHARED PARKING ANALYSIS

A shared parking demand analysis was conducted based on typical weekday and weekend rates and methodologies recommended in *Shared Parking, 2nd Edition*.

As part of the national research on shared parking in mixed-use developments, ULI/ICSC developed a database that identifies the peak parking demand for every land use within a mixed-use development. This national research database forms the basis for the assumptions in the shared parking model. *Shared Parking, 2nd Edition* describes shared parking as follows:

"Shared parking is defined as parking space that can be used to serve two or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season)

- Relationships among land use activities that result in people's attraction to two or more land uses on a single auto trip to a given area or development"

Most zoning codes are based upon peak parking demand ratios for individual land uses. While this appropriately recognizes that separate land uses generate different parking demands on an individual basis, it does not reflect the fact that the combined peak parking demand, when a mixture of land uses shares the same parking supply, can be substantially less than the sum of the individual demands. For example, office uses peak in the early afternoon of a weekday, while a cinema peaks in the evening hours of a weekend. Thus, these two land uses are excellent candidates for sharing a parking supply between them.

Shared Parking Assumptions

The shared parking model utilizes a series of assumptions, in addition to the base ULI/ICSC and empirical data, to develop the parking demand model. The following terms are used in the shared parking models. These variable factors are shown on subsequent tables of the model output.

Parking Demand Ratio. The parking demand ratio is utilized by the model to generate parking demand estimates for the selected land uses. The base rates were developed through ULI/ICSC's extensive nationwide research efforts; these base rates reflect a national average. For the purposes of this analysis, the base rates reflect the empirical data collected at the Project to achieve calibration to the local conditions.

Time of Day. The time of day factor is one of the key assumptions of the shared parking model. This factor reveals the hourly parking pattern of the analyzed land use; essentially, the peak demands are indicated by this factor. ULI/ICSC's research efforts have yielded comprehensive data which document the time of day factors for a large number of individual land uses. As the demand for each land use fluctuates over the course of the day, the ability to implement shared parking emerges. Adjustments were made to the base time of day factors for the Project based on empirical data.

Weekday vs. Weekend. Each shared parking analysis measured the parking demand on a weekday as well as on a Saturday. Research has indicated that a source for variation in parking demand can be traced to the difference between weekday and weekend demand.

Seasonal Variation. The shared parking analysis was based on the peak month of the year. The total parking demand of the Project was compared over the course of the year; the peak month's demand is reported.

Mode Split and Captive Market. One factor that affects the overall parking demand at a particular development is the number of residents, visitors, and employees that arrive by automobile. It is common that mixed-use projects and districts have patrons/visitors captured within the site itself based on the mixed-use nature of the Project. The mode split accounts for the number of residents, visitors, and employees that do not arrive by automobile or are internally captured (transit, walk, and other means).

Auto Occupancy. The Project's shared parking analysis used the national averages for auto occupancy, i.e., the typical number of passengers in each vehicle parking at the site for all land uses.

Reserved Parking. The parking area for residents is provided in a separate area of the parking structure, with separate key-card entry and, therefore, is considered to be reserved. The remaining spaces are shared within the pool of unreserved parking (i.e., for residential guests, commercial patrons, etc.)

For each land use in the Project, the shared parking analysis calculates the parking demand for that land use based on the seasonal, hourly, monthly, and weekday vs. weekend adjustment ratios set forth in *Shared Parking, 2nd Edition*. The resulting sum of the individual land use hourly parking demands represents the total parking demand for the entire site.

Parking Supply

An inventory of parking spaces conducted in May 2013 found 775 parking spaces at the Project. As mentioned, general public access to Project parking is provided up to the 3rd level of the parking garage and includes 354 spaces for retail/office/restaurant, including 27 for residential guest uses, while the top four levels provide 421 residential parking spaces (10 of these spaces are prior to the secondary access gate).

UPC provides 440 spaces for Project residents.

EXISTING PARKING DEMAND

A parking demand survey was conducted Wednesday and Thursday, May 2 and 3, 2013, while schools were in session, the residential units were fully occupied, and the retail/office components were leased and in operation. Counts were collected at the Project site each hour from 8:00 AM to 12:00 AM.

The Wednesday/Thursday data was averaged to determine the typical weekday peak demands at the Project. The highest reported average parking demand occurred at 12:00 PM, with 449 parked vehicles (with a worst case demand of 332 vehicles parked on the residential floors). This count is inclusive of the retail, office, restaurant, and apartment parking spaces. Figure 2 shows the existing demand by hour for the Project parking facility.

The UPC site was counted in October 2013 while schools were in session.

The worst-case parking demand at the UPC rooftop was 22 vehicles at 11:00 PM, including three vehicles clearly marked as USC maintenance trucks. Discounting these non-student-related vehicles, the worst-case peak Project parking demand is 19. Figure 3 shows the hourly parking demand for UPC.

The detailed parking count data is provided in Attachment B.

Existing Shared Parking Model Calibration

The ULI/ICSC shared parking model was calibrated utilizing the data collected from the existing demand counts. This process adjusts the parking demand rates and hourly demand characteristics of each land use to match the inventoried spaces during the same time periods.

The model then considers the parking demand from May 2013 and forecasts the worst-case month by applying monthly variation factors to the calibrated rates. Typically with mixed-use developments that have a retail component, the peak demand month will occur in December, which is also true for the Project.

Shared Parking Model Results

As stated previously, 421 spaces within the Project parking structure are reserved exclusively for apartment residents, with 411 spaces provided beyond the secondary access gate and 10 spaces prior to the gate.

The existing base model was calculated assuming these reserved spaces cannot be shared by commercial/office uses and are exclusively reserved for apartment residents. In effect, the 421 spaces are assumed to be permanently occupied whether or not a vehicle was actually parked, even though the May 2013 demand counts showed a worst-case occupancy of 332 parked vehicles in the residential levels. The only spaces shared with the non-residential land uses were residential guest spaces for the apartment units (not included in the 421 reserved spaces).

Attachment C Tables C-1 and C-2 and Charts C-1 through C-3 provide a summary of the shared parking analysis, including month-by-month and hourly parking demand throughout the day.

As shown in Table C-1, with 421 spaces reserved for apartment residents, the worst-case December demand of 612 spaces occurs at 2:00 PM on a weekday. These results indicate that even with the 421 spaces reserved and unavailable to the other uses, the on-site Project parking structure will operate with a surplus of 163 spaces on the unreserved levels 1-3 during the peak parking season. Thus, the worst-case peak parking demand for visitors/guests/patrons of all of the Project's retail, office, restaurants, and apartments is more than accommodated within the unreserved parking spaces on levels 1-3.

Additionally, the peak parking demand of 19 Project vehicles currently parking at UPC could easily be accommodated at the Project in either the reserved residential portion or the unreserved portion of the parking garage.

PARKING REQUIREMENTS COMPARISON

The Los Angeles Municipal Code (LAMC) outlines parking requirements for individual land uses. The current Conditions of Approval (Q Condition No. 4, CPC 2006-7466-GPA-ZC-HD-ZV-BL-SPR) require a total of 1,210 spaces for the Project, including 349 spaces for commercial uses and residential visitors, 421 on-site resident spaces and 440 off-site resident spaces.

Table 1 summarizes the parking space comparison for three scenarios:

1. Required Parking Spaces per the Conditions of Approval
2. Current Parking Requirement (Existing Uses and LAMC rates)
3. Peak Shared Parking Demand based on Existing Conditions

As shown in Table 1, applying the applicable LAMC rates (Section 12.21.A4) to the current Project densities and land uses (2013 Existing Conditions), the Project would require a total of 1,133 automobile parking spaces, including 298 non-residential spaces and 835 resident spaces, without credits for transit and bicycles.

As allowed by Section 12.24.Y, LAMC automobile parking requirements may be reduced by a maximum of 10% of non-residential land uses due to proximity to a transit facility. This 10% reduction in non-residential spaces is a Director's Determination. As the Project is adjacent to (less than 500 feet from) the Metro Expo Line Jefferson Street/USC transit station, a reduction of 30 spaces (10%) was applied.

Additionally, the Project provides 832 bicycle spaces. As allowed by LAMC Section 12.21.A4, automobile parking may be replaced at a ratio of one automobile space per four bicycle spaces, within the following parameters:

- Non-Residential parking space reductions cannot exceed 30% of non-residential spaces in proximity to fixed rail system (less than 1,500 feet).
- Residential parking space reductions cannot exceed 15% of residential spaces for proximity to fixed rail system (less than 1500 feet).

With 832 bicycle parking spaces, the Project is allowed a 208-space automobile reduction (832 divided by four). This does not exceed the parameters above, which say the reduction in non-residential automobile spaces cannot exceed 89 spaces (30% of 298 non-residential spaces) and the reduction for residential parking spaces cannot exceed 125 spaces (15% of 835 spaces), or a total of 214 spaces. Table 1 shows the reductions for both non-residential and residential uses allowable by the LAMC.

With application of the LAMC and appropriate automobile space reductions, the stand-alone land use densities would be required to provide approximately 895 spaces, which exceeds the current on-site supply by 120 spaces. It should be noted that the current LAMC parking requirement is 315 spaces fewer than that of the Conditions of Approval.

Nonetheless, because of the ability to utilize the empirical data collected at a fully operational site, the shared parking analysis provides a more accurate picture of current peak parking demand characteristics. As summarized in Table 1, the Project can adequately function with as few as 612 parking spaces based on the shared parking analysis.

Therefore, given a total on-site parking supply of 775 spaces, the Project has ample parking to accommodate the peak parking demand for all land use elements, including 421 spaces reserved solely for apartment residents.

RECOMMENDATIONS

Based on the available capacity for worst-case seasonal parking peak, the Project has a surplus of 163 parking spaces on retail levels 1-3. These surplus spaces account for all of the unreserved, shared parking spaces not permanently designated for residential units.

For the upper levels 4-7, which contain the 421 permanently reserved apartment spaces, the occupancy counts showed that only 332 of these 421 reserved residential spaces are utilized during any given hour, leaving a surplus of 89 spaces for apartment tenants. These 89 surplus spaces are not included in the 163 surplus spaces identified above; rather, they reflect the available spaces within the permanently reserved areas on levels 4-7.

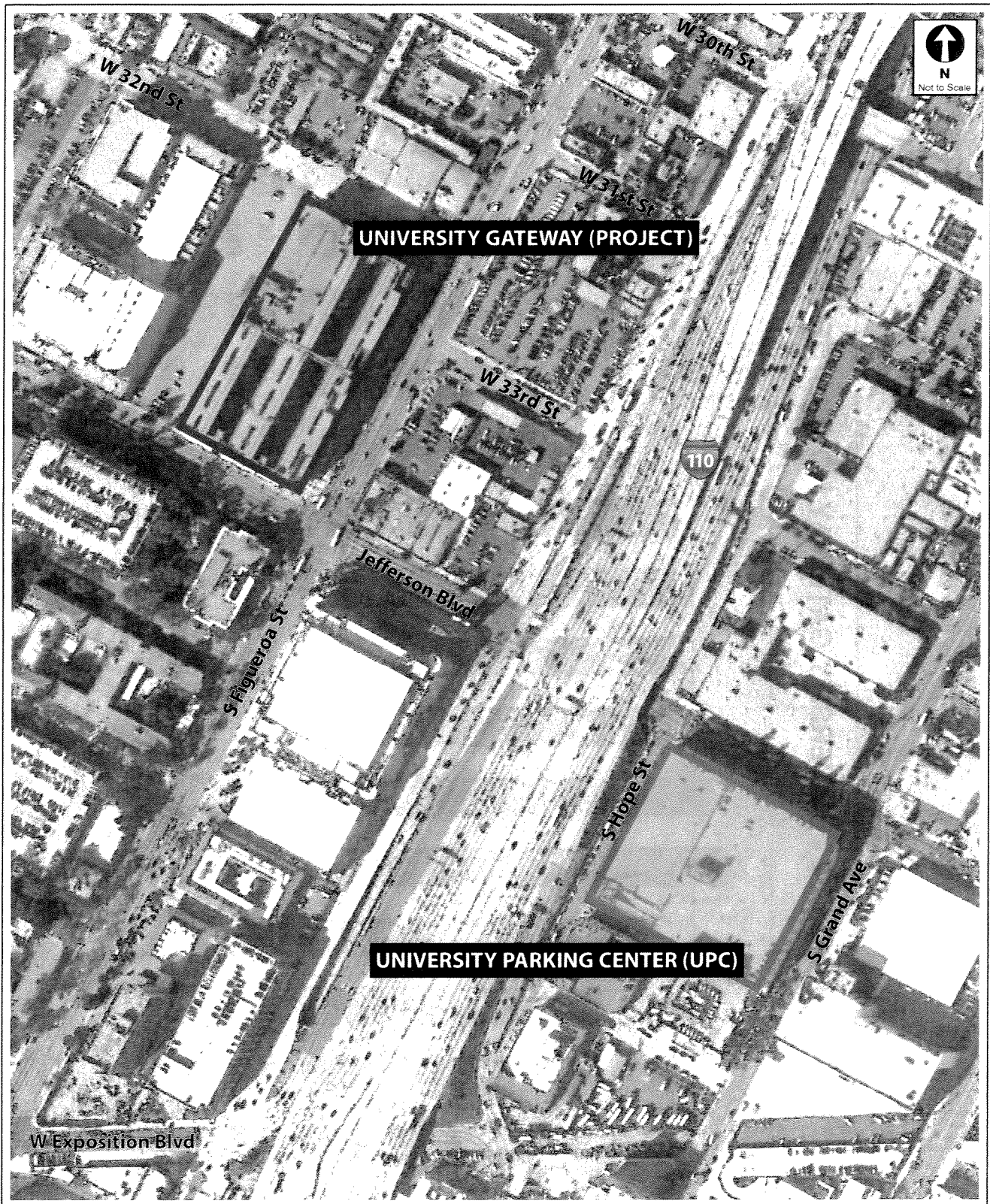
UPC is severely under-utilized. Even though 440 parking spaces are leased by the Project and offered to its residents at a reduced price and sometimes free of charge, the worst-case peak Project parking demand at UPC is 19 vehicles. This demonstrates that the UPC does not have the characteristics of an overflow lot, nor does it act as a necessary extension of the Project parking structure.

The Project parking supply can accommodate these 19 parked vehicles within its reserved parking levels without increasing the number of reserved spaces. Doing so does not decrease the shared parking surplus on the retail levels 1-3, which is expected to remain at 163 surplus spaces.

SUMMARY

- The Project consists of 421 apartment units (student housing), and a mix of retail, office, and restaurant uses totaling 74,516 square feet, all of which was fully leased during the manual inventory of parking spaces and parking occupancy counts conducted in May 2013.
- The Project parking structure provides three retail parking levels with 354 parking spaces (including 27 residential guest spaces), while the four residential parking levels provide 421 spaces, for a total of 775 spaces. Approximately 400 Project parking permits are issued to Project residents per month.
- Based on the Conditions of Approval, UPC provides parking for up to 440 Project vehicles. Approximately 31 UPC parking permits are issued to Project residents per month, 11 of which are distributed for free.
- The Project provides approximately 800 bicycle spaces and additional racks for up to 32 more bicycles throughout the structure, for a total of 832 bicycle parking spaces, all of which are predominantly utilized.
- Parking demand surveys were conducted on typical weekdays in May 2013 at the Project and in October 2013 at UPC to determine the peak demands. The peak parking demand at the Project occurred at 12:00 PM, with 449 parked vehicles. The peak Project parking demand at UPC was 19 vehicles at 11:00 PM.

- The ULI/ICSC shared parking model was calibrated to match the existing parking demand, which includes the 421 reserved residential spaces assumed to be permanently occupied whether or not a vehicle was actually parked. These results indicate that the Project parking structure will operate with a surplus of 163 spaces on the retail levels 1-3 during the projected peak parking season, providing adequate capacity to accommodate the 19 Project vehicles currently parking at UPC.
- Applying transit and bicycle space credits, the LAMC requirement is 895 spaces, which is significantly fewer than the 1,210 currently conditioned for the Project. The LAMC does not consider the shared parking potential for the mixed-use development; it treats each land use as a stand-alone building.
- Evaluation of the under-utilization of the Project parking indicates that the large number of persons traveling via non-automobile modes (e.g., transit, walk, bicycle) significantly lowers the parking demand and contributes to the availability of parking.
- On the upper levels 4-7, which contain the reserved resident spaces, the occupancy counts showed that only 332 of the 421 reserved residential spaces are utilized during any given hour, leaving a surplus of 89 spaces for apartment tenants. These 89 surplus spaces are not included in the 163 surplus spaces on levels 1-3. These surplus spaces within the reserved area allow for recapturing the 19 Project vehicles parked at UPC within the upper residential levels of the Project structure without reducing the number of surplus shared parking spaces on the lower retail levels.
- Based on the shared parking analysis, which is based on empirical data and parking observations at the site, the worst-case peak parking demand for the Project can be fully accommodated in the on-site parking structure. Thus, off-site parking is not required.



PROJECT LOCATION

FIGURE
1

FIGURE 2 - UNIVERSITY GATEWAY HOURLY DEMAND

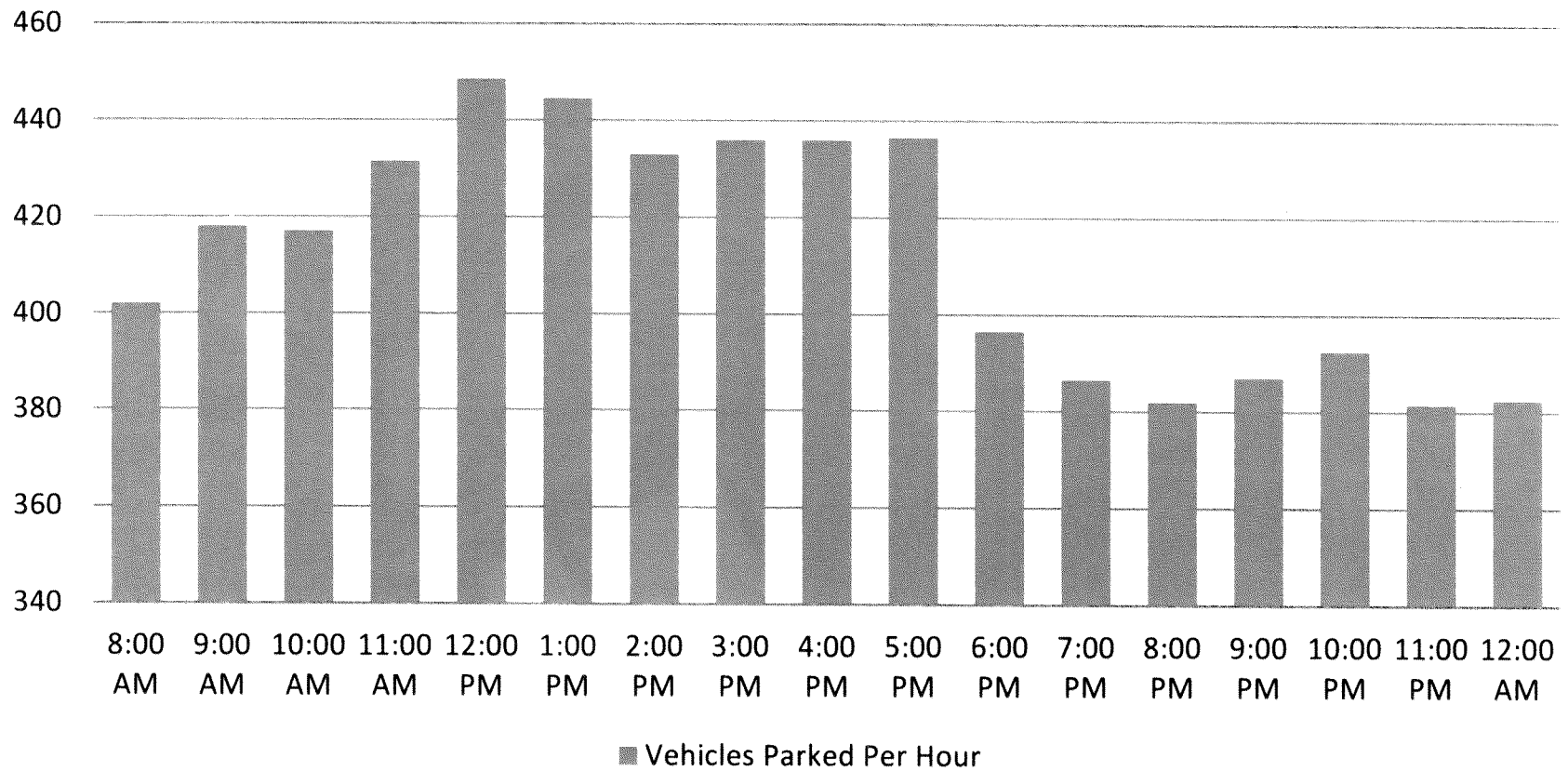
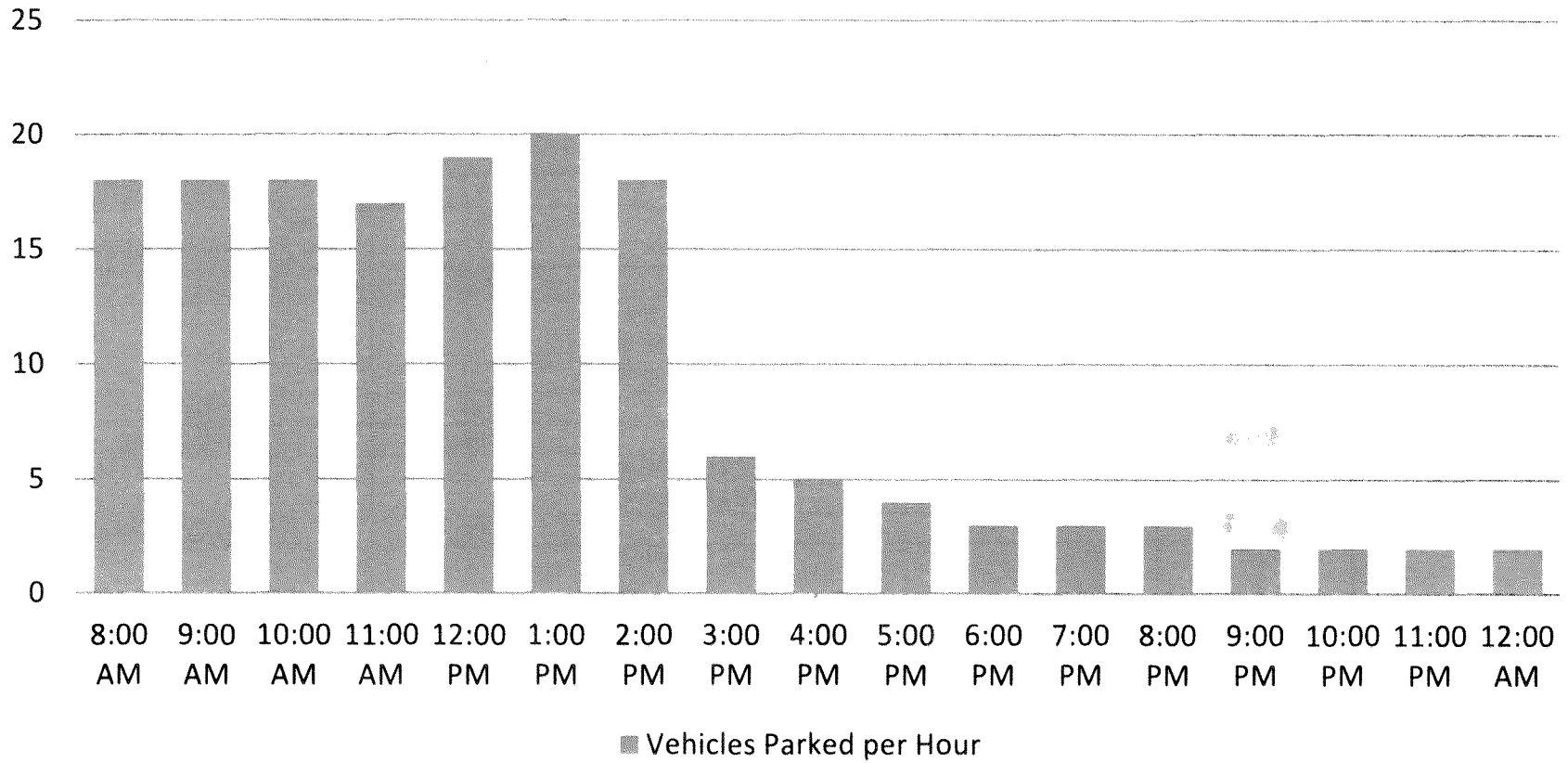


FIGURE 3 - UPC HOURLY DEMAND



**TABLE 1
SUMMARY OF UNIVERSITY GATEWAY PARKING REQUIREMENTS**

ORIGINAL PROJECT EIR LAND USE	UNITS	PARKING REQ CONDITIONS OF APPROVAL [1]	2013 EXISTING CONDITIONS LAND USE	UNITS	PARKING REQ LAND USES LAMC*	PEAK SHARED PARKING DEMAND
Retail	6,000		Retail	1,455	6	
Fitness Center	40,000		Grocery	7,268	30	
Restaurant	7,000		Restaurant	12,075	121	
Bookstore	30,000		Office	33,875	68	191
			Medical office	1,380	7	
			Bank	4,372	9	
			Pharmacy	14,091	57	
NON-RESIDENTIAL		349			298	191
Apartments (1 BR)	14		Apartments (1 BR)	14	21	421
Apartments (2 BR)	407		Apartments (2 BR)	407	814	
RESIDENTIAL		861			835	421
SUBTOTAL		1210			1133	612
			Transit Reduction (Non-Residential Only) [2]	<10%>	-30	
			Non-Residential Bicycle Reduction [3]		-83	
			Residential Bicycle Reduction [4]	832	-125	
TOTAL		1210			895	612
PARKING SUPPLY	On Site	775			775	775
	Off Site	440				
OVER+/-UNDER SUPPLY		5			-120	163

[1] = Per "Q" condition #4 CPC 2006-7466-GPA-ZC-HD-ZV-BL-SPR (also requiring 800 bicycle spaces)

[2] = Per LAMC Section 12.24.Y Director's Determination

[3] = Non-Residential Reduction (1 space for every 4 bicycles) not to exceed 30% of non-residential spaces for proximity to fixed rail < 1500 feet

[4] = Residential Reduction (1 space for every 4 bicycles) not to exceed 15% of residential spaces for proximity to fixed rail < 1500 feet

***LAMC (Los Angeles Municipal Code) Rates:**

Retail	1/250
Grocery	1/250
Restaurant	1/100
Business Office	1/500
Medical office	1/200
Bank	1/500
Pharmacy	1/250
Apartments 1 BR	1.5
Apartments 2 BR	2

Attachment A

Land Use Breakdown by Unit

COMMERCIAL FLOOR AREA SUMMARY
Wilson University Gateway, LLC
AUGUST 29, 2013

UNIT	TENANT	USE	FLOOR AREA SF (per COO or Building Permit)	FLOOR AREA SF (per 2009 Plans)	CERTIFICATE OF OCCUPANCY (COO) OR BUILDING PERMIT #
UGY UNITS					
UGY1	USC Shaeffer Center for Health Policy & Economics	Offices	11,770	12,081	COO #90926, 06/02/2011
UGY-2	Fresh & Easy	Grocery Store	7,268	7,357	COO #98501, 02/27/2012
UGY-3	JP Morgan Chase Bank	Bank	4,372	5,623	Permit No. 10016-10000-09177
UGY-4	Yogurtland	Restaurant	1,219	1,336	COO #83634, 01/14/2011
UGY-5	Soy Express	("Food" – per 2009 Plans)	1,175	1,175	Construction Drawings dated 05/2010
UGY-6	Dr. Kravitz - Optometrist	Medical Office	1,380		Permit No. 12016-10000-00793
UGY-6A	Vacant (previous tenant - STA Travel)	Retail	1,455		Construction Drawings dated 10/19/2010
UGY-7	Subway	Restaurant	1,127	1,188	COO #86261, 06/03/2011
UGY-8	Margarita Pizza	("Food" – per 2009 Plans)	4,360	3,330 + 1,204 = 4,534	Permit No. 11016-10000-07412
UGY-9					
UGY-10	CVS Pharmacy	("Drug Store" – per 2009 Plans)	14,091	14,500	Permit No. 10016-10000-07210
USC UNITS					
USC-1	Freebirds World Burrito	Restaurant	2,741	3,862	COO #89794, 06/29/2011
USC-2	CUPS Coffee (previously Seattle's Best Coffee)	Restaurant	1,453	1,595	COO #90136, 06/06/2011
USC-3	Real Estate Office	Offices	5,350	5,623 + 1,336 + 1,175 = 8,134	COO #88917, 12/02/2011
USC-4					
USC-5					
USC-6	USC Thorton School of Music	Offices	16,755	15,904	TCO #85698, 05/04/2012 – 10/19/2012
		TOTAL SF:	74,516		

USE	FLOOR AREA (SF)
RETAIL	1,455
OFFICE	33,875
MEDICAL OFFICE	1,380
RESTAURANT / FOOD	12,075
DRUG STORE	14,091
GROCERY STORE	7,268
BANK	4,372
TOTAL COMMERCIAL FLOOR AREA	74,516

Attachment B

Existing Parking Occupancy Survey

WILTEC

HOURLY PARKING OCCUPANCY SURVEY

Phone: (526) 564-1944 Fax: (526) 564-0869 Email: info@wiltecusa.com

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: USC PARKING SURVEYS
 DATE: WEDNESDAY MAY 8, 2013
 PERIOD: 8:00AM TO 12:00AM
 LOCATION: GATEWAY CENTER GARAGE GARAGE

HOURLY OCCUPANCY COUNTS

LOCATION	GATEWAY CENTER PARKING GARAGE																							
	LEVEL P-1							LEVEL M					LEVEL P-2					LEVEL P-3			LEVEL P-4			
	45-MIN	HANDICAP	FUTURE STUDENTS	CHASE	CVS	ILLEGAL	TOTAL	45 MIN	HANDICAP	RESERVED	RESERVED (We Car)	CVS	TOTAL	REGULAR	HANDICAP	RESERVED (Thornton School)	RESERVED (Real Estate)	TOTAL	REGULAR	RESERVED (198-200)	TOTAL	REGULAR (AFTER GATE)	RESERVED (BEFORE GATE 201-238)	TOTAL
Available spaces	8	20	3	4	4		39	77	4	1	2	9	93	75	2	1	18	96	86	3	99	60	37	97
8:00 AM	2	0	0	2	2	0	6	14	0	0	2	0	16	40	0	0	3	43	18	0	18	60	0	60
9:00 AM	5	3	2	2	1	0	13	18	0	0	2	2	22	44	0	1	7	52	22	0	22	60	0	60
10:00 AM	6	1	2	0	1	0	10	22	0	0	2	3	27	42	0	1	11	54	15	0	15	58	0	58
11:00 AM	4	2	2	2	3	0	13	30	0	0	1	3	34	46	0	1	10	57	17	0	17	59	0	59
12:00 PM	4	2	2	2	1	0	11	33	0	1	1	3	38	48	0	1	9	58	19	0	19	60	0	60
1:00 PM	8	1	2	4	1	0	16	36	0	1	1	3	41	44	0	1	8	53	17	0	17	60	0	60
2:00 PM	8	3	2	1	2	0	16	31	0	1	1	6	39	41	0	1	9	51	18	0	18	60	0	60
3:00 PM	8	2	2	4	3	0	19	30	1	1	1	5	38	40	0	1	11	52	15	0	15	54	0	54
4:00 PM	7	3	3	4	4	1	21	29	1	1	1	6	35	40	0	1	12	53	15	0	15	59	0	59
5:00 PM	7	1	3	4	4	1	19	33	2	1	2	4	42	41	0	1	6	48	16	0	16	60	0	60
6:00 PM	8	1	2	3	2	1	16	20	0	1	1	6	28	33	0	1	3	37	15	0	15	58	1	59
7:00 PM	7	0	0	1	2	0	10	20	0	1	1	7	29	27	0	1	2	30	18	0	18	56	0	56
8:00 PM	4	0	0	0	2	0	6	16	1	1	1	5	24	25	0	1	2	28	17	0	17	57	0	57
9:00 PM	7	1	0	0	0	1	9	17	1	1	1	6	26	25	0	1	1	27	17	1	18	60	0	60
10:00 PM	6	1	0	2	2	0	11	15	0	1	1	5	22	26	0	1	1	28	15	1	16	60	0	60
11:00 PM	1	1	0	0	0	0	2	12	0	0	1	4	17	26	0	1	1	28	16	1	17	60	0	60
12:00 AM	2	1	0	0	0	0	3	8	0	0	1	3	12	28	0	1	1	30	13	1	14	60	0	60

LVL 1-3 LVL 4-8

327	448
83	312 95%
109	306 93%
106	293 89%
121	297 90%
126	302 92%
127	299 91%
124	302 92%
124	294 89%
124	298 91%
125	299 91%
96	296 90%
87	299 91%
75	297 90%
80	305 93%
77	306 93%
64	322 98%
59	329 100%

HOURLY OCCUPANCY COUNTS

LOCATION	GATEWAY CENTER PARKING GARAGE																			
	LEVEL P-5		LEVEL P-6		LEVEL P-7			LEVEL P-8			TOTALS									
	REGULAR	TOTAL	REGULAR	TOTAL	REGULAR	ILLEGAL	TOTAL	REGULAR	ILLEGAL	TOTAL	REGULAR	45-MIN	HANDICAP	FUTURE STUDENTS	CHASE	CVS	RESERVED	RESERVED (We Car)	RESERVED (Thornton School)	RESERVED (Real Estate)
	99	99	100	100	99		99	53		53	582	85	28	3	4	13	41	2	1	18
Available spaces	99	99	100	100	99		99	53		53	582	85	28	3	4	13	41	2	1	18
8:00 AM	93	93	97	97	48	0	48	13	1	14	369	16	0	0	2	2	0	2	0	3
9:00 AM	91	91	95	95	46	0	46	13	1	14	371	23	3	2	2	3	0	2	1	7
10:00 AM	87	87	89	89	46	0	46	12	1	13	349	28	1	2	0	4	0	2	1	11
11:00 AM	91	91	85	85	49	0	49	12	1	13	359	34	2	2	2	6	0	1	1	11
12:00 PM	93	93	88	88	49	0	49	11	1	12	368	37	2	2	2	4	1	1	1	9
1:00 PM	94	94	85	85	46	0	46	13	1	14	359	44	1	2	4	4	1	1	1	8
2:00 PM	95	95	85	85	45	0	45	16	1	17	360	39	3	2	1	8	1	1	1	9
3:00 PM	93	93	86	86	43	0	43	17	1	18	348	38	3	2	4	8	1	1	1	11
4:00 PM	98	98	82	82	41	0	41	17	1	18	352	33	4	3	4	10	1	1	1	12
5:00 PM	96	96	83	83	42	0	42	17	1	18	355	40	3	3	4	8	1	2	1	6
6:00 PM	92	92	87	87	41	0	41	16	1	17	342	28	1	2	3	8	2	1	1	3
7:00 PM	95	95	86	86	45	0	45	16	1	17	343	27	0	0	1	8	1	1	1	2
8:00 PM	91	91	85	85	47	0	47	16	1	17	338	20	1	0	0	7	1	1	1	2
9:00 PM	95	95	85	85	45	0	45	19	1	20	346	24	2	0	0	7	2	1	1	1
10:00 PM	97	97	83	83	46	0	46	19	1	20	347	24	2	0	0	7	2	1	1	1
11:00 PM	99	99	96	96	47	0	47	19	1	20	363	13	1	0	0	4	1	1	1	1
12:00 AM	99	99	98	98	52	0	52	19	1	20	369	10	1	0	0	3	1	1	1	1

TOTAL PERCENT OCCUPIED

51.0%
51.5%
51.5%
53.9%
56.2%
55.0%
55.0%
53.9%
54.6%
54.8%
50.7%
49.8%
48.0%
46.7%
49.8%
46.8%
50.1%

Levels P-1, M, P-2, P-3 are considered the 3 levels for retail use. Levels P-4, P-5, P-6, P-7, P-8 are considered the 4 levels for residential use (note data collectors subdivided levels for ease of counting).

* Level P-3: 10 spaces used for storage

WILTEC

HOURLY PARKING OCCUPANCY SURVEY

Phone (620) 564-1944 Fax (620) 564-0969 Email info@wiltetec.com

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: USC PARKING SURVEYS
DATE: THURSDAY MAY 9, 2013
PERIOD: 8:00AM TO 12:00AM
LOCATION: GATEWAY CENTER GARAGE GARAGE

HOURLY OCCUPANCY COUNTS

LOCATION	GATEWAY CENTER PARKING GARAGE																							
	LEVEL P-1								LEVEL M					LEVEL P-2					LEVEL P-3			LEVEL P-4		
	45-MIN	HANDICAP	FUTURE STUDENTS	CHASE	CVS	ILLEGAL	TOTAL	45-MIN	HANDICAP	RESERVED	RESERVED (We Car)	CVS	TOTAL	REGULAR	HANDICAP	RESERVED (Thornton School)	RESERVED (Real Estate)	TOTAL	REGULAR	RESERVED (198-200)	TOTAL	REGULAR (AFTER GATE)	RESERVED (BEFORE GATE 201-238)	TOTAL
	8	20	3	4	4		39	77	4	1	2	9	93	75	2	1	18	96	96	3	99	60	37	97
Available spaces	8	20	3	4	4		39	77	4	1	2	9	93	75	2	1	18	96	96	3	99	60	37	97
8:00 AM	3	1	1	0	2	0	7	10	0	0	1	1	12	35	0	1	4	40	17	1	18	57	0	57
9:00 AM	5	1	0	2	2	0	10	12	0	1	1	1	15	42	0	1	9	52	17	1	18	56	0	56
10:00 AM	5	2	3	2	2	0	14	23	0	1	1	4	29	45	0	1	13	59	20	1	21	54	0	54
11:00 AM	7	0	3	3	2	0	15	24	0	1	1	7	33	49	0	1	16	66	18	0	18	57	0	57
12:00 PM	7	2	3	4	3	1	20	38	0	1	1	7	47	49	0	1	15	65	21	0	21	57	0	57
1:00 PM	7	2	3	4	3	0	19	38	0	1	1	5	45	51	0	1	15	67	21	0	21	59	0	59
2:00 PM	8	3	2	2	1	1	17	30	0	0	1	9	37	46	0	1	14	61	22	0	22	53	0	53
3:00 PM	7	1	2	2	2	1	15	33	0	1	2	7	43	44	0	1	14	59	22	1	23	60	0	60
4:00 PM	7	2	3	4	2	0	18	38	0	1	1	6	46	42	0	1	9	52	21	1	22	60	0	60
5:00 PM	7	2	3	4	1	1	18	40	0	1	1	6	48	42	0	1	9	52	21	1	22	60	0	60
6:00 PM	4	2	3	3	2	0	14	29	0	1	1	4	35	37	0	1	2	40	21	1	22	58	0	58
7:00 PM	5	2	0	2	4	0	13	20	0	0	1	6	27	26	2	1	1	30	22	1	23	59	0	59
8:00 PM	7	1	1	2	3	0	14	24	0	0	1	5	30	22	2	1	1	26	21	1	22	60	0	60
9:00 PM	7	1	0	2	4	0	14	24	0	0	1	4	29	22	2	1	1	28	21	1	22	60	0	60
10:00 PM	2	1	0	0	1	0	4	15	0	0	1	1	17	20	2	1	1	24	17	1	18	60	0	60
11:00 PM	2	0	0	0	1	0	3	15	0	0	1	2	18	22	2	1	1	26	18	1	19	60	0	60
12:00 AM	2	0	0	0	1	0	3	15	0	0	1	2	18	22	2	1	1	26	18	1	19	60	0	60

LVL 1-3	LVL 4-8
327	448
77	332 100%
95	326 98%
123	312 94%
132	313 94%
153	316 95%
152	311 94%
137	303 91%
140	314 95%
138	311 94%
140	308 93%
111	289 87%
93	294 89%
92	300 90%
91	298 90%
63	308 93%
66	311 94%
66	311 94%

HOURLY OCCUPANCY COUNTS

LOCATION	GATEWAY CENTER PARKING GARAGE																						GRAND TOTAL	TOTAL PERCENT OCCUPIED
	LEVEL P5		LEVEL P6		LEVEL P7		LEVEL P8		TOTALS															
	REGULAR	TOTAL	REGULAR	TOTAL	REGULAR	ILLEGAL	TOTAL	REGULAR	ILLEGAL	TOTAL	REGULAR	45-MIN	HANDICAP	FUTURE STUDENTS	CHASE	CVS	RESERVED	RESERVED (We Car)	RESERVED (Thornton School)	RESERVED (Real Estate)	ILLEGAL			
	99	99	100	100	99		99	53		53	582	85	26	3	4	13	41	2	1	16				
Available spaces	99	99	100	100	99		99	53		53	582	85	26	3	4	13	41	2	1	16	775			
8:00 AM	96	96	96	96	80	0	60	22	1	23	383	13	1	1	0	3	1	1	1	4	1			
9:00 AM	95	95	96	96	58	0	58	20	1	21	384	17	1	0	2	3	2	1	1	8	1			
10:00 AM	92	92	90	90	55	0	55	20	1	21	378	28	2	3	2	6	2	1	1	15	1			
11:00 AM	93	93	89	89	56	0	56	17	1	18	379	31	0	3	3	9	1	1	1	16	1			
12:00 PM	93	93	89	89	56	0	56	20	1	21	385	45	2	3	4	10	1	1	1	15	2			
1:00 PM	90	90	87	87	56	0	56	18	1	19	382	45	2	3	4	8	1	1	1	15	1			
2:00 PM	90	90	84	84	57	0	57	18	1	19	370	38	3	2	2	7	0	1	1	14	2			
3:00 PM	95	95	83	83	56	0	56	19	1	20	379	40	1	2	2	9	2	2	1	14	2			
4:00 PM	93	93	84	84	55	0	55	18	1	19	373	45	2	3	4	8	2	1	1	9	1			
5:00 PM	92	92	84	84	55	0	55	18	1	17	370	47	2	3	4	7	2	1	1	9	2			
6:00 PM	92	92	75	75	60	0	50	13	1	14	348	33	2	3	3	6	2	1	1	2	1			
7:00 PM	94	94	77	77	47	0	47	16	1	17	341	25	4	0	2	10	1	1	1	1	1			
8:00 PM	99	99	78	78	46	0	46	16	1	17	342	31	3	1	2	8	1	1	1	1	1			
9:00 PM	99	99	78	78	46	0	46	14	1	15	340	31	3	0	2	8	1	1	1	1	1			
10:00 PM	98	98	85	86	46	0	46	17	1	18	350	31	3	0	2	8	1	1	1	1	1			
11:00 PM	96	96	88	88	48	0	48	18	1	19	350	17	2	0	0	3	1	1	1	1	1			
12:00 AM	96	96	88	88	48	0	48	18	1	19	350	17	2	0	0	3	1	1	1	1	1			

Levels P-1, M, P-2, P-3 are considered the 3 levels for retail use. Levels P-4, P-5, P-6, P-7, P-8 are considered the 4 levels for residential use (note: data collectors subdivided levels for ease of counting).

* Level P-3, 10 spaces used for storage

GIBSON

HOURLY PARKING OCCUPANCY SURVEY

PROJECT: UNIVERSITY PARKING CENTER DEMAND PARKING SURVEY
DATE: TUESDAY OCTOBER 15, 2013
PERIOD: 9:00AM TO 12:00 MIDNIGHT
LOCATION: LOS ANGELES

HOURLY OCCUPANCY COUNTS			
	STUDENT	NON-STUDENT [1]	TOTAL
Available spaces	440	0	440
9:00AM	18	3	21
10:00AM	18	3	21
11:00AM	17	3	20
12:00PM	18	3	21
1:00PM	17	3	20
2:00PM	16	3	19
3:00PM	17	3	20
4:00PM	17	3	20
5:00PM	17	3	20
6:00PM	17	3	20
7:00PM	17	3	20
8:00PM	18	3	21
9:00PM	16	3	19
10:00PM	16	3	19
11:00PM	19	3	22
12:00AM	17	3	20

[1] 3 VEHICLES WITH USC STAMPED ON SIDE (MAINTENANCE VEHICLES)

Attachment C

Shared Parking Model – Existing Conditions

TABLE C-1
SHARED PARKING DEMAND SUMMARY
UNIVERSITY GATEWAY (RESERVED SPACES)

PEAK MONTH: DECEMBER -- PEAK PERIOD: 2 PM, WEEKDAY

Projected Parking Supply: 775 Stalls		Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity Unit	Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Peak Hr Adj 2 PM	Peak Mo Adj December	Estimated Parking Demand	Peak Hr Adj 7 PM	Peak Mo Adj December	Estimated Parking Demand
Community Shopping Center (<400 ksf)	39,261 sf GLA	2.50	1.00	1.00	2.50	/ksf GLA	2.80	1.00	1.00	2.80	/ksf GLA	1.00	1.00	98	0.75	1.00	83
Employee		0.60	1.00	1.00	0.60	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	1.00	1.00	24	0.80	1.00	25
Residential, Rental, Shared Spaces	421 units	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	0.70	1.00	0	0.97	1.00	0
Reserved	1 sp/unit	1	1.00	1.00	1	/unit	1	1.00	1.00	1	/unit	1.00	1.00	421	1.00	1.00	421
Guest	421 units	0.15	1.00	1.00	0.15	/unit	0	1.00	1.00	0	/unit	0.20	1.00	13	1.00	1.00	63
Office 25 to 100 ksf	33,875 sf GLA	0.29	1.00	1.00	0.29	/ksf GLA	0.03	1.00	1.00	0.03	/ksf GLA	1.00	1.00	10	0.00	1.00	0
Employee		1.17	1.00	1.00	1.17	/ksf GLA	0.35	1.00	1.00	0.35	/ksf GLA	1.00	1.00	40	0.00	1.00	0
Medical/Dental Office	1,380 sf GLA	3.00	1.00	1.00	3.00	/ksf GLA	3.00	1.00	1.00	3.00	/ksf GLA	1.00	1.00	4	0.00	1.00	0
Employee		1.50	1.00	1.00	1.50	/ksf GLA	1.50	1.00	1.00	1.50	/ksf GLA	1.00	1.00	2	0.00	1.00	0
ULI base data have been modified from default values.												Customer			Customer		
												Employee			Employee		
												Reserved			Reserved		
												Total			Total		
												125			146		
												66			25		
												421			421		
												612			592		

TABLE C-2
PEAK MONTH SHARED PARKING SUMMARY FOR
UNIVERSITY GATEWAY (RESERVED SPACES)

December																								
Weekday Estimated Peak-Hour Parking Demand																								
Projected Parking Supply: 775 Stalls																								
	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk	AM Peak Hr	PM Peak Hr	Eve Peak Hr
Community Shopping Center (<400 ksf)	100%	1	5	15	29	54	74	88	98	98	98	93	83	78	74	64	49	29	10	-	98	74	98	74
Employee	100%	2	4	10	18	20	23	24	24	24	24	24	23	23	23	22	18	10	4	-	24	23	24	23
Residential, Rental, Shared Spaces	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserved	100%	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421
Guest	100%	-	6	13	13	13	13	13	13	13	13	13	25	38	52	47	55	50	44	50	13	13	13	52
Office 25 to 100 ksf	100%	-	-	2	6	10	5	2	5	10	5	2	1	1	-	-	-	-	-	-	10	5	10	-
Employee	100%	1	12	30	38	40	40	36	36	40	40	36	20	10	4	3	1	-	-	-	40	40	40	4
Medical/Dental Office	100%	-	-	4	4	4	4	1	4	4	4	4	3	3	1	1	-	-	-	-	4	4	4	1
Employee	100%	-	-	1	2	2	2	2	2	2	2	2	2	1	1	-	-	-	-	-	2	2	2	1
Subtotal Demand by User Type	Customer	1	11	34	52	81	96	104	120	125	120	112	112	120	127	112	104	79	54	50	125	96	125	127
	Employee	3	16	41	58	62	65	62	62	66	66	62	45	34	28	25	19	10	4	-	66	65	66	28
	Reserved	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421
GRAND TOTAL DEMAND		425	448	496	531	564	582	587	603	612	607	596	578	576	576	558	544	510	479	471	612	582	612	576
ULI base data have been modified from default values.																					612	582	612	576

Footnote(s):

December																								
Weekend Estimated Peak-Hour Parking Demand																								
	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk	AM Peak Hr	PM Peak Hr	Eve Peak Hr
Community Shopping Center (<400 ksf)	100%	1	6	11	39	66	77	94	105	110	110	105	99	88	83	72	55	39	17	-	83	77	110	83
Employee	100%	3	5	12	23	26	29	31	31	31	31	31	29	26	25	23	20	14	5	-	25	29	31	25
Reserved	100%	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421
Guest	100%	-	13	13	13	13	13	13	13	13	13	13	25	38	63	63	63	63	50	32	63	13	13	63
Office 25 to 100 ksf	100%	-	-	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	1	1	-
Employee	100%	-	2	7	10	13	12	11	10	7	5	2	1	1	-	-	-	-	-	-	-	12	7	-
Medical/Dental Office	100%	-	-	4	4	4	4	1	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-
Employee	100%	-	-	1	2	2	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-
Subtotal Demand by User Type	Customer	1	19	29	57	84	95	109	119	124	123	118	124	126	146	135	118	102	67	32	146	95	124	146
	Employee	3	7	20	35	39	43	44	41	38	36	33	30	27	25	23	20	14	5	-	25	43	38	25
	Reserved	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421	421
GRAND TOTAL DEMAND		425	447	470	513	544	559	574	581	583	580	572	575	574	592	579	559	537	493	453	592	559	583	592
ULI base data have been modified from default values.																					592	559	583	592

CHART C-1
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND

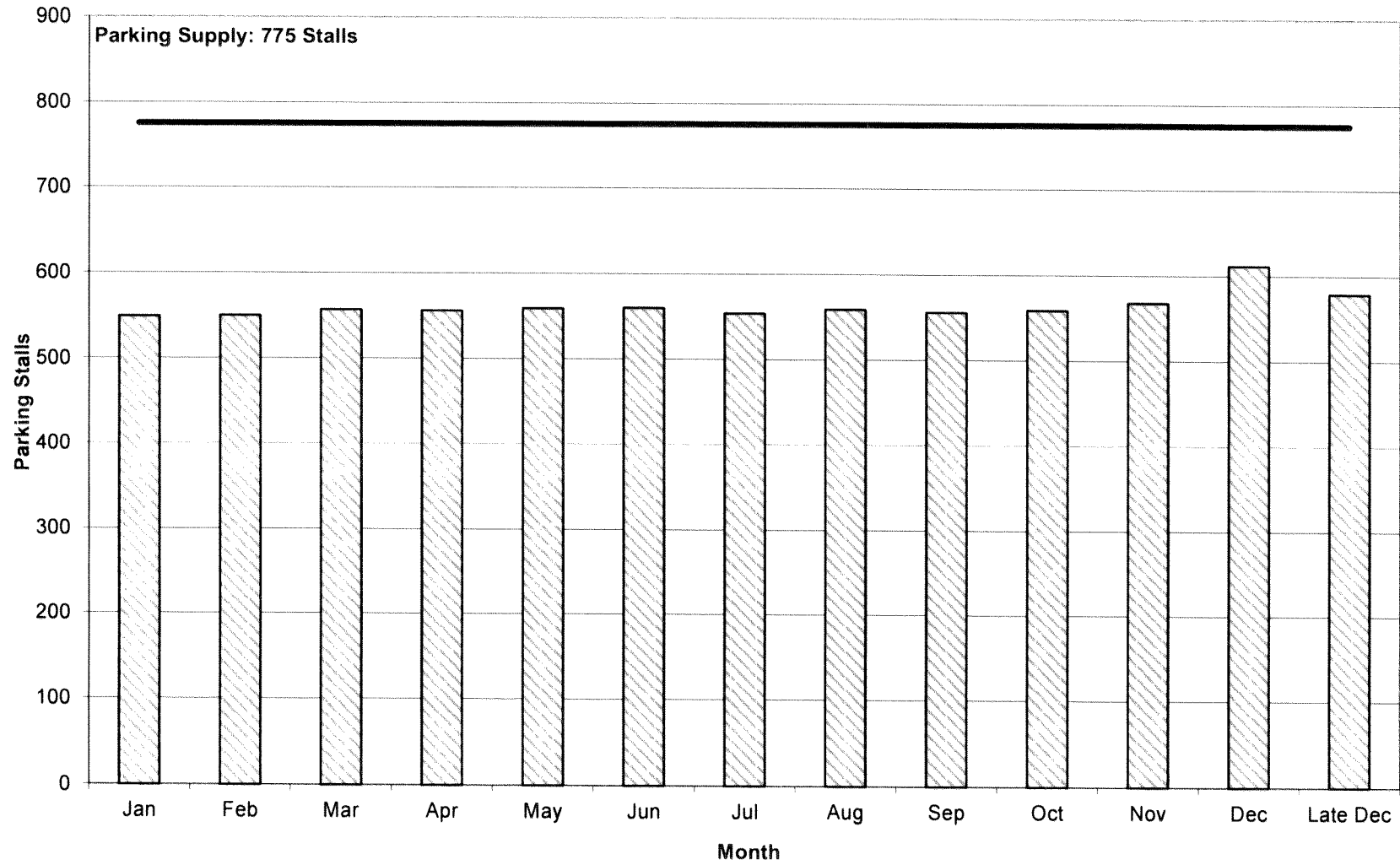


CHART C-2
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND

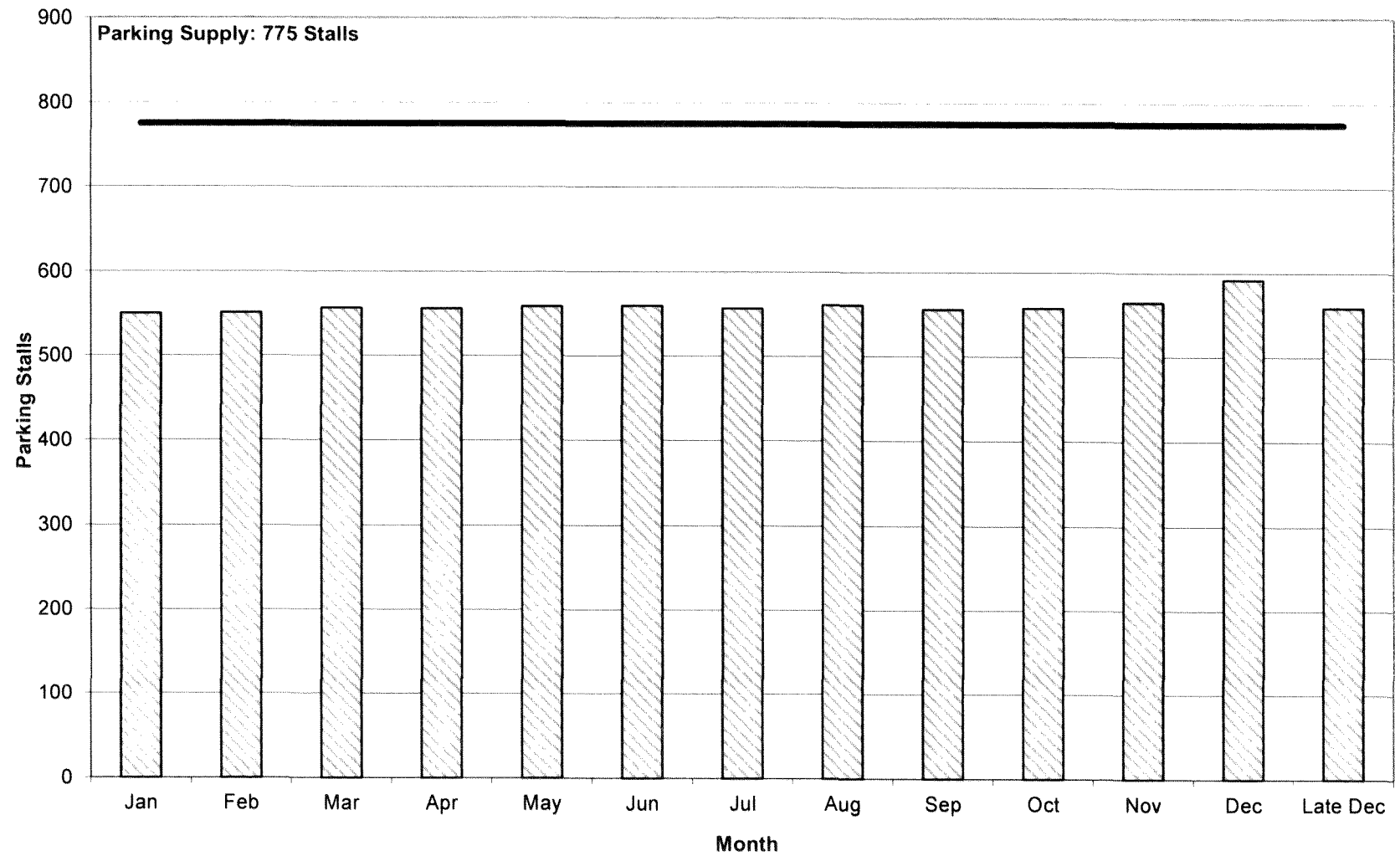


CHART C-3
PEAK MONTH DAILY PARKING DEMAND BY HOUR

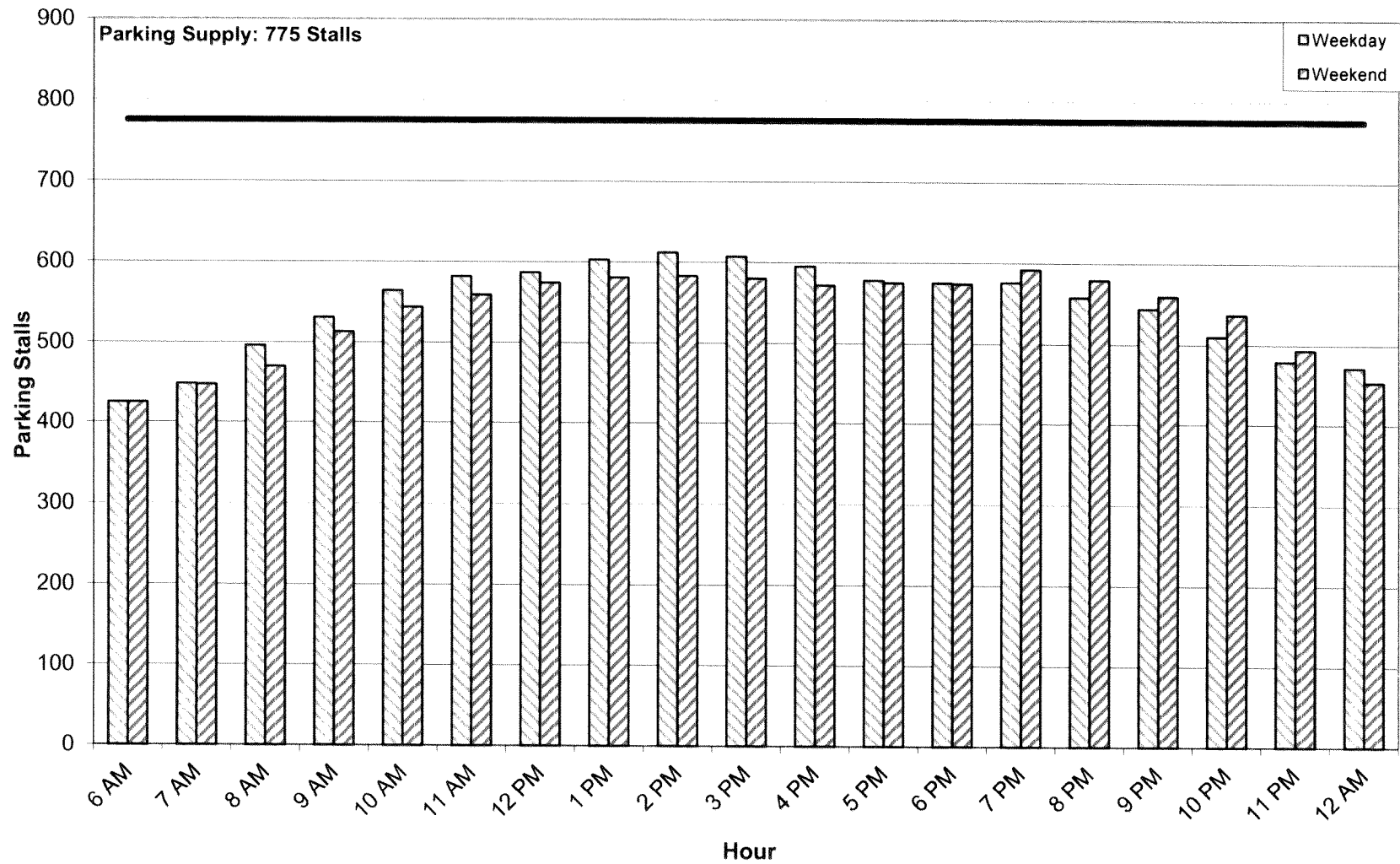


EXHIBIT E

Ordinance 178,542, [Q] Conditions
CPC-2014-1544-ZC-ZAD

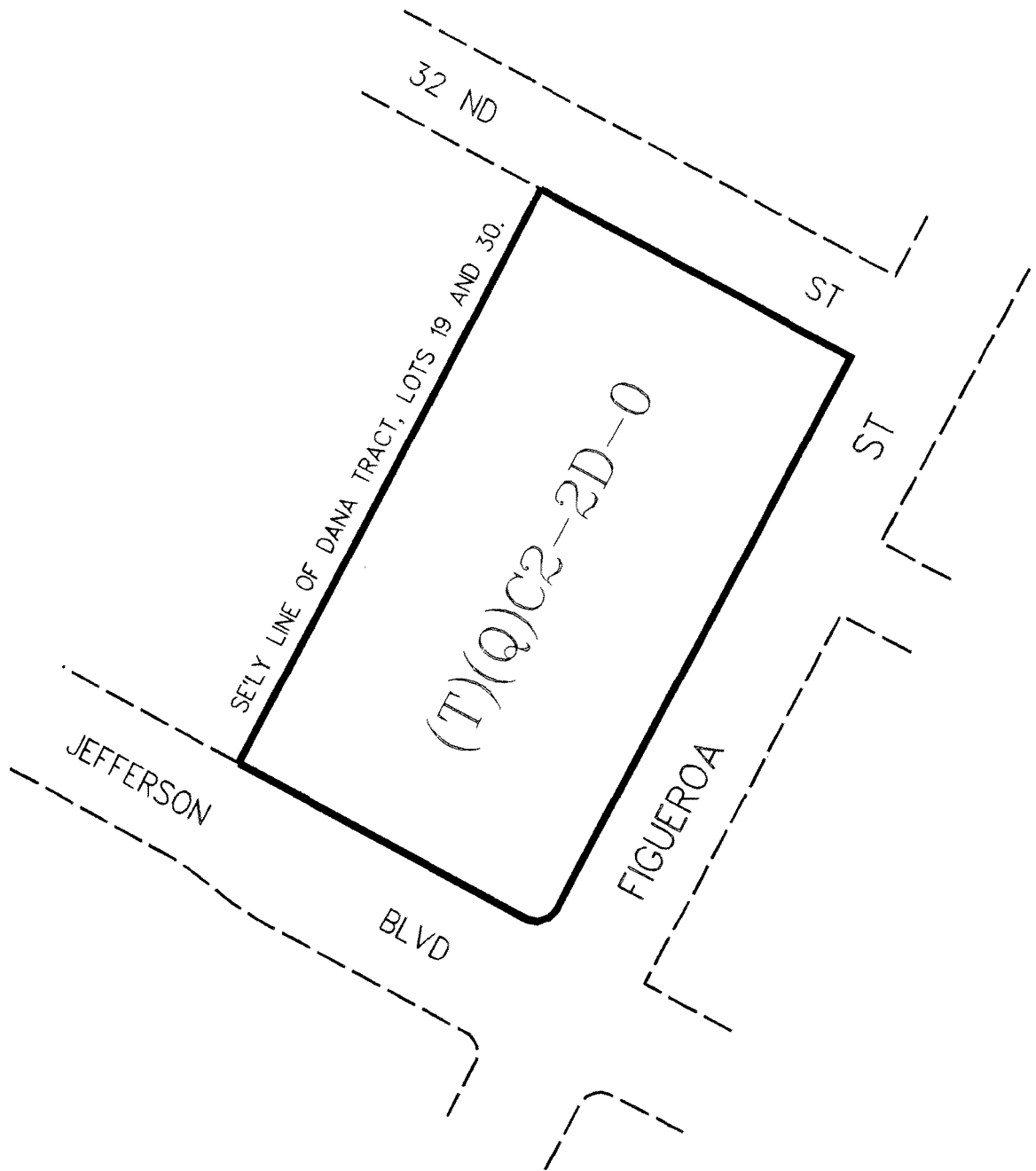
ORDINANCE NO. **178542**

An ordinance amending Section .12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:


Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

CPC 2014-1544



NOT TO SCALE

C.M. 120 A 201, 120 A 203	CPC 06-7446 GPA ZC HD ZV BL SPR
---------------------------	---------------------------------

AE/ 

11/28/06

(Q) QUALIFIED CONDITIONS OF APPROVAL**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 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.
 - 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 (i.e. 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.
- b. 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.
- c. 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, construction operations shall be limited to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM 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:
 - 1) Identifies the sources of sediments and other pollutants that affect the quality of storm water discharge;
 - 2) 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.

18 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 / maintenance conditions.
- c. If the environmental conditions include post-construction / maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.
- d. The applicant and any future owners, successors, heirs or assigns shall reimburse the Planning Department for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.

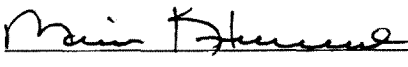
"D" Development Limitations

1. **Floor Area.** The total floor area of all buildings on the subject property shall be limited to 630,000 square feet, as defined by Section 12.21.1.A.5 of the Municipal Code, including a maximum of 83,000 square feet of ground floor commercial use. The maximum permitted Floor Area Ratio (FAR) on the site is 3.6:1.
2. **Height.** The height of all buildings and structures on the subject property shall not exceed 87 feet, in accordance with Section 12.21.1 of the Los Angeles Municipal Code. The height of all structures shall be in substantial conformance with the elevation plan labeled Exhibit "B," stamped and dated November 9, 2006, attached to the subject case file. All rooftop mechanical equipment and/or duct work that exceed the roof ridge or parapet wall, whichever is higher, shall be screened from view from abutting public rights-of-way with materials compatible with the design of the building.

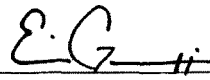
Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of MAR 20 2007.

FRANK T. MARTINEZ, City Clerk

By  Deputy

Approved  MAR 23 2007

 ACTING Mayor

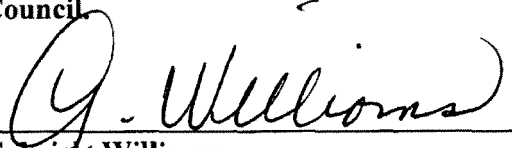
Approved as to Form and Legality

ROCKARD J. DELGADILLO, City Attorney

Pursuant to Section 558 of the City Charter, the City Planning Commission on November 9, 2006, recommended this ordinance be adopted by the City Council.

By _____

City Attorney


Gabrielle Williams
Commission Executive Assistant II

File No. 07-0149

DECLARATION OF POSTING ORDINANCE

I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 178542 - General Plan Amendment, Zone and Height District Change for property at 3201-3245 So. Figueroa St., 601-625 West Jefferson Blvd., and 616-628 West 32nd St. - CPC 2006-7446 GPA-ZC-HD-ZV-BL-SPR - a

copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **March 20, 2007**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **March 28, 2007** I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Hall of Records of the County of Los Angeles.

Copies of said ordinance were posted conspicuously beginning on **March 28, 2007** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

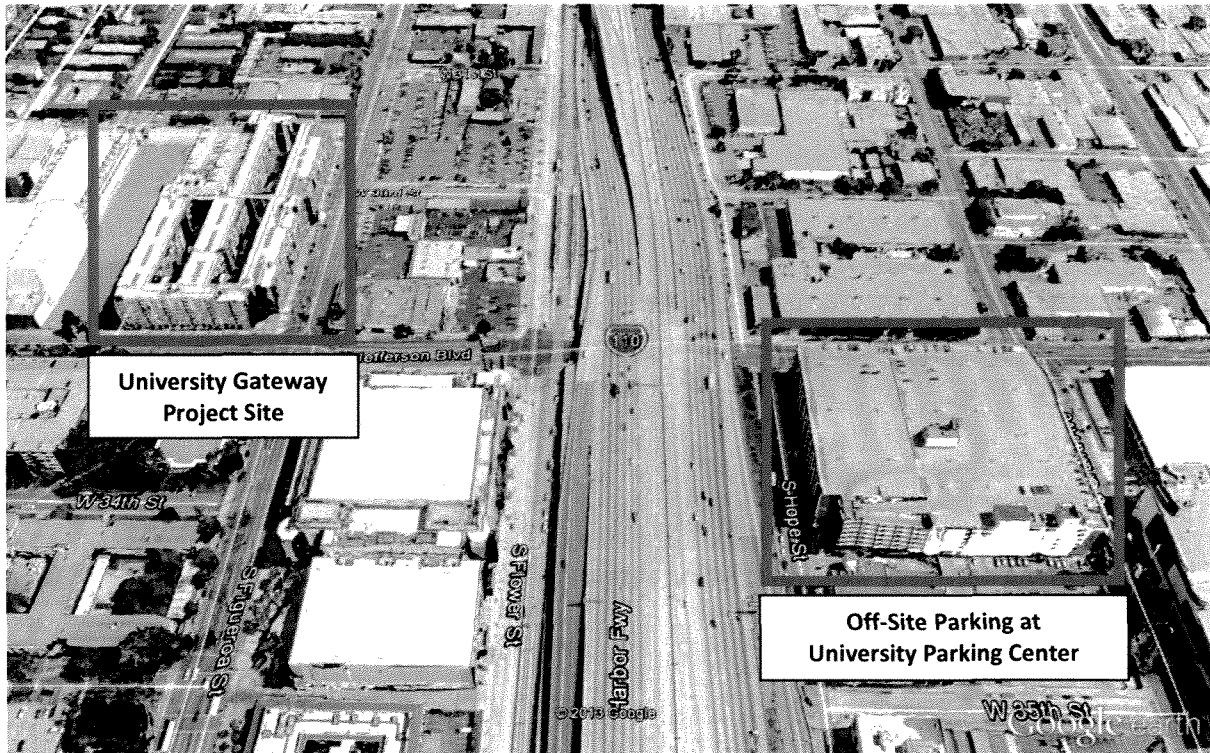
Signed this **28th** day of **March 2007** at Los Angeles, California.


Maria C. Rico, Deputy City Clerk

Ordinance Effective Date: May 7, 2007

Council File No. 07-0149

PROJECT PHOTOS



Aerial View of Project Site and Subject Block



View of the University Gateway building at the intersection of 32nd Street and Figueroa Street



**Jefferson Boulevard frontage of the University Gateway building
view from southwest corner of S. Figueroa Street**



View of 32nd Street frontage of the University Gateway building



View of 32nd Street frontage of on-site seven-level parking garage



View of parking garage entrance from rear alley located west of the project site



View of rear alley located west of the subject site, facing north

BICYCLE PARKING PHOTOS



Heavily utilized long-term bicycle parking area located on the ground floor of on-site parking garage



Bicycle parking facility located on levels 4-7 in the on-site parking garage

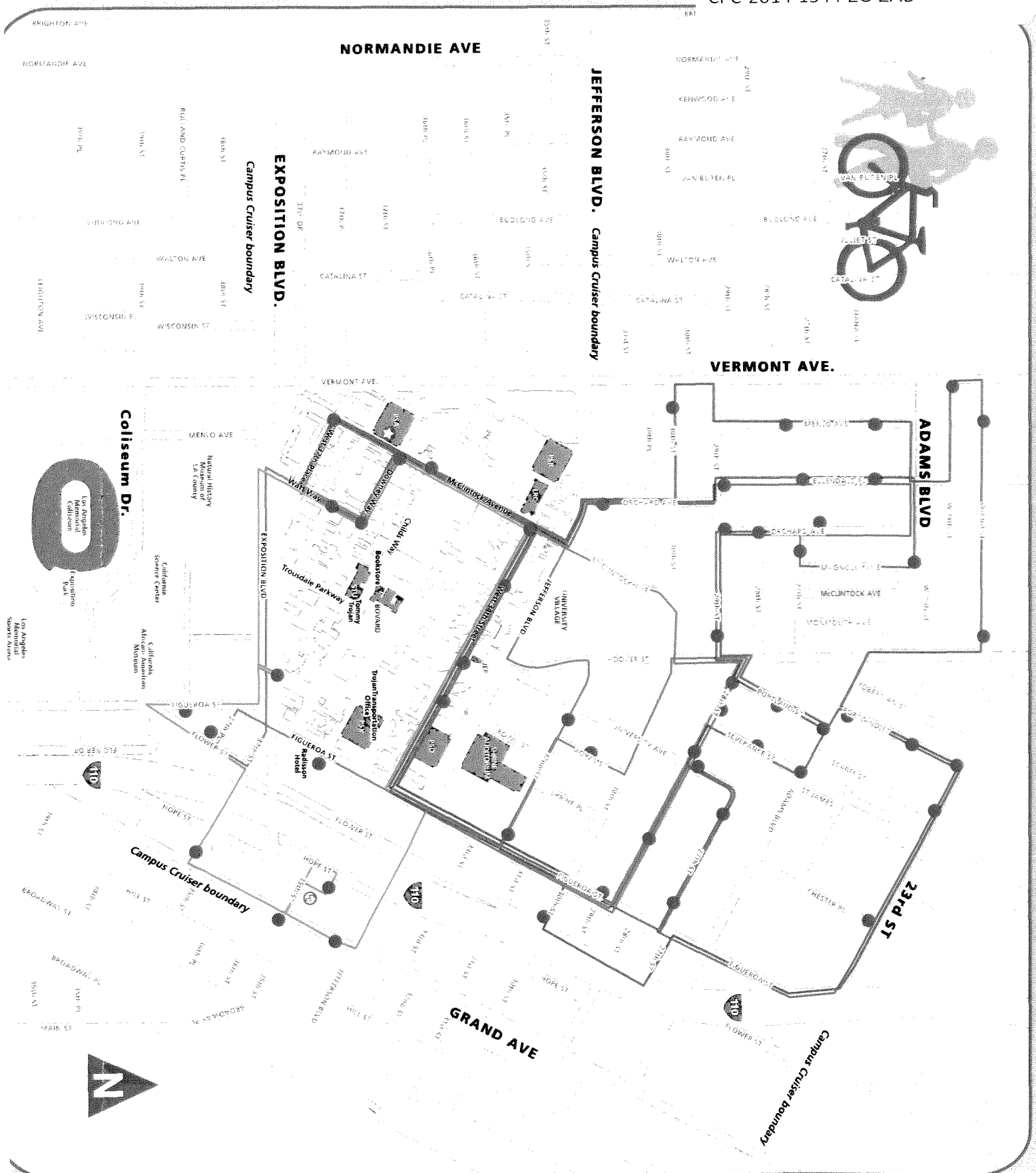


Short-term bicycle parking rack located at the intersection of 32nd Street and Figueroa Street



Short-term bicycle parking rack located on Jefferson Boulevard in front of commercial uses

USC Transportation Shuttle Time
and Map
CPC-2014-1544-ZC-ZAD



SHUTTLE TIMES

ROUTE A

Service from 6:10 AM to 9:40 PM, Mon - Fri
Shuttles leave Leavey Library every 30 mins

ROUTE B

Service from 6:15 AM to 9:45 PM, Mon - Fri
Shuttles leave Leavey Library every 30 mins

ROUTE C

Service from 10:00 PM to 3:20 AM, nightly
Shuttles leave Leavey Library every 20 mins

CRUISER EXPRESS

Service from 10:00 PM to 2:40 AM, nightly
Shuttles leave 34th Street at McClintock every 20 mins

PARKING CENTER ROUTE

Service from 6:00 AM to 11:00 PM, Mon - Fri
Shuttles leave Univeristy Parking Center (UPX) every 15 mins

INTERCAMPUS UPC TO HSC

Service from 7:00 AM to 8:30 PM, Mon - Fri
Shuttles leave JEP House every 30 mins

Shuttles that leave on the hour and shuttles after 3:00 PM will make a stop at Union Station

UPC TO DOWNTOWN EXECUTIVE HEALTH CENTER/BUNKER HILL

Service from 7:30 AM to 4:30 PM, Mon - Fri
Board the tram at THE ALUMNI HOUSE (Gate 2)

UPC TO UNION STATION

Service from 7:00 AM to 10:00 PM, Mon - Fri
Shuttles leave JEP House or at 34th and McClintock every hour (7:00 AM - 3:00 PM, Intercampus Shuttle)

3:10 PM • 3:25 PM • 3:35 PM • 3:45 PM • 3:55 PM
4:05 PM • 4:10 PM • 4:25 PM • 4:30 PM • 4:45 PM
5:10 PM • 5:15 PM • 5:35 PM • 6:00 PM • 6:10 PM
6:30 PM • 7:05 PM • 7:30 PM • 8:00 PM • 9:00 PM
10:00PM

SAFETY @USC

SHUTTLE STOPS

ROUTE A

Leavey Library
JEP House
Ostrow Dental School
34th & McClintock
Childs Way & McClintock
Parkside
Bloom Walk & Watt Way
Downey Way & Watt Way
Downey Way & McClintock
Cardinal Gardens Apts
Centennial Apts
City Park Apts
2726 Menlo
2658 Menlo
1354 W. 24th St
2341 Portland
23rd & Portland
23rd & Oak
27th Street Apts
28th & Figueroa
32nd & Figueroa (Gateway)
24th St. Theater
Mount St. Mary's (23rd & Estrella)
30th & Flower Fine Arts (IFT)

ROUTE C

Leavey Library
JEP House
Ostrow Dental School
34th & McClintock
Cardinal Gardens Apts
Terrace Apts
Bel Air Apts / The 29
Sierra Apts
Founders Apts
Annenberg House
Stardust Apts
Centennial Apts
2632 Ellendale
2700 Ellendale
27th & Orchard
28th & Orchard
29th & Orchard
2341 Portland
23rd & Portland
23rd & Oak
28th & University
660 W. 28th St. (Sigma Nu)
28th & Figueroa
32nd & Figueroa (Gateway)
Mount St. Mary's (23rd & Estrella)

ROUTE B

Leavey Library
JEP House
Ostrow Dental School
34th & McClintock
Childs Way & McClintock
Parkside
Bloom Walk & Watt Way
Downey Way & Watt Way
Downey Way & McClintock
Cardinal Gardens Apts
Terrace Apts
University Regents Apts
Bel Air Apts / The 29
Sierra Apts
Founders Apts
Hillview Apts
Pacific Apts
Annenberg House
Stardust Apts
2632 Ellendale
2700 Ellendale
28th & Orchard
29th & Orchard
Adams & Magnolia
28th & University
32nd and Figueroa (Gateway)

PARKING CENTER

Leavey Library
JEP House
Ostrow Dental School
34th & McClintock
Gate 2
Parking Center
Carol Little (CAL) North
Vivian Hall
Credit Union (6 AM - 6 PM)
Research Annex

- ROUTE A
- ROUTE B
- ROUTE C
- PARKING CENTER
- CRUISER EXPRESS
- SHUTTLE STOPS
- ★ DPS OFFICE
- CAMPUS CRUISER BOUNDARIES

CRUISER EXPRESS

Leavey Library
JEP House
34th & McClintock
Childs Way & McClintock
Parkside 1
Parkside 2
Downey Way & Watt Way
Tuscany Apts
Troy Hall
The Lab
28th & University
834 W. 28th (Delta Delta Delta)
660 W. 28th (Sigma Nu)
32nd & Figueroa (Gateway)

Track your shuttle on your desktop or mobile phone.

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