



# LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300  
<http://cityplanning.lacity.org/>

**Determination Mailing Date:** MAR 20 2015

**CASE NO.:** CPC-2014-1544-ZC-ZAD  
**CEQA:** ENV-2014-1545-ND

**Location:** 3335 S. Figueroa Street  
**Council District:** 9 – Wesson  
**Plan Area:** South Los Angeles  
**Zone:** [Q]C2-2D-O

**Applicant:** Wilson University Gateway, LLC  
**Representative:** Katherine Casey, Craig Lawson  
& Company, LLC

**At its meeting of February 12, 2015, the Los Angeles City Planning Commission took the following action:**

1. **Approved 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 Street.
2. **Approved 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.
3. **Adopted the attached Conditions of Approval.**
4. **Adopted the attached Findings.**
5. **Adopted the Negative Declaration No. ENV-2014-1545-ND)** for the above referenced project pursuant to Section 21082.1(c)(3) of the California Public Resources Code.

**Recommendations to City Council:**

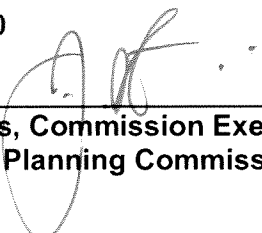
1. **Recommend** that the City Council **adopt a Zone Change** to amend “Q” Qualified Condition No. 4(a) and delete 4(b) and 4(c) in Ordinance No. 178,542 for the property located at 3335 S. Figueroa Street.
2. **Recommend** that the City Council the **Negative Declaration No. ENV-2014-1545-ND)** for the above referenced project pursuant to Section 21082.1(c)(3) of the California Public Resources Code.

**Fiscal Impact Statement:** There is no General Fund impact as administrative costs are recovered through fees.

**This action was taken by the following vote:**

**Moved:** Katz  
**Seconded:** Ahn  
**Ayes:** Ambroz, Cabildo, Mack, Perlman, Segura Dake-Wilson  
**Absent:** Choe

**Vote:** 8 - 0

  
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**James K. Williams, Commission Executive Assistant II**  
**Los Angeles City Planning Commission**

**Effective Date/Appeals:** The Los Angeles City Planning Commission's determination is appealable. Any aggrieved party may file an appeal within 15-days after the mailing date of this determination letter. Any appeal not filed within the 15-day period shall not be considered by the City Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

**FINAL APPEAL DATE:** APR 06 2015

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Ordinance, Map, Conditions of Approval, Findings  
City Planner: Michelle Singh

## 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 32<sup>nd</sup> 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 32<sup>nd</sup> 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 32<sup>nd</sup> Street to Jefferson Boulevard, and approximately 272 in width along 32<sup>nd</sup> 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.

## 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) Permanently reserved parking spaces shall be prohibited among the 354 spaces, except that up to 20 spaces may be used for a car sharing service and an additional 23 spaces for electric vehicle 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 or a parking facility within 750 feet of the subject site for residential parking. The Planning Director may reduce or increase the amount of off-site parking spaces as set forth in the review procedures above in condition A.1.b).
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 32<sup>nd</sup> 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 32<sup>nd</sup> 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 32<sup>nd</sup> 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.

**DETERMINATION LETTER**  
**CPC-2014-1544-ZC-ZAD**  
**MAILING DATE: 03/20/15**

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