



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

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LETTER OF DETERMINATION

MAILING DATE: OCT 17 2018

Case No. CPC-2018-898-ZAD-SPR

Council District: 14 – Huizar

CEQA: ENV-2014-1950-EIR; SCH No. 2004101084

Plan Area: Northeast Los Angeles

Project Site: 1630 North San Pablo Street;
3660-3700 East Valley Boulevard

Applicant: Daniel Perry, ACC OP (ALCAZAR) LP
Representative: Dale Goldsmith, Armbruster Goldsmith & Delvac LLP

At its meeting of **October 11, 2018**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Removal of a surface parking lot and the new construction, use, and maintenance of an approximately 136,034 square-foot, 95-unit, graduate student housing development on the USC Health Sciences Campus (USC HSC). The proposed building is six stories with a maximum height of 75 feet. The project proposes to provide all required automobile parking spaces and long-term bicycle parking spaces off-site, in the USC HSC San Pablo Parking Structure adjoining the project site to the east. All required short-term bicycle parking spaces will be provided on-site.

1. **Found**, pursuant to CEQA Guidelines Sections 15162, 15163, and 15164, in consideration of the whole of the administrative record, that the project was adequately assessed in the previously certified Environmental Impact Report, First Addendum, Second Addendum, Third Addendum, Fourth Addendum, and Errata, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for the USC Health Sciences Campus Project EIR (State Clearing House No. 2004101084); and no subsequent EIR, negative declaration, or further addendum or other CEQA analysis is required for approval of the project;
2. **Approved**, pursuant to Section 12.24 X.20 of the Los Angeles Municipal Code (LAMC), a Zoning Administrator's Determination to permit shared parking between the proposed student housing project and the USC Health Sciences Campus San Pablo Parking Structure;
3. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a development which creates or results in an increase of 50 or more dwelling units;
4. **Adopted** the attached Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Dake Wilson
 Second: Perlman
 Ayes: Ambroz, Choe, Khorsand, Millman, Mitchell, Padilla-Campos
 Absent: Mack

Vote: 8 - 0



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

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

Effective Date/Appeals: The decision of the City Planning Commission is appealable to the Los Angeles City Council **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 Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: NOV 01 2018

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable and the decision is final.**

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: Conditions of Approval, Findings

c: Nicholas Hendricks, Senior City Planner
 Courtney Shum, City Planner

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24-X,20 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

DEVELOPMENT CONDITIONS

1. **Use.** The use of the subject property shall be limited to the use and area provisions of the C2-2 zone permitting a residential development containing not more than 95 dwelling units.
2. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and renderings submitted by the Applicant, stamped "Exhibit A," stamp-dated September 28, 2018 and attached to the subject case file.
3. **Shared Automobile Parking.**
 - a. A minimum of 142 shared parking spaces shall be provided for the project in the adjacent San Pablo Parking Structure.
 - b. There shall be no reserved or otherwise restricted parking except for ADA Accessible Parking.
 - c. The project proponent/property owner shall encourage and distribute literature to residents regarding the use of general Transportation Demand Management (TDM) measures including, but not limited to, carpools, vanpools, and public transportation as alternatives to the single occupancy vehicle usage.
 - d. **Modifications.** If at any time after the effective date of the shared parking agreement, there are substantial modifications in nature and operation of the shared parking facilities and/or the owner and all parties operating the shared parking facilities are in violation of any conditions of this shared parking agreement, the Zoning Administrator reserves the right to either modify the shared parking agreement by imposing new and/or different substitute conditions or to terminate the shared parking agreement if, in the Zoning Administrator's opinion, its termination is necessary for the protection of persons in the surrounding neighborhoods or occupants of adjacent properties.
 - e. **Unbundled Parking.** Tenants of the residential dwelling units shall have the option to obtain parking permits separately from the residential dwelling units.
 - f. **Electric Vehicle Parking.** Of the total parking provided within the San Pablo Parking Structure, five percent of spaces shall be dedicated for electric vehicles and provide charging stations. In addition, 15 percent of spaces shall be pre-wired for the future installation of electric charging stations. When the application of the five or 15 percent results in a fractional space, round up to the next whole number.
 - g. **Parking Demand Monitoring.** The applicant shall submit documentation to the Department of Transportation annually, assessing the demand for parking (for both gas-powered and electric vehicles) within the San Pablo Parking Structure. A copy of all annual assessments shall be submitted to the Department of City Planning for inclusion in the subject case file.

4. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way.
 - a. Trash receptacles shall be enclosed and/or covered at all times.
 - b. Trash/recycling containers shall be locked when not in use.
5. **Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.
6. **Solar Ready Buildings.**
 - a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 95.05.211, to the satisfaction of the Department of Building and Safety.
 - b. A minimum of 2,352 square feet of roof area, as shown on Exhibit A, shall be reserved for the installation of solar panels. The solar panels shall be installed prior to the issuance of a certificate of occupancy. The lowest point of the solar panels may not be more than five feet above the roof line.
7. **Greywater.** The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by the Los Angeles Department of Water and Power in consultation with the Department of City Planning.
8. **Pedestrian Pathway.** The ground level shall have a path of travel between the project and adjacent parking structure demarcated for pedestrians for wayfinding purposes and to promote safety.
9. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.
 - a. Except as additionally conditioned herein, a submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." Proposed trees shall have a minimum trunk diameter of two inches and a height of eight feet at the time of planting. Palm trees shall not be considered in meeting this requirement.
 - b. Minimum 24-inch box trees (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted where the property adjoins any railroad tracks. Such trees shall have the potential to grow to a mature size of 40 feet tall with a 30- to 50-foot crown.
 - c. The project shall provide a landscaped buffer along the driveway between the project and adjacent parking structure.

10. **Construction Noise.** The project shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered to the extent feasible.
11. **Operational Noise.**
 - a. All exterior windows having a line of sight of the railroad track shall be constructed with triple-pane glass.
 - b. The residential units on the north, west, and east sides of the building shall be built with building facades meeting a minimum Sound Transmission Class (STC) of 43 dBA.
 - c. All residential units shall be equipped with mechanical ventilation, such as air conditioning, to ensure that windows can remain closed for prolonged periods of time.
 - d. Occupancy disclosure notices, regarding potential noise resulting from passing trains shall be furnished to all future tenants of the residential units.
 - e. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, an alternative means of sound insulation sufficient to achieve interior noise levels below a CNEL of 45 dBA in any habitable room.
12. **Construction Management Plan and Pedestrian Safety.** Prior to the issuance of a building permit, the applicant shall submit a detailed Construction Management Plan to the Department of Transportation that shall include, but not be limited to, the following elements, as appropriate. Proof of said submittal shall be provided to the Department of City Planning for inclusion in the case file.
 - a. Advance, bilingual notification of property owners and occupants within 500 feet of the project site of upcoming construction activities, including estimated duration of construction and daily hours of construction.
 - b. Prohibition of construction worker or equipment parking on adjacent streets.
 - c. Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
 - d. Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
 - e. Potential sequencing of construction activity for the project to reduce the amount of construction-related traffic on arterial streets.
 - f. Containment of construction activity within the project site boundaries, when feasible.
 - g. Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented.
 - h. Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours.

- i. The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- j. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- k. Covered walkways should be provided where pedestrians are exposed to potential injury from falling objects.
- l. The applicant shall keep the sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. The sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

ENVIRONMENTAL CONDITIONS – PROJECT DESIGN FEATURES (PDF)

TRAFFIC, CIRCULATION, AND PARKING

13. **PDF-TRA-1.** The Applicant shall prepare and implement a truck/traffic construction management plan.

Enforcement Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

GEOLOGY AND SOILS

14. **PDF-GEO-1.** A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable state and local code requirements shall be prepared for the Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the Geotechnical Report for the Project prepared by Geotechnologies dated April 21, 2017 as may be amended in accordance with future regulatory requirements.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (pre-construction); field inspection sign-off (construction)

ENVIRONMENTAL CONDITIONS – MITIGATION MEASURES (MM)

VISUAL RESOURCES

15. **MM-B-1.** The Applicant shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Monthly during construction

Action Indicating Compliance: Monthly Statements of Compliance

16. **MM-B-2.** Building façades facing public streets shall be designed to enhance the pedestrian experience and connectivity of the HSC campus through such features as wide and well-illuminated entry areas, landscaping, and informal gathering space:

Enforcement Agency: City of Los Angeles, Department of City Planning

Monitoring Agency: City of Los Angeles, Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Site Plan Review or Plan Approval

Action Indicating Compliance: Approval of Site Plans

17. **MM-B-3.** Architectural design and exterior building materials shall be compatible with the theme and quality of building design and materials used within the HSC campus.

Enforcement Agency: City of Los Angeles, Department of City Planning

Monitoring Agency: City of Los Angeles, Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Site Plan Review or Plan Approval

Action Indicating Compliance: Approval of Site Plans

18. **MM-B-4.** New utilities shall be constructed underground, to the extent feasible.

Enforcement Agency: City of Los Angeles, Department of City Planning

Monitoring Agency: City of Los Angeles, Department of City Planning
Monitoring Phase: Pre-construction
Monitoring Frequency: Once at Site Plan Review or Plan Approval
Action Indicating Compliance: Approval of Site Plans

19. **MM-B-5.** Exterior signage for the proposed buildings shall be compatible with the design of the building.

Enforcement Agency: City of Los Angeles, Department of City Planning
Monitoring Agency: City of Los Angeles, Department of City Planning
Monitoring Phase: Pre-construction
Monitoring Frequency: Once at Site Plan Review or Plan Approval
Action Indicating Compliance: Approval of Site Plans

20. **MM-B-6.** All new or replacement street trees shall be selected for consistency with the existing street trees or in accordance with a street tree master plan reviewed and approved by the Department of Public Works Street Tree Division.

Enforcement Agency: City of Los Angeles, Department of Public Works, Bureau of Street Maintenance, Street Tree Division
Monitoring Agency: City of Los Angeles, Department of Public Works, Bureau of Street Maintenance, Street Tree Division
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once at issuance of Building Permit; once at Site Plan Review or Plan Approval
Action Indicating Compliance: Issuance of Building Permits; Approval of Site Plans

21. **MM-B-7.** All mechanical, electrical and rooftop equipment shall be screened from view from adjacent surface streets.

Enforcement Agency: City of Los Angeles, Department of Building and Safety
Monitoring Agency: City of Los Angeles, Department of Building and Safety
Monitoring Phase: Pre-construction
Monitoring Frequency: Once at Site Plan Review or Plan Approval
Action Indicating Compliance: Approval of Site Plans

22. **MM-B-8.** Landscaping and/or vegetation features shall be incorporated into the design of each Development Site.

Enforcement Agency: City of Los Angeles, Department of City Planning; Department of Public Works, Bureau of Street Maintenance, Street Tree Division
Monitoring Agency: City of Los Angeles, Department of City Planning; Department of Public Works, Bureau of Street Maintenance, Street Tree Division
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once at Site Plan Review or Plan Approval
Action Indicating Compliance: Approval of site plans

23. **MM-B-9.** All exterior lighting shall be directed on-site or shielded to limit light spillover effects.

Enforcement Agency: City of Los Angeles, Department of City Planning

Monitoring Agency: City of Los Angeles, Department of City Planning

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once at Site Plan Review or Plan Approval

Action Indicating Compliance: Approval of site plans

TRAFFIC, CIRCULATION, AND PARKING

No additional mitigation measures are required due to the development of the proposed modifications analyzed as part of the Fourth Addendum to the Certified EIR. The Modified Project does not add new trips that trigger implementation of any of the mitigation measures in this subsection. Furthermore, Parking Scenario 2 set forth in the Certified EIR is now being implemented. The mitigation sequencing status summary for the mitigation measures under Parking Scenario 2 is included in Attachment A of the Revised Mitigation Monitoring Program, prepared by Eyestone Environmental, dated September 2018, and attached to the subject case file.

*The following mitigation measures were proposed to mitigate impacts under Parking Scenario 1. **As Parking Scenario 2 is being implemented, these mitigation measures are not required, but are included for reference only.** (Several of these measures are duplicative of those for Parking Scenario 2, which is being implemented for the Project).*

24. **MM-C-1.** **Intersection No. 2: I-5 Freeway SB and Mission Road –**
Widen the southbound off-ramp to provide an additional lane. The off-ramp would provide one left-turn only lane, one combination left-turn/through lane and one right-turn only lane. Modify the existing traffic signal to facilitate traffic flow.
25. **MM-C-2.** **Intersection No. 3: I-5 Freeway NB Off-Ramp and Daily Street—Main Street –**
Install a traffic signal at this location to facilitate traffic flow during the A.M. peak commuter hour.
26. **MM-C-3.** **Intersection No. 6: I-5 Freeway NB On-Ramp and Marengo Street –**
Lengthen the red curb along the south side of Marengo Street, west of the on-ramp, and install an eastbound right-turn-only lane.
27. **MM-C-4.** **Intersection No. 10: Biggy Street and Zonal Avenue –**
Restripe the southbound approach to provide one left turn/through lane and one right-turn-only lane. Re-stripe the eastbound approach to provide one left-turn lane and one optional through/right-turn-only lane.
28. **MM-C-5.** **Intersection No. 12: San Pablo Street and Alcazar Street –**
Install a traffic signal at this location.
29. **MM-C-6.** **Intersection No. 14: San Pablo Street and Zonal Avenue –**
Install a traffic signal at this location.
30. **MM-C-7.** **Intersection No. 16: Soto Street and I-10 Freeway WB Ramps—Charlotte Street –**

Implement the LADOT-approved mitigation measure associated with the HNRT project, including widening of the I-10 Freeway Westbound Off-ramp to provide an additional right-turn only lane.

31. **MM-C-8. Intersection No. 17: Soto Street and Marengo Street –**
Remove the raised median islands on Soto Street, north and south of Marengo Street. Re-stripe the northbound and southbound approaches to provide dual left-turn lanes, two through lanes and one combination through/right-turn lane. Provide traffic signal modification at this intersection. This measure has only received conceptual approval at this time.
32. **MM-C-9. Intersection No. 18: Soto Street and I-10 Freeway EB Off-Ramp—Wabash Avenue –**
Restripe Soto Street, south of Wabash Avenue, within the existing roadway pavement width, to provide an additional northbound through lane.

*The following mitigation measures were included within the Certified EIR to address impacts associated with Parking Scenario No. 2, which is being implemented by the Project. **As indicated above, none of these mitigation measures are required for the Modified Project, but are included for reference only.** The status of these mitigation measures is indicated below and summarized in Attachment A of the Revised Mitigation Monitoring Program, prepared by Eyestone Environmental, dated September 2018, and attached to the subject case file.*

33. **MM-C-10. Intersection No. 2: I-5 Freeway SB and Mission Road –**
Widen the southbound off-ramp to provide an additional lane. The off-ramp would provide one left-turn only lane, one combination left-turn/through lane and one right-turn only lane. Modify the existing traffic signal to facilitate traffic flow.

[This mitigation measure set forth in the Certified EIR has been completed.]

34. **MM-C-11. Intersection No. 3: I-5 Freeway NB Off-Ramp and Daly Street—Main Street –**
Install a traffic signal at this location.

[Per LADOT, this mitigation measure will be studied to determine if it is warranted subsequent to occupancy of the hotel component.]

35. **MM-C-12. Intersection No. 6: I-5 Freeway NB On-Ramp and Marengo Street –**
Lengthen the red curb along the south side of Marengo Street, west of the on-ramp, and install an eastbound right-turn-only lane.

[This mitigation measure set forth in the Certified EIR has been completed.]

36. **MM-C-13. Intersection No. 12: San Pablo Street and Alcazar Street –**
Install a traffic signal at this location.

[The plans for this mitigation measure set forth in the Certified EIR have been approved and implementation is forthcoming.]

37. **MM-C-14.** **Intersection No. 14: San Pablo Street and Zonal Avenue –**
Install a traffic signal at this location.
- [This mitigation measure was previously substituted with installation of a traffic signal at San Pablo Street and Norfolk Avenue. Plans for this substitute measure have been approved and implementation is forthcoming.]*
38. **MM-C-15.** **Intersection No. 15: Soto Street and Alcazar Street –**
Install a second northbound left-turn lane and widen along the south side of Alcazar Street, west of Soto Street, to provide a fourth eastbound approach lane (i.e., the eastbound approach would provide one left-turn lane, one combination left-through lane and two right-turn only lanes). Modify the traffic signal.
- [This mitigation measure set forth in the Certified EIR has been completed.]*
39. **MM-C-16.** **Intersection No. 16: Soto Street and I-10 Freeway WB Ramps—
Charlotte Street –**
Implement the LADOT-approved mitigation measure associated with the HNRT project, including widening of the I-10 Freeway Westbound Off-ramp to provide an additional right-turn only lane.
- [This mitigation measure set forth in the Certified EIR has been completed.]*
40. **MM-C-17.** **Intersection No. 17: Soto Street and Marengo Street –**
Remove the raised median islands on Soto Street, north and south of Marengo Street. Re-stripe the northbound and southbound approaches to provide dual left-turn lanes, two through lanes and one combination through/right-turn lane. Provide traffic signal modification at this intersection.
- [Through the design process, this mitigation measure was determined to be infeasible by LADOT and Caltrans.]*
41. **MM-C-18.** **Intersection No. 18: Soto Street and I-10 Freeway EB Off-Ramp—
Wabash Avenue –**
Re-stripe Soto Street, south of Wabash Avenue, within the existing roadway pavement width to provide an additional northbound through lane.
- [This mitigation measure set forth in the Certified EIR has been completed.]*

AIR QUALITY

Construction

42. **MM-D-1.** General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

43. **MM-D-2.** Disturbed areas shall be watered three times daily, which is above and beyond the SCAQMD Rule 403 requirement to water disturbed areas two times daily.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

44. **MM-D-3.** All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

45. **MM-D-4.** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

46. **MM-D-5.** Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Issuance of grading or building permits

47. **MM-D-6.** All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

48. **MM-D-7.** Project heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

49. **MM-D-8.** The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

50. **MM-D-9.** All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reduction that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection; Quarterly statement of compliance by project contractor

Operations

51. **MM-D-10.** The Applicant shall provide public education to USC Health Science Campus visitors and employees regarding the importance of reducing vehicle miles traveled and utilizing transit, and the related air quality benefits through the use of brochures and other informational tools.

Enforcement Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Phase: Operations

Monitoring Frequency: Ongoing during operations

Action Indicating Compliance: Annual statement of compliance

52. **MM-D-11.** The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

Enforcement Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Phase: Operations

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Annual statement of compliance

53. **MM-D-12.** The Applicant shall coordinate with the MTA and the City of Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

Enforcement Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Agency: City of Los Angeles, Department of Transportation (LADOT)

Monitoring Phase: Operations

Monitoring Frequency: Ongoing during operations

Action Indicating Compliance: Annual statement of compliance

NOISE*Construction Noise*

54. **MM-E-1.** Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Department of Building and Safety and Planning Department that all construction documents require contractors to comply with the Los Angeles Municipal Code Section 41.40 which requires all construction and demolition activity located within 500 feet of a residence to occur between 7:00 A.M. and 6:00 P.M. Monday through Friday and 8:00 A.M. and 6:00 P.M. on Saturday, and that a noise management plan for compliance and verification has been prepared by a monitor retained by

the Applicant. At a minimum, the plan shall include the following requirements.

1. Pile drivers used in proximity to sensitive receptors shall be equipped with noise control having a minimum quieting factor of 10 dB(a);
2. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the Department of Building and Safety;
3. Program to maintain all sound-reducing devices and restrictions throughout the construction phases;
4. An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible; and
5. Identification of the noise statutes compliance/verification monitor, including his/her qualifications and telephone number(s).

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading, excavation, haul route, foundation, or building permits

Operations Noise

55. **MM-E-2.** If a loading dock/refuse collection area is proposed to be located on Development Site D, the Applicant shall be required to submit evidence, prior to the issuance of building permits for Development Site D, that is satisfactory to the City of Los Angeles Department of Building and Safety that noise level increases do not cause the baseline ambient noise level to increase beyond the 5-dBA significance threshold at any adjacent property line. This mitigation measure does not apply to the development that may occur on Development Sites A, B, C, E, F, and G.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Ongoing during operations

Action Indicating Compliance: Issuance of building permits

WATER SUPPLY, WASTEWATER, AND SOLID WASTE

Water Supply

56. **MM-F-1.1.** Water faucet fixtures with activators shall be installed that automatically shut off the flow of water when not in use.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of building permits

57. **MM-F-1.2.** Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

Wastewater

58. **MM-F-2.1.** Prior to the issuance of any building permits, the Development Services Division of the Bureau of Engineering, Department of Public Works, shall make a determination of capacity in the sewer pipeline between each proposed Development Site and the trunk sewer. If service is discovered to be less than adequate, the Applicant shall be required to upgrade the connections to the lines and/or provide an alternative solution, in order to appropriately serve the Project.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of building permits

59. **MM-F-2.2.** The Applicant shall comply with the procedural requirements of City ordinances regulating connections to the City sewer system (e.g., Ordinance No. 166,060).

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

60. **MM-F-2.3.** All necessary on-site infrastructure improvements shall be constructed to meet the requirements of the Department of Building and Safety.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

61. **MM-F-2.4.** The Applicant shall apply for and comply with all necessary permits, including Industrial Wastewater Discharge Permits, if required.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading or building permits

Solid Waste

62. **MM-F-3.1.** The Applicant shall comply with the provisions of City of Los Angeles Ordinance No. 171687 with regard to all new structures constructed as part of the proposed Project.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Operations

Monitoring Frequency: Ongoing during operations

Action Indicating Compliance: Annual statement of compliance

63. **MM-F-3.2.** The Applicant shall implement a demolition and construction debris recycling plan for all buildings constructed as part of the proposed Project, with the explicit intent of requiring recycling during all phases of site preparation and building construction.

Enforcement Agency: Department of Public Works, Bureau of Sanitation

Monitoring Agency: Department of Public Works, Bureau of Sanitation

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of building permits

64. **MM-F-3.3.** All structures constructed or uses established within any part of the proposed Project Site shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Operations
Monitoring Frequency: Ongoing during operations
Action Indicating Compliance: Annual statement of compliance

65. **MM-F-3.4.** Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

Enforcement Agency: Department of Public Works, Bureau of Sanitation
Monitoring Agency: Department of Public Works, Bureau of Sanitation
Monitoring Phase: Operations
Monitoring Frequency: Ongoing during operations
Action Indicating Compliance: Annual statement of compliance

66. **MM-F-3.5.** The Applicant shall coordinate with the City of Los Angeles to continuously maintain in good order for the convenience of concessionaires, patrons, and employees clearly marked, durable and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

Enforcement Agency: Department of Public Works, Bureau of Sanitation
Monitoring Agency: Department of Public Works, Bureau of Sanitation
Monitoring Phase: Operations
Monitoring Frequency: Ongoing during operations
Action Indicating Compliance: Annual statement of compliance

ADMINISTRATIVE CONDITIONS

67. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
68. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
69. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
70. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

71. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
72. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
73. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the City Planning Commission, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
74. **Department of Transportation.** All requirements and conditions listed in the Department of Transportation traffic assessment letter dated June 20, 2018, and any subsequent revisions to this traffic assessment, shall be applied to the case, including the Zoning Administrator's Determination and Site Plan Review.
75. **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.
76. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
77. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees,

- costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

GENERAL PLAN FINDINGS

1. General Plan Land Use Designation.

The project site is located within the Northeast Los Angeles Community Plan, which was adopted by the City Council on June 15, 1999. The adopted Community Plan designates the subject property for General Commercial land uses corresponding to the C1, CR, C1.5, C2, C4, P, and RAS3 Zones. The site is zoned [T][Q]C2-2 and is thus consistent with the existing land use designation. The proposed use of the site as a graduate student housing building is consistent with the zone and land use designation and is in substantial conformance with the purposes, intent, and provisions of the General Plan as reflected in the adopted Community Plan.

2. General Plan Text. The Northeast Los Angeles Community Plan text includes the following relevant land use objectives and policies:

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

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

Objective 2-3: To minimize conflicts between auto-related and pedestrian-oriented activities and encourage use of public transportation in commercial areas.

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

The Community Plan promotes an arrangement of land uses, streets, and services that encourage and contribute to the economic, social and physical health, safety and welfare, and convenience of the people who live and work in the community. It also supports efforts to enhance pedestrian-friendly environments in and around neighborhood-commercial and major institutional areas.

The project will promote continuity at the Health Sciences Campus by being designed in a style and function reflective of existing academic, research, and medical office buildings already found on the campus, thereby preserving the character of the Health Sciences Campus as a medical and research facility.

The project would also promote pedestrian-oriented activities. The project site is currently developed with a surface parking lot and the project would include sidewalks and pedestrian walkways that will connect the student housing building to the Health Sciences Campus. Moreover, the graduate student housing project will allow more students the opportunity to live and study on-campus rather than commuting to and from campus, or competing for local housing resources with the non-student population of the area.

As such, the project is consistent with the provisions and policies of the Northeast Los Angeles Community Plan.

3. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives, and policies relevant to the instant request:

Community Centers

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Policy 3.9.2: Encourage the integration of school classrooms, libraries, and similar educational cultural facilities within commercial, office, and mixed commercial-residential structures.

Policy 3.9.3: Determine the appropriateness of centralized and shared parking structures, and where suitable and feasible, encourage their development.

The Framework Element designates the project site and surrounding areas as a Community Center. The Community Center is defined as being a focal point for surrounding residential neighborhoods, containing a diversity of uses. As proposed, the project includes the development of a graduate student housing building on a site that is currently used as a surface parking lot. The proposed use is consistent with the uses permitted within the Community Center designation. Development of the project site would preserve the character of the surrounding neighborhood, as the proposed development would assist in enhancing the established Health Sciences Campus with a similar and compatible use. Additionally, the project will maximize the development potential of the site while accommodating the parking demand for graduate student housing by providing shared parking at the San Pablo Parking Structure. As such, the project is consistent with the objectives of Community Centers, as defined in the Framework Element of the General Plan.

4. **Housing Element.** The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to provide housing opportunities for all types of individuals. The Housing Element contains the following relevant goals and objectives:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevard.

Objective 3.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.

The proposed project will meet the aforementioned objectives and policies of the Housing Element by developing an underutilized site and providing additional on-campus student housing opportunities for USC medical students at an appropriate density and within an area that already supports this type of use. As such, the project would facilitate the production of housing and meet the relevant objectives and policies of the Housing Element of the General Plan, while reducing pressure on the existing housing stock in residential communities immediately within the vicinity of the Health Sciences Campus.

5. **Mobility Element.** The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be affected by the recommended action herein. The project site is zoned [T][Q]C2-2, wherein the Tentative [T] Classification of the underlying zone relates to a previous approval under Case No. CPC-2013-7-GPA-ZC-ZAD-SPR authorizing the construction of a 178-unit graduate student housing building (known today as Currie Hall) and childcare facility on the USC Health Sciences Campus Development Site E, as well as the future development of the remaining portion of the 7.7-acre site. No dedications are required as part of the proposed development along San Pablo Street and Alcazar Street surrounding the project site. Any improvements to meet designated street standards will be assured by the project satisfying the [T] conditions imposed under Case No. CPC-2013-7-GPA-ZC-ZAD-SPR.

The condition requiring a minimum of 15 percent of all provided parking spaces within the San Pablo Parking Structure to be Electric Vehicle (EV)-ready parking spaces and five percent of the total to be further provided with EV chargers onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions.

6. **Sewerage Facilities Element.** The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permitting process to identify a specific sewer

connection point. If the public sewer has insufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plan, which has sufficient capacity for the project.

ENTITLEMENT FINDINGS

Zoning Administrator's Determination Findings (Shared Parking)

- 7. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provider a service that is essential or beneficial to the community, city, or region.**

The project site is comprised of 40,010 square feet (0.9 acre) of lot area, and is situated within the northeast portion of the 79-acre USC Health Sciences Campus. The project site is bounded by a five-story parking structure known as the San Pablo Parking Structure to the east, a five-story student housing development known as Currie Hall to the southeast, a vacant lot slated for the development of a 200-room hotel with commercial and meeting space to the south, and a surface parking lot to the west across San Pablo Street. North of the site, the property abuts the Union Pacific Railroad right-of-way, and, north of that, Valley Boulevard and Lincoln Park.

Per the Los Angeles Municipal Code, 142 automobile parking spaces and 79 bicycle parking spaces (seven short-term and 72 long-term) are required for the graduate student housing development. All required short-term bicycle parking spaces will be provided on-site. The project will not provide any on-site automobile parking spaces or long-term bicycle parking spaces. Instead, all required automobile parking spaces and long-term parking spaces will be accounted for in the 1,200-space San Pablo Parking Structure adjoining the project site to the east.¹

The applicant requests a Zoning Administrator's Determination for a shared parking agreement to allow for the 142 required parking spaces of the student housing project to be shared and counted from the existing parking pool of the USC Campus, thereby resulting in no required on-site parking for the student housing project. The Shared Parking Analysis by Gibson Transportation Consulting, Inc. concludes that since the project would serve existing students already at the campus, it would not be expected to increase weekday trip generation or parking demand at the campus.

Approval of the shared parking request will enhance and benefit the built environment in the surrounding neighborhood by providing adequate parking for the graduate student housing use that will reduce the need to build extraneous parking facilities on the Health Sciences Campus. The project is expected primarily to serve existing students; therefore, the parking demand of the project is atypical of new residential development, as there will be no net increase in the demand for parking since most students who would utilize these spaces already commute and park on campus. The sharing of 142 on-site parking spaces would allow for an alternate use of the land which would otherwise be needed for parking facilities. This in turn could allow for additional educational or medical services within the campus, as well as more pedestrian-oriented design.

¹ In accordance with LAMC Section 12.21-A,16(e)(2)(iv), long-term bicycle parking may be provided inside a parking garage no more than 200 feet from a pedestrian entrance to the proposed building. The entrance to the new student housing development is approximately 178 feet from the San Pablo Parking Structure. As such, the project will meet Code siting requirements for long-term bicycle parking.

The project site is currently developed with a surface parking lot and the project would include improvements sidewalks and pedestrian walkways that will connect the student housing building to the Health Sciences Campus. Furthermore, the proposed graduate student housing project as a whole will enhance and benefit the existing surrounding environment by developing an underutilized site and providing additional on-campus student housing opportunities for USC medical students at an appropriate density and within an area that supports this type of use. The graduate student housing project will allow more students the opportunity to live and study on-campus in lieu of commuting. The project will promote continuity at the Health Sciences Campus by being designed in a style and function reflective of existing academic, research, and medical office buildings already found on the campus, thereby preserving and enhancing the character of the Health Sciences Campus as a medical and research facility.

Therefore, the Project will both enhance the built environment and provide a beneficial service to the community.

8. That the project'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 proposed 95-unit graduate student housing development will not provide any on-site automobile parking spaces. Instead, all required automobile parking spaces will be accounted for in the San Pablo Parking Structure adjoining the project site to the east. The San Pablo Parking Structure contains 1,200 parking spaces. Of these spaces, 136 parking spaces are reserved for residents of Curie Hall and 300 parking spaces are reserved for the proposed hotel. Therefore, the parking garage has capacity to reserve 142 parking spaces for the new graduate student housing project.

Approval of the shared parking request will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. In accordance with Los Angeles Municipal Code requirements, the recommended reduction for shared parking is based on an analysis of parking demand. This analysis has been conducted on an hourly basis, 24 hours per day, for seven consecutive days. As set forth in the Shared Parking Analysis prepared by Gibson Transportation Consulting, Inc., dated February 26, 2018, and as explained below, the use of shared parking will provide adequate parking for the proposed graduate student housing development.

Similar to the existing graduate student housing at Currie Hall, the project would serve the existing student population at the USC Health Sciences Campus and is not envisioned to increase student enrollment. This academic-related use is not student enrollment enhancing and, thus, would not increase weekday peak hour trip generation or parking demand at the campus. Further, a review of the parking demand within the student permit parking lots during peak hours indicates that the graduate student parking demand represents a small portion (approximately 10 to 15 percent) of the total campus parking demand, which includes USC faculty and staff, hospital staff and employees, hospital patients and visitors, and students, among others. Thus, changes in student enrollment in the future would not substantially change the overall parking demand of the campus. Further, more student housing located on campus within walking distance to campus buildings, classes, and other amenities, as well as the pedestrian and transit connections

provided throughout the campus area, are anticipated to encourage less car ownership.

Parking for the students residing in the project are intended to be provided through parking permits in the adjacent San Pablo Parking Structure, which provides approximately 1,200 parking spaces. In addition, there are other proximate parking lots (e.g., the Consolidated Lot on the west side of San Pablo Street across from the Project, which provides more than 370 spaces), as well as future parking areas that would be developed that residents of the graduate student housing development may utilize. The parking needs of those students who currently commute to campus by car are already met by the on-campus parking supply during the school day, which includes the weekday peak parking period. The project may result in a shift of parking demand on campus among the parking lots and structures, based on student parking permits. For example, a resident of the project who previously parked within a student parking lot on the other side of campus may now be offered a permit to park in the adjacent parking structures. Nonetheless, the demand for parking will not be increasing during peak hours as part of the proposed development.

It should also be noted that graduate students, especially those in the medical fields at the Health Sciences Campus, generally are on campus throughout the entire day on every day of the week. This is different than an undergraduate college campus where commuter students come to campus only a few days per week or a few hours per day.

On weekdays, student parking demand is already accounted for within the overall campus parking demand. Thus, the net effect of the project on campus parking demand during the weekday peak period would be negligible. However, as with Currie Hall, the primary change in parking demand resulting from the project would be during the nighttime periods and on weekends. Because these students would be living on campus, their vehicles would be parked on campus not only during the day, but also during evenings and weekends. Thus, the student parking demand during evenings and on weekends may increase the existing parking demand at the campus. During these periods, however, parking demand on the campus is minimal, with available parking supply both within the adjacent San Pablo Parking Structure and other parking facilities throughout campus.

The Health Sciences Campus provides a pool of parking in structures and surface lots that are shared by many uses on the campus. As the project would be integrated within the larger campus, it is anticipated to also share parking within the adjacent San Pablo Parking Structure or other proximate parking facilities on campus. As mentioned, USC controls the use and operation of the campus parking supply through a parking management program that includes a parking permit system by lot, paid parking, etc. Currently, the nearest supply of parking to the project with shared parking opportunities is the San Pablo Parking Structure, which currently provides approximately 1,200 spaces, as well as the Consolidated Lot, which provides a total of 373 spaces. These lots are available to students, faculty, and employees who purchase permits. These lots, with more than 1,500 spaces provided, would accommodate the project's 142 Code-required parking spaces.

As the campus continues to be developed over time, parking within some of the existing lots may be removed to accommodate future development and that parking would be added as needed to meet the on-campus parking demand. Recent parking facilities that have been constructed on campus include the San Pablo Parking Structure (1,200 spaces), the O'Neil Lot (300 spaces), and the

Consolidated Lot (373 spaces), among others (such as the Edmonson & Valley Surface Lot), which increased the campus parking supply by approximately 1,800 spaces. USC plans to construct additional parking facilities in the future. The campus parking pool will continue to meet the future parking requirements of the campus after the development of new buildings (e.g., the project, hotel, medical office, clinical, research and development space, etc.)

Terms and conditions have been imposed on the proposed use, including the reserved right of the Zoning Administrator to terminate or modify a shared parking agreement if there are substantial modifications in nature and operation of the shared parking facilities and/or the owner and all parties operating the shared parking facilities are in violation of any conditions of the shared parking agreement in order to protect persons in the surrounding neighborhoods or occupants of adjacent properties.

In accordance with LAMC Section 12.24-X,20, the decision-maker may permit a shared parking agreement under the following conditions and circumstances:

(1) *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 12.21A4(g).*

The project would make use of 142 parking spaces in the San Pablo Garage parking structure to meet the required parking. Currently, the Department of Building and Safety manages the parking count for the Health Sciences Campus, and considers the campus as one unified site, allowing for new uses to provide LAMC-required parking anywhere within the campus boundaries. The student housing project would be less than 750 feet from several parking facilities, the nearest of which is the adjacent San Pablo Garage. The accessible path of travel from the garage entry to the entry for the new graduate student housing is 178 feet. Therefore, the parking structure is well within 750 feet of the Project's graduate student housing.

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

The Gibson Transportation Consulting, Inc. Shared Parking Analysis describes the nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and demonstrates that the required parking for each use will be available taking into account their hours of operation. The analysis shows that the adjacent 1,200-space San Pablo garage can accommodate the 142 parking spaces for the project required by Code.

(3) *Reserved or otherwise restricted spaces shall not be shared.*

Restricted spaces, including ADA-accessible stalls will not be shared. Furthermore, a condition is imposed restricting the reservation of parking for specific uses, including ADA-accessible parking stalls.

(4) *Additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as may be deemed necessary by the Zoning Administrator, 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 will be conditioned to provide the necessary documents to meet and assure the continued maintenance and operation of shared spaces in accordance with the approved grant. Implementation of these conditions will assure proper adherence to the decision makers' standards. Execution and recordation of a Master a Master Covenant and Agreement that runs with the land will be required to assure the continued maintenance and operation of the shared spaces.

Therefore, the Project will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.

9. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The adopted Northeast Los Angeles Community Plan designates the subject property for General Commercial land uses corresponding to the C1, CR, C1.5, C2, C4, P, and RAS3 Zones. The site is zoned [T][Q]C2-2 and is thus consistent with the existing land use designation. The Tentative [T] Classification and Qualified [Q] Conditions of the underlying zone relate to a previous approval under Case No. CPC-2013-7-GPA-ZC-ZAD-SPR authorizing the construction of a 178-unit graduate student housing building (known today as Currie Hall) and childcare facility on Development Site E, as well as the future development of the remaining portion of the 7.7-acre site. The site is not located within any specific plan, community design overlay, or interim control ordinance.

The project proposes a graduate student housing building on the USC Health Sciences Campus with a total of 95 dwelling units and 136,034 square feet of floor area. The new student housing building will be six stories with a maximum building height of 75 feet. The project has been designed to be consistent with the [T][Q]C2-2 zoning of the project site and the General Commercial land use designation.

As detailed in Finding No. 10, the project as a whole is consistent with the various elements of the General Plan, including the Framework Element, Land Use Element (Northeast Los Angeles Community Plan), Housing Element, and Mobility Element. Furthermore, the shared parking request aligns with the provisions set forth in the General Plan. The General Plan generally encourages the development of the USC Health Sciences Campus area as a Community Center and Pedestrian-Priority District, promoting mixed-use projects, enhanced pedestrian design, and appropriate screening and location of parking facilities to the rear of structures. Consistent with the General Plan Framework Element Policy 3.9.3 for Community Centers, the project will utilize a centralized and shared parking structure, thereby maximizing the development potential of the site while accommodating the parking demand for graduate student housing. The shared parking request would allow the project to meet its anticipated parking demand without building additional parking on the campus. The shared parking allows for a better use of limited land within the campus, creates additional space for the proposed open space, promotes a greater variety of uses, and encourages a more pedestrian-oriented design of the campus, consistent with the goals and polices of the General Plan.

In conformance with the Los Angeles Municipal Code, the request for shared parking has met all submittal requirements, including the submission of a parking study, which has indicated that the proposed graduate student housing development is not student enrollment enhancing, and thus, would not increase weekday peak hour trip generation or parking demand at the campus. For the aforementioned reasons and with no applicable

specific plan for the subject property, the project substantially conforms with the purpose, intent and provisions of the General Plan and the Northeast Los Angeles Community Plan.

Site Plan Review Findings

10. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable Community Plan, and any applicable Specific Plan.

The adopted Northeast Los Angeles Community Plan designates the subject property for General Commercial land uses corresponding to the C1, CR, C1.5, C2, C4, P, and RAS3 Zones. The site is zoned [T][Q]C2-2 and is thus consistent with the existing land use designation. The Tentative [T] Classification and Qualified [Q] Conditions of the underlying zone relate to a previous approval under Case No. CPC-2013-7-GPA-ZC-ZAD-SPR authorizing the construction of a 178-unit graduate student housing building (known today as Currie Hall) and childcare facility on Development Site E, as well as the future development of the remaining portion of the 7.7-acre site. The site is not located within any specific plan, community design overlay, or interim control ordinance.

The project proposes a graduate student housing building on the USC Health Sciences Campus with a total of 95 dwelling units and 136,034 square feet of floor area. The new student housing building will be six stories with a maximum building height of 75 feet. The project has been designed to be consistent with the [T][Q]C2-2 zoning of the project site and the General Commercial land use designation.

The project is consistent with the various elements of the General Plan, including the Framework Element, Land Use Element (Northeast Los Angeles Community Plan), Housing Element, and Mobility Element.

General Plan Framework

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives, and policies relevant to the instant request:

Community Centers

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Policy 3.9.2: Encourage the integration of school classrooms, libraries, and similar educational cultural facilities within commercial, office, and mixed commercial-residential structures.

Policy 3.9.3: Determine the appropriateness of centralized and shared parking structures, and where suitable and feasible, encourage their development.

The Framework Element designates the project site and surrounding areas as a Community Center. The Community Center is defined as being a focal point for surrounding residential neighborhoods, containing a diversity of uses. As proposed, the project includes the development of a graduate student housing building on a site that is currently used as a surface parking lot. The proposed use is consistent with the uses permitted within the Community Center designation. Development of the project site would preserve the character of the surrounding neighborhood, as the proposed development would assist in enhancing the established Health Sciences Campus with a similar and compatible use. Additionally, the project will maximize the development potential of the site while accommodating the parking demand for graduate student housing by providing shared parking at the San Pablo Parking Structure. As such, the project is consistent with the objectives of Community Centers, as defined in the Framework Element of the General Plan.

Land Use Element – Northeast Los Angeles Community Plan

The Northeast Los Angeles Community Plan text includes the following relevant land use objectives and policies:

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

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

Objective 2-3: To minimize conflicts between auto-related and pedestrian-oriented activities and encourage use of public transportation in commercial areas.

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

The Community Plan promotes an arrangement of land uses, streets, and services that encourage and contribute to the economic, social and physical health, safety and welfare, and convenience of the people who live and work in the community. It also supports efforts to enhance pedestrian-friendly environments in and around neighborhood-commercial and major institutional areas.

The project will promote continuity at the Health Sciences Campus by being designed in a style and function reflective of existing academic, research, and medical office buildings already found on the campus, thereby preserving the character of the Health Sciences Campus as a medical and research facility.

The project would also promote pedestrian-oriented activities. The project site is currently developed with a surface parking lot and the project would include sidewalks and pedestrian walkways that will connect the student housing building to the Health Sciences Campus. Moreover, the graduate student housing project will allow more students the opportunity to live and study on-campus in lieu of commuting.

As such, the project is consistent with the provisions and policies of the Northeast Los Angeles Community Plan.

Housing Element

The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to provide housing opportunities for all types of individuals. The Housing Element contains the following relevant goals and objectives:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevard.

Objective 3.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.

The proposed project will meet the aforementioned objectives and policies of the Housing Element by developing an underutilized site and providing additional on-campus student housing opportunities for USC medical students at an appropriate density and within an area that already supports this type of use. In addition, the development of additional on-campus student housing will help relieve the demand for off-site student housing elsewhere in the community. As such, the project would facilitate the production of housing and meet the relevant objectives and policies of the Housing Element of the General Plan.

Mobility Element

The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be affected by the recommended action herein. The project site is zoned [T][Q]C2-2, wherein the Tentative [T] Classification of the underlying zone relates to a previous approval under Case No. CPC-2013-7-GPA-ZC-ZAD-SPR authorizing the construction of a 178-unit graduate student housing building (known today as Currie Hall) and childcare facility on the USC Health Sciences Campus Development Site E, as well as the future development of the remaining portion of the 7.7-acre site. No dedications are required as part of the proposed development along San Pablo Street and Alcazar Street surrounding the project site. Any improvements to meet designated street standards will be assured by the project satisfying the [T] conditions imposed under Case No. CPC-2013-7-GPA-ZC-ZAD-SPR.

Furthermore, in support of the City's Mobility Plan 2035, the requested project has been conditioned to require the installation of solar panels, which in turn will support the site's

electrical uses and help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. The condition requiring a minimum of 15 percent of all provided parking spaces within the San Pablo Parking Structure to be Electric Vehicle (EV)-ready parking spaces and five percent of the total to be further provided with EV chargers onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions.

As conditioned, the project is also required to be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by the Los Angeles Department of Water and Power in consultation with the Department of City Planning. The condition requiring systems for on-site greywater use will provide for the public welfare and public necessity by reducing the level of runoff and water use by project residents, employees and visitors. This approach to water conservation is consistent with multiple City policies that have been adopted to address drought conditions and water supply issues, such as Executive Directive No. 5 (ED 5), which set goals to reduce per capita water use by 20 percent by 2017, and the Sustainability pLAN (water savings goals of reduction in per capita potable water by 20 percent by 2017, by 22.5 percent by 2025, and by 25 percent by 2035). This condition allows the project to improve environmental quality and water conservation within the context of the project's proposed density, uses, and features.

As such, the project is in substantial conformance with the purposes, intent, and provisions of the General Plan and Northeast Los Angeles Community Plan.

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

The USC Health Sciences Campus is a long-standing use, and the project includes the continuation and expansion of that use within the existing campus boundaries. The lighting, loading, landscaping, trash collection, and other related building components will be integrated with those components currently provided for the existing Health Sciences Campus, making it compatible with development on neighboring properties.

The project site is underutilized as a surface parking lot for the Health Sciences Campus and is surrounded by other institutional uses and facilities. Development of a graduate student housing project on the project site will expand and be consistent with the existing uses found within the Health Sciences Campus. The project will assist in infilling the established Health Sciences Campus with similar uses.

The area surrounding the Health Sciences Campus also supports a variety of institutional, public, commercial, residential, and recreational land uses, and the project will be compatible with the adjacent area as well. One of the dominant land uses in the area is the LAC + USC Medical Center. This facility, located southwest of the Health Sciences Campus, is a large public hospital and medical training center, and therefore, is compatible with the medical research, clinical and academic uses associated with the Health Sciences Campus and project. Hazard Park, a 26.5-acre recreational area, owned and operated by the City of Los Angeles Department of Recreation and Parks, is located to the southeast of the campus and east of the LAC + USC Medical Center. Other public and institutional uses in this immediate area include the United States Army Reserve Center and the Francisco Bravo M.D. Magnet Senior High School. A second City park, Lincoln Park, is located to the north of the Health Sciences Campus, and a Los Angeles County Public Works facility is also located in the area. The development of a graduate student housing project within the existing Health Sciences Campus will be compatible and consistent with these surrounding institutional and public uses. The uses west of the Health Sciences Campus primarily consist of large-scale institutional and public uses, principally the LAC + USC Medical Center described previously and the Women and Children's Hospital. In addition, the area to the west of the Health Sciences Campus contains the Central Juvenile Hall, the Los Angeles County Coroner, the College of Nursing and Allied Health, and residential uses. The area to the east of the Health Sciences Campus primarily consists of residential uses. The project is located in the northeast portion of the Health Sciences Campus and surrounded by existing development and additional expansion parcels. The project, which is designed to support the academic related uses of the Health Sciences Campus, is compatible with these adjacent uses.

The nearest residential neighborhoods are along Soto Boulevard east of the site, north and south of Valley Boulevard, and to the south of Hazard Park. There is no residential development outside of the Health Sciences Campus adjacent to the project site. As such, it is unlikely that the design, arrangement, and programming of the project would be incompatible with nearby residential properties.

The project will be designed in a style reflective of the existing academic, research, and medical office buildings that define the aesthetic experience and promote continuity within the Health Sciences Campus. Much like the proposed project, buildings on campus consist primarily or pre-cast concrete with a glass and metal curtain wall system in a modernist contemporary style. Additionally, the project will further a number of design features set forth in the Northeast Los Angeles Community Plan, including the following components:

- Articulation of facades to provide variation and visual interest;
- Use of building materials that accent or complement nearby building facades;
- Screening of mechanical, electrical and rooftop equipment from public view; and
- On-site lighting along pedestrian walkways and vehicular access ways

The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

Height and Bulk

The height and bulk of the project will be compatible with the surrounding neighborhood by being integrated within the existing Health Sciences Campus and being consistent in scale and compatible with the existing and future development on the Health Sciences Campus. The maximum proposed height for the graduate student housing building is six stories and

75 feet, and the maximum floor area of 136,034 square feet will not substantially contrast with the surrounding area which is already developed with buildings at a similar scale, including the adjacent existing graduate student housing project (Currie Hall) and other institutional and public uses ranging in height from four to 15 stories. As such, the proposed building will be similar in height and area to other buildings within the Health Sciences Campus and consistent with the allowable building envelope of the project site.

Setbacks

The proposed graduate student housing building will provide setbacks consistent with the underlying zoning of the site. It will observe setbacks along all sides, including at least nine feet to the north along Valley Boulevard, eight feet, nine inches to the west along San Pablo Street, 10 feet, four inches to the south along Trojan Way, and 18 feet to the east. Setbacks will be attractively landscaped, providing adequate buffering and separation between the proposed building and all adjoining uses.

Off-Street Parking

All seven required short-term bicycle parking spaces will be provided on-site. The project will not provide any on-site automobile parking spaces or long-term bicycle parking spaces. Instead, all 142 required automobile parking spaces and 72 required long-term parking spaces will be located in the existing San Pablo Parking Structure adjoining the project site to the east on the Health Sciences Campus. Access to the parking structure is from Trojan Way to the south, where a secured driveway separates the parking garage from the proposed residential building.

As detailed in Finding No. 2 pertaining to the request for shared parking, the San Pablo Parking Structure would adequately accommodate the parking demand for graduate student housing. The new graduate student housing building would be occupied by current students who either live in existing student housing on campus, or students who currently commute to campus. The campus-wide change in peak parking demand as a result of the project is negligible. Those who commute to campus already fill a parking space during the school day, including the peak hour of parking (1:00 p.m. on a weekday according to historical studies of parking occupancy on campus). Furthermore, the project will be constructed without a net change in parking supply, as the existing parking spaces removed for development of the project will be replaced elsewhere within the Health Sciences Campus as demand necessitates.

Loading

The project involves an entirely residential use, which does not require a loading area to be provided as part of the proposed development. As such, the project does not include a loading dock. There is an existing area for loading on the adjacent San Pablo Garage parcel for occasional deliveries and loading for the residential building.

Lighting

Implementation of the project will introduce new light sources within the project site, including street lights, interior building lighting, and exterior security lighting; however, the proposed lighting will be typical of existing adjacent facilities within the Health Sciences Campus and is not expected to create unusually high levels of light. Nighttime lighting will be provided to facilitate pedestrian access and safety. The project's lighting will be designed in conformance with the design policies set forth in the Community Plan and will conform to existing standards at the Health Sciences Campus. Lighting will be provided

per LAMC requirements. The project has been designed and conditioned to further protect adjacent uses from lighting related impacts, including requirements for outdoor lighting to shine downward, be installed with shielding, and be directed onto the project site, so that the light source does not directly illuminate any adjacent properties or the above night skies. On-site lighting will be installed along pedestrian walkways and vehicular access ways and will be shielded and directed so as to illuminate these areas rather than adjacent areas.

Landscaping

The aesthetic character of the Health Sciences Campus is that of a contemporary and integrated institutional campus set into an existing urban landscape providing academic, research, hospital and medical office buildings, and parking facilities designed in a modernist style reflective of the high-tech research activity that occurs within these facilities. Landscaping for the project will include plantings that will complement the existing landscaping program throughout the campus.

The proposed project includes 14,086 square feet of usable open space, in excess of the required 13,925 square feet based on the unit mix. Proposed amenities will include a social lounge and business center with study rooms. Open space amenities would include a courtyard with landscaped open space areas that form the central portion of the student housing site and a sky terrace on the podium level. Outdoor landscaped open space areas would also be located around the perimeter of the building. In addition, landscaped pedestrian walkways would be provided throughout the student housing site.

Trash Collection

All trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within a designated trash room on the ground floor that is not visible from the public right-of-way.

Windows and Insulation

The subject property abuts the Union Pacific Railroad right-of-way to the north. With regard to noise and vibration impacts from passing trains, the project will comply with all building code requirements for sound attenuation features for windows and wall insulation. Furthermore, a Noise and Vibration Impact Assessment was prepared by HDR, dated June 2018, which recommends certain building design features to minimize interior noise and vibration levels, including constructing the north, east, and west facades of materials that will meet a minimum Sound Transmission Class (STC) of 43 dBA, requiring that all residential units be equipped with mechanical equipment, such as air conditioning, to ensure that windows can remain closed for prolonged periods of time, and providing an occupancy disclosure notice to future tenants regarding noise levels. These features have been incorporated as conditions of approval. In addition, the project has been conditioned to require all exterior windows having a line of sight of the railroad track to be constructed with triple-pane glass and that an acoustical engineer may be retained to verify that all installed sound insulation is sufficient to reduce interior noise levels to less than 45 dBA in any habitable room.

As previously described, the project consists of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on adjacent and neighboring properties.

12. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The proposed project will redevelop the site with 95 residential dwelling units that will consist of studios to four-bedroom suites intended for graduate student housing on the USC Health Sciences Campus. Pursuant to LAMC Section 12.21-G, the project is required to provide 13,925 square feet of usable open space. The project will add approximately 14,086 square feet of open space when currently the site provides none. Proposed amenities will include a social lounge and business center with study rooms. Open space amenities would include a large landscaped courtyard with seating areas and a focal fireplace that provides a gathering spot and activates the space at night and a sky terrace at the third level with seating, covered by a large shade structure. In addition, residents of the project will have access to the existing amenities provided at Currie Hall which include a social lounge, fitness center, business center with study rooms, and a large landscaped courtyard with swimming pool.

As proposed, the project will be providing open space in excess of what is required by the zoning code and has programmed the open space to take into consideration the varying recreational needs of the future residents. As such, the project has provided recreational and service amenities to improve the habitability for its residents and minimize impacts on neighboring properties.

ENVIRONMENTAL FINDINGS

13. Environmental Finding.

Environmental Background

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

The Certified EIR concluded that the Original Project would result in the following significant and unavoidable impacts: Air Quality, regional NO_x, ROC and localized PM (Construction); Air Quality, NO_x (Operations); Noise (Construction); and Traffic and Circulation.

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

The University of Southern California planned to develop new student housing and hotel uses to support the other uses on the Health Sciences Campus and to modify the maximum amount of square footage to be developed, provided that the peak-hour vehicle trips do not exceed that set forth in the Certified EIR. Specifically, the University proposed to develop Development Site E with approximately 185 graduate student housing units and ancillary amenities within approximately 238,500 square feet of building area and a 275-room, approximately 250,000 square-foot hotel with an ancillary restaurant and retail uses, a conference center, and hotel amenity space. The proposed graduate student housing uses were proposed to be located within a five-story midrise building with a height of approximately 67 feet, while the hotel was proposed within a building with a maximum height of 150 feet.

An Addendum to the Certified EIR, dated March 2013 (Addendum No. 1), was prepared to analyze the potential environmental impacts of these modifications. Addendum No. 1 was prepared under the authority of CEQA Guidelines Section 15164(a), which requires a lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Sections 15162 and 15163 calling for preparation of a subsequent or supplemental EIR have occurred.

Subsequently, further modifications were proposed that included increasing the floor area of the graduate student housing uses from 238,500 square feet to approximately 264,224 square feet, reducing the number of student housing units from 185 units to 178 units, and expanding the existing surface parking area located west of Soto Street between Alcazar Street and the proposed Norfolk Street realignment. These modifications were evaluated in an Errata to the Addendum dated October 2013 (Errata No. 1), and in a second Addendum to the Certified EIR dated April 2014 (Addendum No. 2).

In 2014, the University selected Sonnenblick SC, LLC (Applicant) to develop a 200-guest room, 162,856 square-foot modified hotel project on Development Site E. The Applicant modified the hotel component of the USC Health Sciences Campus Project, including reducing the number of guest rooms and the amenities and conference center area, while increasing ancillary restaurant and retail uses within the hotel component. The remaining components of the USC Health Sciences Campus Project, including the medical clinic facilities, non-clinical facilities, academic/medical research uses, and student housing, remained unchanged.

A second Errata, dated May 2015 (Errata No. 2), was prepared to analyze the potential environmental impacts of the modified hotel project. Errata No. 2 concluded that the modified hotel project would result in the following significant and unavoidable impacts with regard to Air Quality, regional NO_x and ROC and localized PM (Construction); Air Quality, NO_x (Operations); Noise (Construction); and Traffic and Circulation. However, the Addendum shows that that the modified hotel project's significant impacts are the same or less than the Original Project's. Errata No. 2 also concluded that, after mitigation, the Modified Project, like the Original Project, would result in less than significant impacts in the following impact areas: Visual Resources; Agricultural Resources; Air Quality, regional CO, SO_x, and PM and localized CO, SO₂, and NO₂ (Construction); Air Quality, regional ROC, SO_x, CO, and PM and CO hotspots (Operations); Air Quality, AQMD Consistency; Air Quality, Greenhouse Gas Emissions; Biological Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Surface Hydrology, Water Quality, and Groundwater; Land Use and Planning; Mineral Resources; Noise (Operational); Population and Housing; Public Services; Recreation; Parking; and Utilities/Service Systems.

Following completion of Errata No. 2, the Applicant for the modified hotel project made further minor changes that increased the floor area of the proposed credit union from the 1,287 square to approximately 3,500 square feet, increased the floor area of the proposed book store from 1,464 square feet to 1,643 square feet, and decreased the floor area of the proposed

boardroom from 428 square feet to 306 square feet. However, all other aspects of the hotel project remained the same. To analyze the potential environmental effects of these minor changes in square footage and correct certain typographic errors in Errata No. 2, a third Errata, dated August 2015 (Errata No. 3), was prepared. The supplemental analysis in Errata No. 3 shows that these minor changes do not alter any of the conclusions in the Certified EIR or Addenda or show any new or increased environmental impacts.

A Third Addendum to the Certified EIR was prepared in August 2015 that addressed removal and replacement of street trees within the Health Sciences Campus.

The Applicant for the request herein, American Campus Communities, seeks approvals for the development a graduate student housing building on the northeast portion of Development Site E (Modified Project). The Modified Project includes 95 units and 136,034 square feet of floor area. The proposed graduate student housing building would be six stories with a maximum building height of 75 feet. An Addendum to the Certified EIR, dated June 2018 (Addendum No. 4), was prepared to analyze the potential environmental impacts of these modifications. The analysis determined that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects with the Modified Project. Furthermore, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the Certified EIR. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the Certified EIR that would substantially reduce one or more significant effects on the environment identified in the Certified EIR.

Therefore, neither a subsequent EIR nor a supplemental EIR, as defined under CEQA Guideline Sections 15162 and 15163, respectively, is required. An Addendum to the Certified EIR, as permitted under Section 15164, is appropriate.

Environmental Finding

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

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

The City Planning Commission also finds and determines that, based on the information set forth in the Environmental Documents, the Modified Project will not create any new or result in any substantial increase in the severity of potentially significant impacts disclosed in the Certified EIR.

The City Planning Commission also finds and determines that nothing in the Environmental Documents or with respect to the Modified Project contains or constitutes new information of substantial importance that was not known or could not have been known with the exercise of reasonable diligence at the time the Certified EIR was certified as complete, or otherwise

requires preparation of a subsequent or supplemental EIR under CEQA Guidelines Sections 15162 and 15163.

The City Planning Commission finds and determines that the Modified Project would not result in any new or substantially increased significant environmental impacts beyond those identified in the Certified EIR and would not otherwise require preparation of a subsequent or supplemental EIR.

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

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

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

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

The custodian of the documents or other material which constitutes the record of proceedings upon which the City's decision is based is the City of Los Angeles, Planning Department, located at 221 North Figueroa Street, Suite 1350, Los Angeles, California 90012.

Mitigation Monitoring Program

The Mitigation Monitoring Program (MMP) includes all of the mitigation measures identified in the Certified EIR and the Addenda and has been designed to ensure compliance with such measures during implementation of the Modified Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City Planning Commission hereby adopts the MMP and finds that the environmental impacts of the Modified Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, incorporated by reference and located in the administrative file, and finds that the MMP meets the mitigation monitoring program requirements of Section 21081.6 of the Public Resources Code. The MMP includes an additional project design features to address impacts relating to Traffic, Circulation, and Parking and Geology and Soils (See Project Design Features TRA-1 and GEO-1.) The MMP also includes certain traffic mitigation measures that are not applicable, under construction, or have been completed (See Mitigation Measures C-1 through C-18.)

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

Statement of Overriding Considerations

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

The following impacts cannot be mitigated to a less than significant level for the Modified Project: Air Quality, regional NO_x and ROC and localized PM (Construction); Air Quality, NO_x (Operations); Noise (Construction); and Traffic and Circulation. Accordingly, the City Planning Commission adopts the following Statement of Overriding Considerations.

- The City Planning Commission recognizes that significant and unavoidable impacts will result from the implementation phase of the Modified Project. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Modified Project, (iii) recognized all significant unavoidable impacts, and (iv) balanced the benefits of the Modified Project against its significant and unavoidable impacts, the City Planning Commission hereby finds that the benefits of the Modified Project outweigh and override the significant unavoidable impacts for the reasons stated below. These overriding considerations of economic, social, aesthetic and environmental benefits of the Modified Project justify adoption of the Modified Project and approval of the Environmental Documents. Many of these overriding considerations individually would outweigh the adverse environmental impacts of the Modified Project.
- The Modified Project constitutes infill development of the existing USC Health Sciences Campus, putting to productive use of underused land. The Modified Project is conceived of as part of a larger design for the Campus that is better integrated into the community and serves as an asset and resource in the community.
- The Modified Project will help fulfill the University's goal to create a world class health campus by providing needed housing and amenities for HSC graduate students, the vast majority of whom currently commute to campus.
- By providing increased on-campus housing, the Modified Project will reduce the number of student commuters and reduce the number of daily car trips through the surrounding neighborhoods.
- Providing needed housing that will help transform a commuter school into an integrated campus.
- The Modified Project will replace an unsightly asphalt parking lot with a well-designed and pedestrian-friendly project that ties into USC's campus wide beautification improvements to create a unique campus identity.
- The Modified Project will generate new construction jobs, the majority of which will be hired from the local and regional market.
- The Modified Project will generate economic activity in the area by providing housing on campus for students who will patronize local businesses.

- 14. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside the 500-year flood plain.