ORDINANCE NO. 182343

An ordinance amending Sections 12.04, 12.16.5, 12.16.6, 12.16.7 and 12.16.8 of the Los Angeles Municipal Code to establish University of Southern California University Park Campus Specific Plan Zones.

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

Section 1. Subsection A of Section 12.04 of the Los Angeles Municipal Code is amended to read as follows:

SEC. 12.04. ZONES - DISTRICTS - SYMBOLS.

A. In order to regulate the use of property, as provided for in this Article, the City is divided into the following Zones:

1. OS Open Space Zone;
2. A1 Agricultural Zone;
3. A2 Agricultural Zone;
4. RA Suburban Zone;
5. RE Residential Zone;
6. RS Suburban Zone;
7. R1 One-Family Zone;
8. RU Residential Urban Zone;
9. RZ Residential Zero Side Yard Zone;
10. RW1 One-Family Residential Waterways Zone;
11. R2 Two-Family Zone;
12. RD Restricted Density Multiple Dwelling Zone;
13. RMP Mobile Home Park Zone;
14. RW2 Two-Family Residential Waterways Zone;
15. R3 Multiple Dwelling Zone;

16. RAS3 Residential/Accessory Services Zone;

17. R4 Multiple Dwelling Zone;

18. RAS4 Residential/Accessory Services Zone;

19. R5 Multiple Dwelling Zone;

20. P Automobile Parking Zone;

21. PB Parking Building Zone;

22. CR Limited Commercial Zone;

23. C1 Limited Commercial Zone;

24. C1.5 Limited Commercial Zone;

25. C2 Commercial Zone;

26. C4 Commercial Zone;

27. C5 Commercial Zone;

28. CM Commercial Manufacturing Zone;

29. MR1 Restricted Industrial Zone;

30. M1 Limited Industrial Zone;

31. MR2 Restricted Light Industrial Zone;

32. M2 Light Industrial Zone;

33. M3 Heavy Industrial Zone;

34. PF Public Facilities Zone; and

35. SL Ocean-Submerged Land Zone.

The order of restrictiveness of these zones, the first being the most restrictive and last being the least restrictive, is as follows:

OS, A1, A2, RA, RE, RS, R1, RU, RZ, RW1, R2, RD, RMP, RW2, R3, RAS3, R4, RAS4, R5, CR, C1, C1.5, C4, C2, C5, CM, MR1, M1, MR2, M2, M3 and PF.

In addition, there shall be the following Specific Plan Zones:

1. CCS Century City South Studio Zone;

2. CM(GM) Commercial Manufacturing (Glencoe/Maxella) Zone;

3. CW Central City West Specific Plan Zone;

4. WC Warner Center Specific Plan Zone;

5. ADP Alameda District Plan Specific Plan Zone;

6. LASED Los Angeles Sports and Entertainment District Specific Plan Zone;

7. LAX Los Angeles International Airport Specific Plan Zone; and

8. USC-1A University of Southern California University Park Campus Specific Plan Subarea 1A Zone;

9. USC-1B University of Southern California University Park Campus Specific Plan Subarea 1B Zone;

10. USC-2 University of Southern California University Park Campus Specific Plan Subarea 2 Zone; and

11. USC-3 University of Southern California University Park Campus Specific Plan Subarea 3 Zone.

Sec. 2. Subsection C of Section 12.04 of the Los Angeles Municipal Code is amended to read as follows:

C. In order to regulate more adequately and restrict the height and floor area of buildings and structures, each lot shall include a height district designation. Height district designations shall be numbered from 1 to 4, CRA 1 to 4, EZ 1 to 4, and CSA 1 to 4 and shall regulate the height or floor area of buildings and structures as provided in Sections 12.21.1, 12.21.2, 12.21.3, 12.21.4 and 12.21.5. The height districts and their boundaries are shown on the Zoning Map by a combination of zone symbols and height district number markings, *e.g.*, R2-1, C2-2, M1-3, C1-CRA1, MS-EZ2, C2-CSA3, etc.

Where a lot is located in more than one height district, the applicable zone symbol designations shall be separated by a slash mark, *e.g.,* R2-CRA/CSA, C2-EZI/CRA2, etc. The symbol "HD" preceding height district number markings, when shown on the Zoning Map or used in a zoning ordinance, is an abbreviation for the words "height district" and refers to height districts. The height districts for the "CW" Zone are the height districts shown in Section 6 of the Central City West Specific Plan. The height districts for the "ADP" Zone are the height districts shown in Section 7 of the Alameda District Specific Plan. The height districts for the 'WC" Zone are the height districts shown in Section 7 of the Warner Center Specific Plan. The height districts for the "LASED" Zone are the height districts shown in Section 10 of the Los Angeles Sports and Entertainment District Specific Plan. The height districts for the "USC-1A", "USC-1B", "USC-2" and "USC-3" Zones are the height districts shown in Section 7 of the University of Southern California University Park Campus Specific Plan.

Sec. 3. A new Section 12.16.5 is added to the Los Angeles Municipal Code to read as follows:

SEC. 12.16.5. USC-1A UNIVERSITY OF SOUTHERN CALIFORNIA UNIVERSITY PARK CAMPUS SPECIFIC PLAN SUBAREA 1A ZONE.

The following regulations shall apply in the "USC-1A" University of Southern California University Park Campus Specific Plan Area 1 Zone:

A. Purpose. The purposes set forth in the University of Southern California University Park Campus Specific Plan Ordinance are incorporated by this reference into these regulations.

B. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except as permitted by provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance.

C. Area. No building or structure, nor the enlargement of any building or structure, shall be erected or maintained unless the provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance are met and maintained in connection with the building, structure or enlargement.

Sec. 4. A new Section 12.16.6 is added to the Los Angeles Municipal Code to read as follows:

SEC. 12.16.6. USC-1B UNIVERSITY OF SOUTHERN CALIFORNIA UNIVERSITY PARK CAMPUS SPECIFIC PLAN SUBAREA 1B ZONE.

The following regulations shall apply in the "USC-1B" University of Southern California University Park Campus Specific Plan Subarea 1B Zone:

A. Purpose. The purposes set forth in the University of Southern California University Park Campus Specific Plan Ordinance are incorporated by this reference into these regulations.

B. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except as permitted by provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance.

C. Area. No building or structure, nor the enlargement of any building or structure, shall be erected or maintained unless the provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance are met and maintained in connection with the building, structure or enlargement.

Sec. 5. A new Section 12.16.7 is added to the Los Angeles Municipal Code to read as follows:

SEC. 12.16.7. USC-2 UNIVERSITY OF SOUTHERN CALIFORNIA UNIVERSITY PARK CAMPUS SPECIFIC PLAN SUBAREA 2 ZONE.

The following regulations shall apply in the "USC-2" University of Southern California University Park Campus Specific Plan Subarea 2 Zone:

A. Purpose. The purposes set forth in the University of Southern California University Park Campus Specific Plan Ordinance are incorporated by this reference into these regulations.

B. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except as permitted by provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance.

C. Area. No building or structure, nor the enlargement of any building or structure, shall be erected or maintained unless the provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance are met and maintained in connection with the building, structure or enlargement.

Sec. 6. A new Section 12.16.8 is added to the Los Angeles Municipal Code to read as follows:

SEC. 12.16.8. USC-3 UNIVERSITY OF SOUTHERN CALIFORNIA UNIVERSITY PARK CAMPUS SPECIFIC PLAN SUBAREA 3 ZONE.

The following regulations shall apply in the "USC-3" University of Southern California University Park Campus Specific Plan Subarea 3 Zone:

A. Purpose. The purposes set forth in the University of Southern California University Park Campus Specific Plan Ordinance are incorporated by this reference into these regulations.

B. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except as permitted by provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance.

C. Area. No building or structure, nor the enlargement of any building or structure, shall be erected or maintained unless the provisions applicable to this zone set forth in the University of Southern California University Park Campus Specific Plan Ordinance are met and maintained in connection with the building, structure or enlargement.

Sec. 7. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board at the Main Street entrance to Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles at its meeting of DEC 11 2012.

JUNE LAGMAY, City Clerk

By _____
Deputy

Approved DEC 12 2012

_____
Mayor

Approved as to Form and Legality

CARMEN E. TRUTANICH, City Attorney

By _____
KENNETH T. FONG
Deputy City Attorney

Date 11-28-12

File No(s). 12-0968

Pursuant to Charter Section 559, **I approve** this ordinance on behalf of the City Planning Commission and recommend that it be adopted . . . . .

November 28 2012

See attached report.

_____
Michael LoGrande
Director of Planning

M:\Real Prop_Env_Land Use\Land Use\Kenneth Fong\Ordinances\USC Code Amendment Ordinance\Code Amendment Ordinance 11-28-12.docx

DECLARATION OF POSTING ORDINANCE

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

Ordinance No. 182343 – Amending Sections 12.04, 12.16.5, 12.16.6, 12.16.7 and 12.16.8 of the Los Angeles Municipal Code to establish University of Southern California University Park Campus Specific Plan Zones - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **December 11, 2012**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **December 14, 2012** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **December 14, 2012** and will be continuously posted for ten or more days.

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

Signed this **14th** day of **December, 2012** at Los Angeles, California.

Maria Vizcarra, Deputy City Clerk

Ordinance Effective Date: January 23, 2013 **Council File No. 12-0968**

Rev. (2/21/06)

UNIVERSITY OF SOUTHERN CALIFORNIA
UNIVERSITY PARK CAMPUS
Specific Plan

Ordinance No. _____
Effective_____

TABLE OF CONTENTS

UNIVERSITY OF SOUTHERN CALIFORNIA
UNIVERSITY PARK CAMPUS

Specific Plan

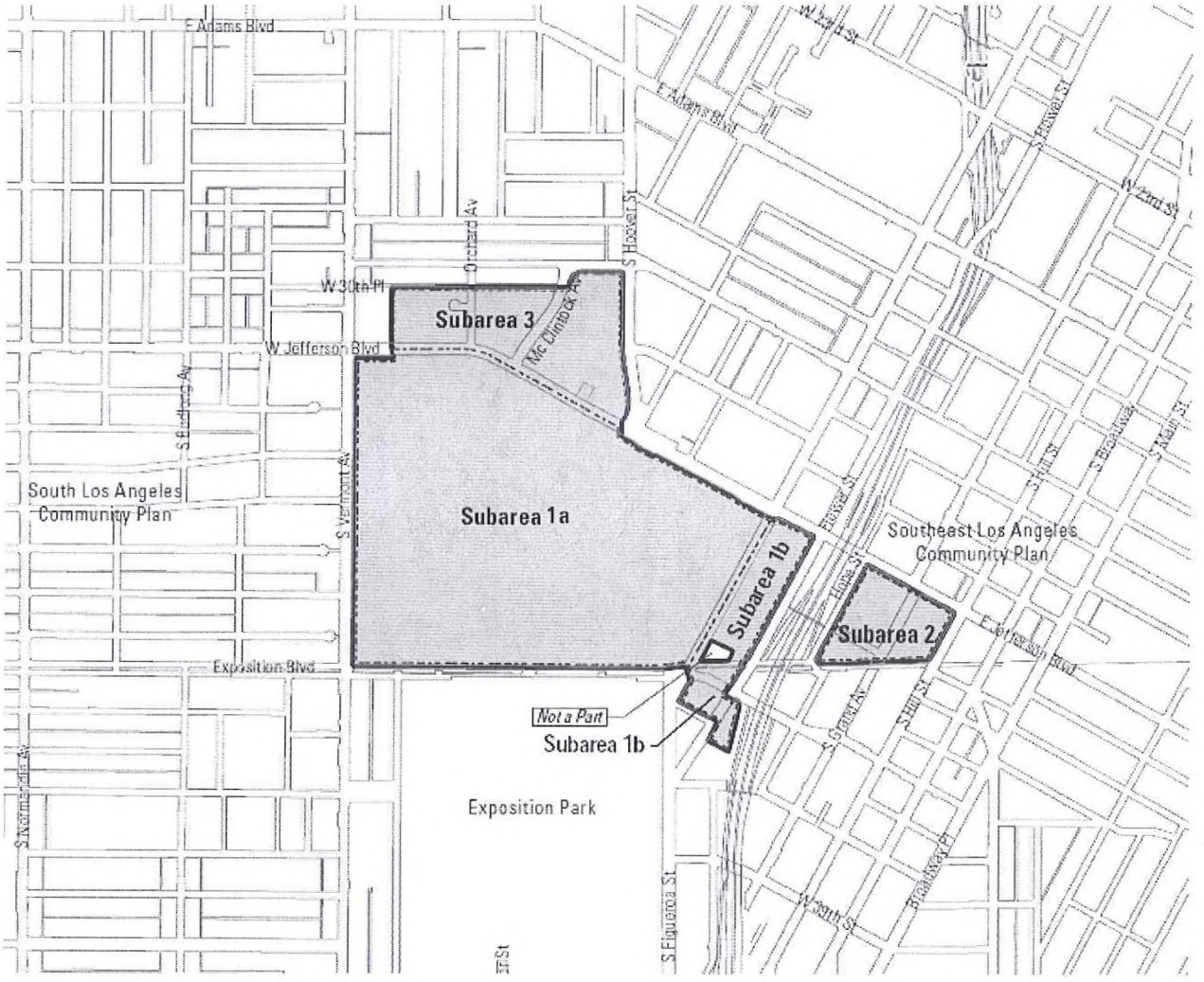
An ordinance establishing a Specific Plan, known as the University of Southern California University Park Campus Specific Plan, for a portion of the South Los Angeles Community Plan and Southeast Los Angeles Community Plan areas.

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

Section 1. ESTABLISHMENT OF THE UNIVERSITY OF SOUTHERN CALIFORNIA UNIVERSITY PARK CAMPUS SPECIFIC PLAN

The City Council establishes the University of Southern California (USC) University Park Campus Specific Plan for the area bounded generally by Jefferson Boulevard to the northeast; the alley south of 30th Street and 30th Street to the north; Jefferson Boulevard to the northeast; Hill Street to the east; Exposition Boulevard to the south; and Vermont Avenue to the west; and including an area south of Exposition Boulevard; as shown upon Map 1 within the heavy line.

MAP 1: SPECIFIC PLAN BOUNDARY AND SUBAREAS
UNIVERSITY OF SOUTHERN CALIFORNIA UNIVERSITY PARK CAMPUS SPECIFIC PLAN



Legend:

Project Site

Subarea Boundaries

Note: Any reference to Subarea 1 shall include Subareas 1a and 1b, which two Subareas make up the entirety of Subarea 1.

Section 2. PURPOSES.

This Specific Plan is intended to:

A. Provide regulatory controls and incentives for the systematic and incremental execution of that portion of the General Plan which relates to this geographic area and to provide for public needs, convenience and general welfare as the development of such area necessitates;

B. Assure orderly development and appropriate capacity of public facilities for the intensity and design of development by establishing general procedures for development within the Specific Plan area;

C. Provide continued and expanded development of the site with a mix of uses providing for residential, University, and commercial needs, in conformance with the goals and objectives of local and regional plans and policies;

D. Provide new resources, including academic and residential uses, open space and retail amenities to serve both the University and local community;

E. Ensure adequate parking for the mix of uses anticipated by this Specific Plan while encouraging the use of alternative transportation modes through the use of alternative parking measures. This Specific Plan acknowledges that parking may be provided outside the boundary of the specific Plan area as provided in Section 10 of this Specific Plan;

F. Expand the economic base of the City, by providing additional employment opportunities and additional revenues to the City of Los Angeles and greater Southern California region;

G. Promote the development of new housing stock for students, faculty and staff within walking distance of the core of the USC Campus, thereby reducing vehicle trips and encouraging alternative modes of transportation in the greater Los Angeles area;

H. Be consistent with and implement the City's bicycle and pedestrian plans within the Specific Plan area;

I. Assure compatibility between University campus uses and the surrounding neighborhood, fostering a unified vision that benefits both the community and campus as a whole; and

J. Foster the cohesive integration of the University Park Campus and its host community by using Urban Design Principles to guide and implement future development activities.

Section 3. RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE.

A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided for here.

B. Wherever this Specific Plan contains provisions which establish regulations (including, but not limited to, standards such as densities, heights, uses, parking, open space, fences and landscape requirements), which are different from, more restrictive or more permissive than would be allowed pursuant to the provisions contained in the LAMC, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

C. No sign may be approved unless it complies with the citywide sign regulations contained in LAMC Chapter 1 Article 4.4, as subject to future amendments, and the review of which shall be pursuant to the Procedures in Section 5 of this Specific Plan. By virtue of a Development Agreement between the City of Los Angeles and The University of Southern California, approved on or about the same date this Specific Plan is approved, the provisions of the Los Angeles Municipal Code as they exist on the effective date of such Development Agreement shall apply to signage, except as noted in the definition of Reserved Powers within the Development Agreement.

D. **Commercial Corner and Mini-Shopping Centers Ordinance.** Approvals pursuant to LAMC Sections 12.22 A 23, and 12.24 W 27 are not required for Projects within this Specific Plan area because the Specific Plan supersedes those sections.

E. **Conditional Use Permits for Off-Site Sale of Alcoholic Beverages.** The use of any lot within the Specific Plan area for an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption may not be established or renewed without a conditional use review and approval by a Zoning Administrator granted in accordance with the provisions of Ordinance No. 171,681 (Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan).

F. **Conditional Use Approvals for On-Site Sale of Alcoholic Beverages.** Conditional Use approvals pursuant to LAMC Sections 12.24 W 1 and 12.24 X 2 are not required for on-site sale of alcoholic beverages as specifically authorized in Section 8 of this Specific Plan because the Specific Plan supersedes those LAMC sections. Conditional Use approval for establishments other than those provided for in Section 8 shall be obtained pursuant to LAMC Sections 12.24 W 1 and 12.24 X 2 for the on-site sale of alcoholic beverages.

G. **Conditional Use Permit for Hotels within Subarea 3 When Located Within 500 Feet of an A or R Zone.** Approvals pursuant to LAMC Section 12.24 W 24 are not required for Projects within this Specific Plan area because the Specific Plan supersedes that section.

H. **Developments Combining Residential and Commercial Uses.** Approvals pursuant to LAMC Sections 12.22 A 18, 12.24 V 2 and 12.24 W 15 are not required for Projects within the Specific Plan area because the Specific Plan supersedes those sections.

I. **Floor Area Averaging.** Approvals pursuant to LAMC Section 12.24 W.19 are not required for Projects within the Specific Plan area because the Specific Plan supersedes that section.

J. **Guest Rooms and Dwelling Unit Densities.** This Specific Plan shall supersede any regulations in the LAMC which address the number of guest rooms or dwelling units permitted within the buildable area of a lot, for purposes of determining permitted density.

K. **Historical Resources**. This Specific Plan shall not supersede any regulations in the Los Angeles Municipal Code or the Los Angeles Administrative Code relating to historical resources.

L. **North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay (NSO) District.** Approvals pursuant to LAMC Section 13.12 are not required for Projects within the Specific Plan area, because the Specific Plan supersedes that section.

M. **Open Space Requirements.** Approvals pursuant to LAMC Section 12.21 G are not required for Projects within the Specific Plan area, because the Specific Plan supersedes that section.

N. **Site Plan Review Ordinance.** Approvals pursuant to LAMC Sections 16.05 and 12.24 U 14 are not required for Projects within the Specific Plan area, because the Specific Plan supersedes those sections.

O. **Other uses permitted by Conditional Use Permit Pursuant to LAMC Section 12.24, *et seq.*** These approvals shall be processed in accordance with the procedures established in Section 12.24.

Section 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined in this Specific Plan shall be construed as defined in LAMC Sections 11.01, 12.03 or 91.202.

Academic Tower. A structure to be used to house academic uses, located at the Northeast Corner of Jefferson Boulevard and McClintock Avenue (within Subarea 3; Block C).

Administrative Clearance. An Administrative Clearance is defined as a ministerial approval for Projects that comply with all applicable Specific Plan regulations.

Alcohol Use Approval. A Zoning Administrator review of each proposed establishment for the sale of alcoholic beverages, as set forth in Section 8 and Section 9 of this Specific Plan.

AMMA. The Adaptive Mitigation Management Approach for the University of Southern California attached as Appendix F.

Development Agreement. A development agreement, authorized pursuant to California Government Code Section 65864, et seq., approved on or about the same date this Specific Plan is approved, entered into by the City of Los Angeles and the University of Southern California, relating to, among other things, the Specific Plan area contained within the boundaries shown on Map 1.

Development Site. An area within the Specific Plan area proposed for that amount and type of development as set forth in Map 1 and corresponding Table 1.

Director. The Director of Planning or his or her designee.

Floor Area. Floor area shall be as defined in LAMC Section 12.03, except that outdoor eating areas on all floors and on Private Setback areas shall not count as Floor Area.

Full Time Equivalent (FTE) Employee. One FTÉ employee is equivalent to one full-time employee working 37.5 to 40 hours per week, or two part-time staff members each working 20 hours per week. One FTE faculty member is equivalent to one full-time faculty member, or three part-time faculty members. Student employees shall not be included in the calculation of FTE Employees, so long as they are accounted for in the Full Time Equivalent Student calculation as defined below.

Full Time Equivalent (FTE) Student. An undergraduate student enrolled in courses of instruction equivalent to a minimum of 12 units per semester; a graduate student enrolled in courses of instruction equivalent to eight (8) or more units per semester; or a doctoral student enrolled in courses of instruction equivalent to eight (8) or more units per semester. Part-time students shall be attributed partial contributions to FTE calculations in proportion to the units and enrollment status described above. For example, if a part-time undergraduate student is enrolled for eight (8) units per semester, he or she will be attributed a fraction equal to (8/12) or 0.75 FTE; likewise, if a part-time doctoral student is enrolled for three (3) units per semester, then he or she will be attributed a fraction of (3/8) or 0.375 FTE; and so forth.

General Manager. The General Manager of the Los Angeles Department of Transportation, or his or her designee.

Hybrid Industrial Zoning Uses. These uses shall permit by-right the uses existing within Subarea 2 at the time of Specific Plan adoption.

Hotel Uses. This term includes hotel related uses, which include, but are not limited to: hotel rooms; meeting and ballroom facilities; retail, restaurant, and office uses that are ancillary to the operation of a hotel; parking and other hotel amenities.

McClintock Street Pedestrian Area. That area within the public right-of-way on McClintock Avenue between 30th Street and Jefferson Boulevard. In the event that the City grants a Street Vacation to USC in the future for this area, this area shall be designated in this Specific Plan for public access and pedestrian activity and improved in accordance with the Urban Design Regulations of Section 7 and the Urban Design Guidelines in Appendix A of this Specific Plan.

OHR. The Los Angeles Office of Historic Resources (a Division of the Los Angeles City Planning Department).

Paseo. An open space pedestrian pathway that is open to the sky, publicly accessible, and connects an open space or public right of way to an open space or public right of way. Vehicular traffic shall be prohibited within any paseo.

Perimeter Project. Any Project or portion of a Project, including parking structures or surface parking facilities, that is:

a) Visible from Jefferson Boulevard; and

b) Located within 50 linear feet of any property line that abuts Jefferson Boulevard.

Pooled Parking Inventory. An inventory of Floor Area contained within all buildings and structures located within the Specific Plan with a corresponding reference to the number and location of parking spaces provided in accordance with the requirements of this Specific Plan. The Pooled Parking Inventory shall supersede Parking Layout 10, maintained by the Department of

Building and Safety. The Parking Pool inventory shall be updated in conjunction with the Parking Program attached as Appendix C to this plan.

Potential Historic District. The potential University Park Historic District identified in the AMMA and depicted in Figure 2 in the AMMA.

Project. The construction, erection, addition to or structural alteration of any building or structure (including any new parking lot, parking garage, or parking structure), or use of building or land or change of use of a building or land on a lot located in whole or in part within the Specific Plan area which requires the issuance of a grading permit, foundation permit, building permit or land use permit.

A Project shall not include the following:

1. Demolition, except:

    a. The demolition of a building or structure within the Potential Historic District as defined in the AMMA (Appendix F) and pursuant to the provisions of Section 11 of this Specific Plan shall be a Project; and

    b. The demolition of any residential building or structure within any Subarea shall be a Project.

2. Change of use, remodeling, or alteration within the interior of an existing building, provided that such remodeling, alteration, or change of use does not:

    a. Have an aggregate value within any 24-month period that exceeds 50% of the replacement value of the building; or

    b. Change the existing use of a building by more than 10% of the floor area presently devoted to that use; or

    c. Increase the Floor Area by more than 10%.

3. Addition, rehabilitation, alteration or remodeling to the exterior of the building provided that such addition, rehabilitation, alteration or remodeling does not:

    a. Have an aggregate value within any 24-month period that exceeds 50% of the replacement value of the building; or

    b. Expand the existing footprint of a building by more than 10% in area; or

    c. Increase the Gross Floor Area by more than 10%.

4. Notwithstanding LAMC Section 12.23 A 4, the rehabilitation or reconstruction of a conforming or nonconforming building or structure that was damaged or destroyed by fire, flood, wind, earthquake or other natural or man-made disaster.

Project Permit Compliance Review. A Determination by the Director that a Project complies with the applicable regulations of this Specific Plan, including, but not limited to, the Urban Design Regulations in Section 7, Parking Requirements in Section 10, and mitigation measures set forth in Appendix D; and that the project substantially conforms to the Urban Design Guidelines in Appendix A and the applicable portions of the other Appendices.

Residential Tower. A structure to be used for student housing, located mid-block along McClintock Avenue (within Subarea 3; Block A).

Residential Uses. This term shall include rental apartment units, lofts, residential condominium units, student beds, and live-work artisan/professional units.

Setback. That portion of a lot located adjacent to the public sidewalk area, which may be used to widen the existing sidewalk, or for uses that incorporate non-permanent or non-habitable structures, such as outdoor dining or farmer's markets.

Specific Plan. The University of Southern California University Park Specific Plan.

Student(s). Student(s) enrolled in the University of Southern California.

Subarea 1. That portion of the Specific Plan area contained within the boundaries of Subarea 1a and Subarea 1b combined. "Subarea 1" shall be used interchangeably with "Subarea 1a & 1b".

Subarea 1a. That area generally bounded by Vermont Avenue on the west, Figueroa Street on the east, Jefferson Boulevard on the north and Exposition Boulevard on the south, as shown on Map 1.

Subarea 1b. That area generally bounded by Figueroa Street on the west, Flower Street on the east, Jefferson Boulevard on the north and 37th Place on the south, as shown on Map 1.

Subarea 2. That area generally bounded by Hope Street on the west, Hill Street on the east, Jefferson Boulevard on the north and the northerly line of the MTA right-of-way on the south, as shown on Map 1.

Subarea 3. That area generally bounded by the easterly line of Lot 1, Tract No. 28979 on the west, Hoover Street on the east, the alley southerly of 30th Street between the easterly line of Lot 1, Tract No. 28979 and McClintock Avenue and 30th Street from McClintock Avenue to Hoover Street on the north, and Jefferson Boulevard on the south, as shown on Map 1.

University or "USC". University or "USC" shall mean the University of Southern California.

Section 5. PROCEDURES.

A. Upon adoption of this Specific Plan, the Director shall not approve any Project in Subarea 3 prior to the review and approval by the City Planning Commission of both the Urban Design Guidelines (updated Appendix A) and the Final Concept Plan for the Jefferson Boulevard Streetscape Plan (updated Appendix B). Projects in Subareas 1 and 2 may be approved by the Director prior to the review and approval by the City Planning Commission of the Urban Design Guidelines (updated Appendix A) and the Final Concept Plan for the Jefferson Boulevard Streetscape Plan (updated Appendix B).

   The City Planning Commission may consider updating Appendix A and updating Appendix B at different times. Once the Urban Design Guidelines (updated Appendix A) have been approved by the City Planning Commission, any Project in any Subarea shall be subject to such guidelines.

Once the Final Concept Plan for the Jefferson Boulevard Streetscape Plan (updated Appendix B) has been approved by the City Planning Commission, any Project (within any Subarea), or any portion thereof, fronting along either north side or south side of Jefferson Boulevard within the Specific Plan boundary shall be subject to the requirements set forth in the Final Concept Plan for the Jefferson Boulevard Streetscape Plan (updated Appendix B).

The Urban Design Guidelines (updated Appendix A) and the Jefferson Boulevard Streetscape Plan (updated Appendix B) are guidelines only, and in no way shall be construed to impair or reduce the development rights granted under this Specific Plan, including but not limited to permitted uses, density, floor area, building and fence height, building envelope, building footprint, and building and fence placement.

B. **Project Permit Compliance Review**.

1. No grading permit, foundation permit, building permit, or use of land permit shall be issued for any Project on any lot located in whole or in part within Subarea 1b, Subarea 2 or Subarea 3, unless the Director has issued a Project Permit Compliance Review approval pursuant to the provisions and procedures set forth in LAMC Section 11.5.7. In issuing a Project Permit Compliance, the Director's review shall determine whether an individual Project is in compliance with those regulations, guidelines and mitigation measures as set forth in this Specific Plan, including without limitation the Urban Design Standards in Section 7, as well as relevant portions of all Appendices to this Specific Plan. In addition, in issuing a Project Permit Compliance, the Director's review shall determine whether the site plan proposed for an individual Project within Subarea 3 is in substantial conformance with both Figure 1 (Conceptual Development Scheme for Subarea 3) and Figure 4 (Conceptual Open Space Diagram) of this Specific Plan.

2. Appeals. Any appeal filed from a Director's Project Permit Compliance Review shall be processed pursuant to the provisions and procedures set forth in LAMC Section 11.5.7.

3. The procedures in Subdivision 1 shall not apply to any construction for which a permit is required in order to comply with an order issued by the Department of Building and Safety to repair or replace an unsafe or substandard condition.

C. **Administrative Clearance – Director Authority for Sign Off**.

1. No grading permit, foundation permit, building permit, or use of land permit shall be issued for any Project on any lot located in whole or in part within Subarea 1a, unless the Director has issued an Administrative Clearance pursuant to the provisions and procedures set forth in Subsections C(2) through C(4), below. In issuing an Administrative Clearance, the Director's review shall determine whether an individual Project is in substantial compliance with those regulations, guidelines and mitigation measures as set forth in this Specific Plan, including without limitation the Urban Design Standards in Section 7, as well as relevant portions of all Appendices to this Specific Plan.

2. Administrative Clearance. An Administrative Clearance is defined as a ministerial approval for Projects that comply with all applicable Supplemental Use District regulations. The term "Project" shall be defined in any Supplemental Use District that seeks to invoke this Administrative Clearance procedure.

3. Application, Form and Contents. To apply for an Administrative Clearance, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application and any additional submission requirements.

4. Procedures. For Projects within Subarea 1a that comply with the provisions of this Specific Plan, USC shall submit plans to the Director for an Administrative Clearance. The Director or his/her designee shall review the Project for compliance with the applicable development regulations.

D. **Street Improvements.** For any Project in Subarea 3, or portions thereof, fronting along the north side of Jefferson Boulevard within the Specific Plan boundary, no grading permit, foundation permit, building permit, or use of land permit shall be issued until a complete application for A-Permit(s) and/or B-Permit(s) for all street improvements set forth in the updated Appendix B has/have been submitted to the Department of Public Works pursuant to the requirements of the updated Appendix B, to the satisfaction of the Director.

E. **Historic Review.** The Director shall review all Projects within the Potential Historic District (Figure 7), and in accordance with Section 11.

F. **Application Materials.** All applications for (A), (B), or (C), above, shall include a complete Project Description, a site plan, elevations, as well as a landscape plan that conforms to Section 7, Appendix A, and Appendix B (if appropriate), updated information in relation to the parking pool (if appropriate) or other updated information necessary to comply with Section 6(G) of this Specific Plan.

Section 6. LAND USE.

A. **Designation of Subareas.** The Specific Plan contains those Subareas shown on Map 1. The Subareas are designated as follows: Subarea 1a, Subarea 1b, Subarea 2, and Subarea 3.

B. **Project Land Use.** The Specific Plan area shall be developed with the land uses and locations as shown on Table 1 (Specific Plan Land Use Table).

C. **Maximum Permitted Floor Area of New Buildings.** The maximum total permitted net new Floor Area constructed within the Specific Plan area shall not exceed 5,042,607 square feet and developed in accordance with the uses outlined in Table 1, below. Floor area that exceeds these limits shall require an amendment to the Specific Plan and related environmental review in conformance with the requirements of the California Environmental Quality Act (CEQA).

D. **Accounting of Square Footage.** In order to insure compliance with these limitations, prior to the issuance of any building permits resulting in the addition of Floor Area within the Specific Plan area, the Planning Director or his/her designee shall verify that the total Floor Area proposed does not exceed the limits outlined in Table 1. After the effective date of the Specific Plan, the Director or his/her designee shall at all times maintain an updated Summary Sheet, available for public review, reflecting the amount of Floor Area built in each of the Subareas and for each use category.

TABLE 1. LAND USE TABLE [a]

Allowable New Floor Area				
Use Category	Subarea 1 [i] (1a & 1b)	Subarea 2 [j]	Subarea 3 [c, d, k]	Total [h]
Academic / University	1,740,140 sf [b]	500,000 sf	575,000 sf	
Retail / Shopping Center	0	0	202,000 sf	
Restaurant	0	0	45,000 sf	
Supermarket [e]	0	0	40,000 sf	
Movie Theater [f]	0	0	43,000 sf	
Fitness Center	0	0	20,000 sf	
Housing				
Housing (floor area)	91,000 sf		2,135,000 sf	
Student Housing [g] (beds)	200 beds	0	5,200 beds	5,400 beds
Faculty / Staff Housing	0	0	250 units	
Hotel / Conference Center	0	0	165,000 sf / 150 keys	
Lab School & Community Educational Academy	0	0	80,000 sf	
Totals per Subarea	1,831,140 sf	500,000 sf	3,305,000 sf	5,020,140 sf

[a] The amounts shown in this table represent new development that may be constructed. The Environmental Impact Report for this project allows for floor area transfers (see other footnotes below) and for the floor area in Subarea 1 to be exceeded by up to 30% from the base area of 1,570,000 , and by 15% for Subarea 3 from the base area of 3,160,000 square feet. Therefore, the columns and rows on the table are not vertically or horizontally additive. Because this Specific Plan limits total combined floor area in all Subareas to 5,020,140 sf, any floor area increases in one Subarea over the base area must be offset by floor area decreases in the base area of another Subarea.

[b] Academic / University uses in Subarea 1 may be provided up to a maximum of 1,740,140 sf; note that this figure appears smaller than the maximum after floor area transfers analyzed in the Draft EIR (1,950,000 sf). This is due to a total of 209,860 sf of Academic / University infill projects in Subarea 1 that were previously approved through Site Plan Review Case Nos. DIR-2011-1105-SPR and DIR-2011-1918-SPR.

[c] Academic uses in Subarea 3 may be provided in excess of 575,000 square feet up to a maximum of 1,175,000 square feet, provided that the floor area of the student housing is reduced by one square foot for each square foot of academic/university serving uses in excess of 500,000 square feet. In no event shall the total square footage for Subarea 3 exceed a combined maximum total of 3,500,000 square feet.

[d] Notwithstanding Floor Area limits specified in Table 1 for Retail/Shopping Center, restaurant, supermarket, and movie theater uses located in Subarea 3, adjustments may be made to the Floor Area of such uses as long as the resulting Trip Generation is within trip limits and in accordance with the Trip Equivalency Table as identified in the Environmental Impact Report.

[e] The minimum square footage for the Supermarket use shall be 25,000 square feet.

[f] Movie theater uses may include up to 2,000 movie theater seats.

[g] Pursuant to the Development Agreement associated with this Specific Plan, the first phase of development within Subarea 3 shall yield a minimum total of 4,162 student beds (1,162 existing student beds that may be either retained or replaced on the site with new beds, in addition to 3,000 newly constructed student beds).

h The maximum permitted Floor Area within the Specific Plan in its totality is 5,020,140 square feet and the maximum number of student beds shall be 5,400 and neither maximum shall be exceeded, regardless of the maximum square footages or student beds allowed within individual Subareas.

i No more than 300,000 square feet of structures existing as of the date of adoption of this Specific Plan, within Subarea 1, may be demolished, in conformance with limitations established in the Final Environmental Impact Report (FEIR).

j Existing MR1 and M2 uses shall be deemed as allowed by right in Subarea 2

k Future development in Subarea 3 may include an Academic Tower and/or a Residential Tower. The Academic Tower shall not exceed the Allowable Floor Area for "Academic / University" uses on this table. The Residential Tower shall not cause an exceedance of the maximum permitted amount of student beds or student housing floor area for "Housing" uses on this table. The Towers, either individually or together, shall not cause an exceedance of the total Allowable New Floor Area allowed for Subarea 3.

E. **Replacement of Existing Buildings in the Specific Plan area.** The Floor Area of Buildings located within Subareas 1, 2 and 3 and lawfully existing as of the effective date of this Specific Plan may be replaced in new buildings within the confines of the existing square footage thresholds and shall not count against the Floor Area limits in Table 1. In the event that a new building contains more floor area than the building it is replacing, then the incremental additional floor area shall be subject to and count toward the Floor Area limits specified in Table 1 and accounted for in the Summary Sheet from Subsection D above. In the event that a new building is replacing a building with a use different from the prior use as defined in Table 1, or in the event that existing square footage within an existing building is proposed for a change of use as defined in Table1, then the new use shall be subject to and count toward the Floor Area limits contained in Table 1 and accounted for in the Summary Sheet from Subsection D above. The Floor Area limits in Table 1 shall not include the area of any existing building or buildings replaced pursuant to this Subsection. Any replacement Project shall be reviewed subject to the provisions contained in Section 5 of this Specific Plan.

F. **Permitted Uses.** The following uses shall be permitted within the Specific Plan:

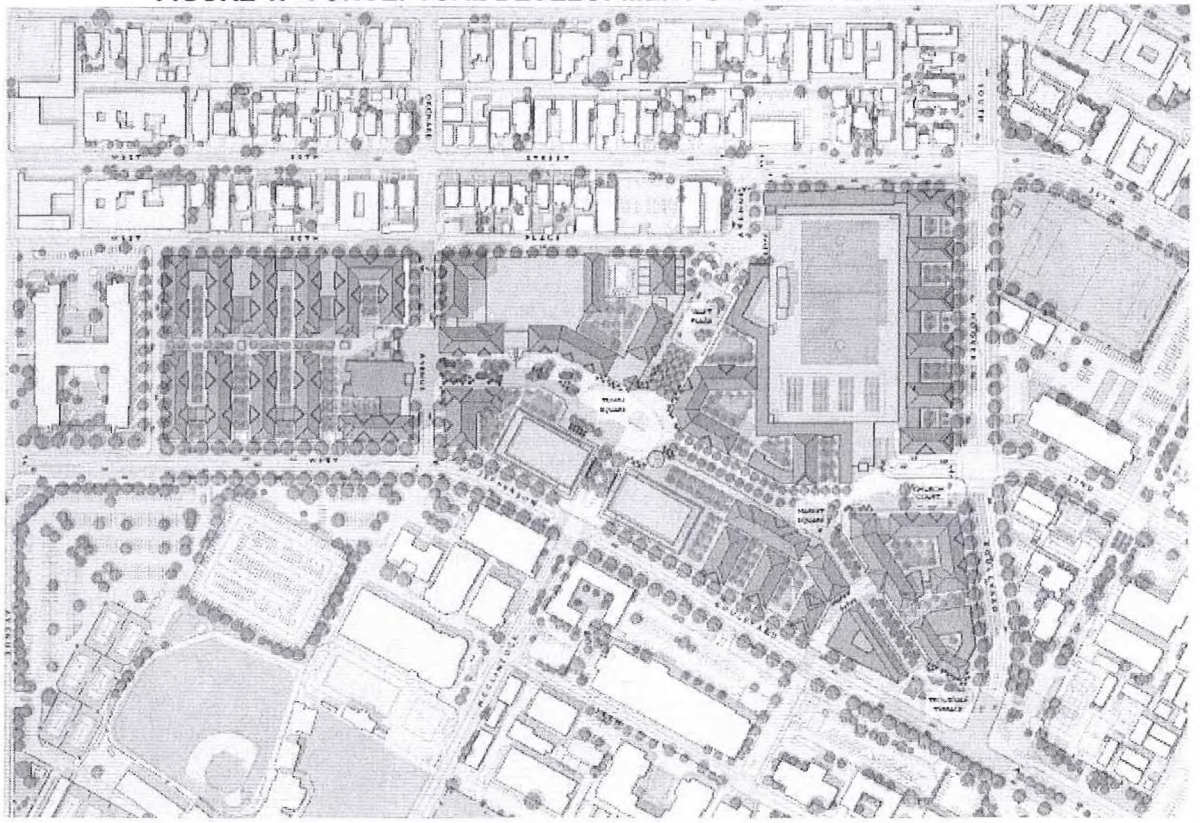
1. Subarea 1a: The use regulations of the R4 Zone, as specified in LAMC Section 12.11 shall apply to all lots in Subarea 1a.

2. Subarea 1b: The use regulations of the C2 Zone, as specified in LAMC Section 12.14 shall apply to all lots in Subarea 1b.

3. Subarea 2: The use regulations of the MR1 and M2 Zones, as specified in LAMC Sections 12.17.5 and 12.19 shall apply to all lots in Subarea 2.

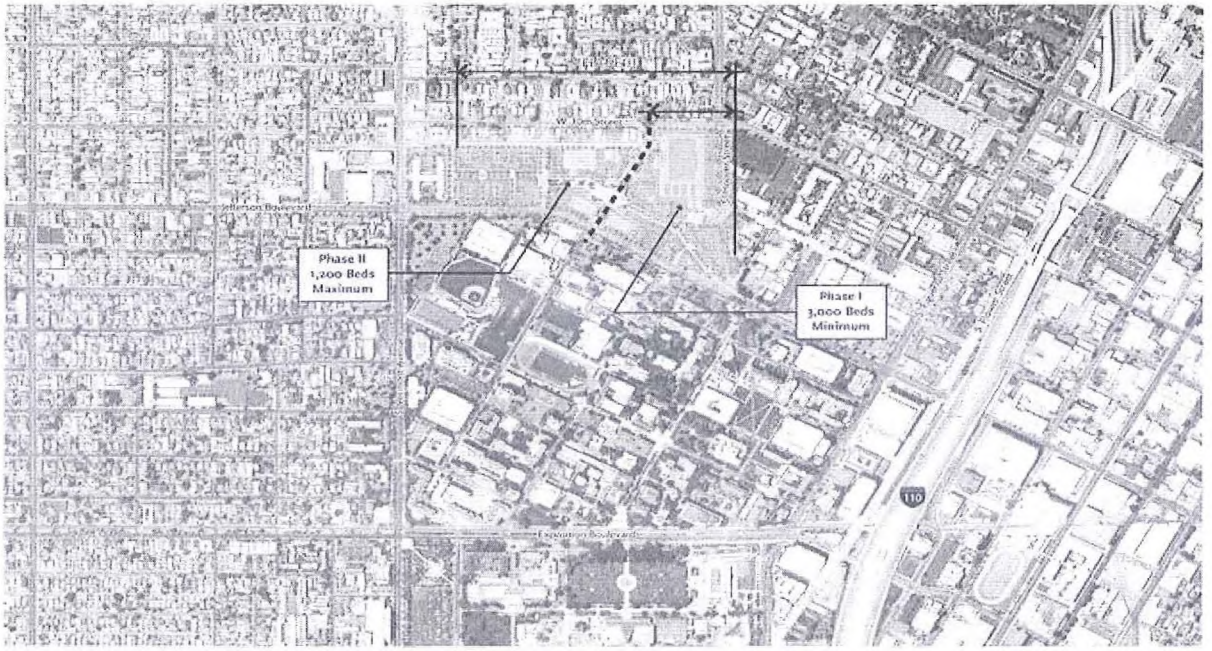
4. Subarea 3: The use regulations of the C2 Zone, as specified in LAMC Section 12.14 shall apply to all lots in Subarea 3.

FIGURE 1: CONCEPTUAL DEVELOPMENT SCHEME FOR SUBAREA 3



Note: Actual development may include an Academic Tower on the Northeast Corner of Jefferson Boulevard and McClintock Avenue and a Residential Tower located mid-block along McClintock Avenue. Each Tower shall comply with floor area limitations established in Table 1 (Land Use Table), and with height, setback and stepback limitations established in Section 7 (Urban Design Regulations).

FIGURE 2: DEVELOPMENT PHASING IN SUBAREA 3



G. **Additional Permitted Uses.** In addition to those uses permitted by Subsection F of this Section, the uses listed in Table 2 may be permitted:

TABLE 2. USES THAT MAY BE PERMITTED WITHIN EACH SUBAREA

	USE	SUBAREA			
		1a	1b	2	3
1.	**Alcohol Use Entitlements (On-Site)** for dispensing and consideration of alcoholic beverages for on-site consumption, subject to restrictions set forth in Section 8.	ZA	ZA	ZA	ZA
2.	**Alcohol Use Entitlements (Off-Site)** for dispensing and consideration of alcoholic beverages for off-site consumption, subject to restrictions set forth in Section 9.	NP	ZA2	ZA2	ZA2
3.	**Child Care Facility.**	•	•	•	•
4.	**Hotels** including restaurants, lounges, meeting rooms and banquet facilities.	•	•	NP	•
5.	**Ground Floor Commercial Uses** specified in LAMC Section 12.11.5 A.2	•	•	•	•
6.	**Farmers Markets.**	•	•	•	•
7.	**Fire Stations.**	•	•	•	•
8.	**Mixed-Use Developments,** which may include residential, hotel, retail, academic, office or other uses permitted by this Specific Plan.	•	•	NP	•
9.	**Outdoor Eating Areas.** Notwithstanding LAMC Section 12.14 A.1(a)(10), outdoor eating areas on all floors of buildings and on public sidewalk areas, in compliance with all other applicable local, state and federal code requirements.	•	•	•	•
10.	**Parking Lots, Surface and Structured** (Including those at grade, above grade and subterranean).	•	•	•	•
11.	**Schools, Elementary and High.**	•	•	NP	•

• = Use is permitted within the Subarea when approved by the Director pursuant to the provisions of Section 5.

NP = Use is Not Permitted (NP) in the Subarea.

ZA = Permitted only when reviewed and approved by the Zoning Administrator pursuant to Section 8 of this Specific Plan.

ZA2 = The use may not be established or renewed without a conditional use review and approval by a Zoning Administrator granted in accordance with the provisions of Ordinance No. 171,681 (Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan).

H. **Prohibited Uses.** The following uses, when located within the Specific Plan area (Subareas 1, 2 or 3), shall be prohibited:

1. Automotive uses, as defined in LAMC Section 12.03. For the purpose of this Specific Plan, automotive uses shall also include the installation of tires, stereo equipment, automobile alarms, lubrication, fueling and repair, and other such uses as determined by the Director;

2. Bars, lounges and nightclubs. This prohibition shall not apply to a bar, lounge or nightclub incidental to a hotel or restaurant;

3. Collateral lending agencies and businesses;

4. Drive-through establishments including, but not limited to: banks, cafes or restaurants, drugstores, or drycleaners;

5. Freestanding fast-food establishments. For the purpose of this Specific Plan, a freestanding fast food establishment is one which is freestanding and not attached to any other building, dispenses food for consumption on or off the premises, and which has the following characteristics: a limited menu, items prepared in advance or prepared or heated quickly, no table orders, and food served in disposable wrapping or containers. A restaurant or grocery store providing carryout service that is clearly subordinate to its principal use shall not be deemed a fast-food establishment;

6. Gun stores;

7. Liquor stores;

8. Pawn shops; and

9. Recycling Collection Centers, Recycling Buyback Centers, Recycling Materials Processing Facilities, and Recycling Materials Sorting Facilities.

Section 7. URBAN DESIGN REGULATIONS.

A. **Urban Design Principles Guiding Future Development.** The following six principles shall be used to guide future development within the Specific Plan, including improvements made to public rights of way within the Specific Plan area, as shown on Map 1, and shall be used in the crafting, updating, or amending of any Urban Design Guidelines (Appendix A) and Jefferson Boulevard Concept Streetscape Plan (Appendix B) of this Specific Plan:

1. Enhance urban cohesion by providing a mix of uses that embrace the community by emphasizing Jefferson Boulevard as a complete street that weaves together the public realm and academic space as a place for people.

2. Promote diverse architectural character by avoiding bland, uniform development through design that is context-sensitive, embraces architectural diversity, and integrates university buildings into the surrounding neighborhood.

3. Ensure sensitive urban form by creating a vibrant community center that activates key pedestrian and vehicular corridors, encourages a safe environment, and maintains an urban character that is sensitive to nearby residential areas.

4. Promote outward building orientation by ensuring that campus buildings relate to perimeter streets, establishing new connections to the community where the USC Campus fronts on key corridors.

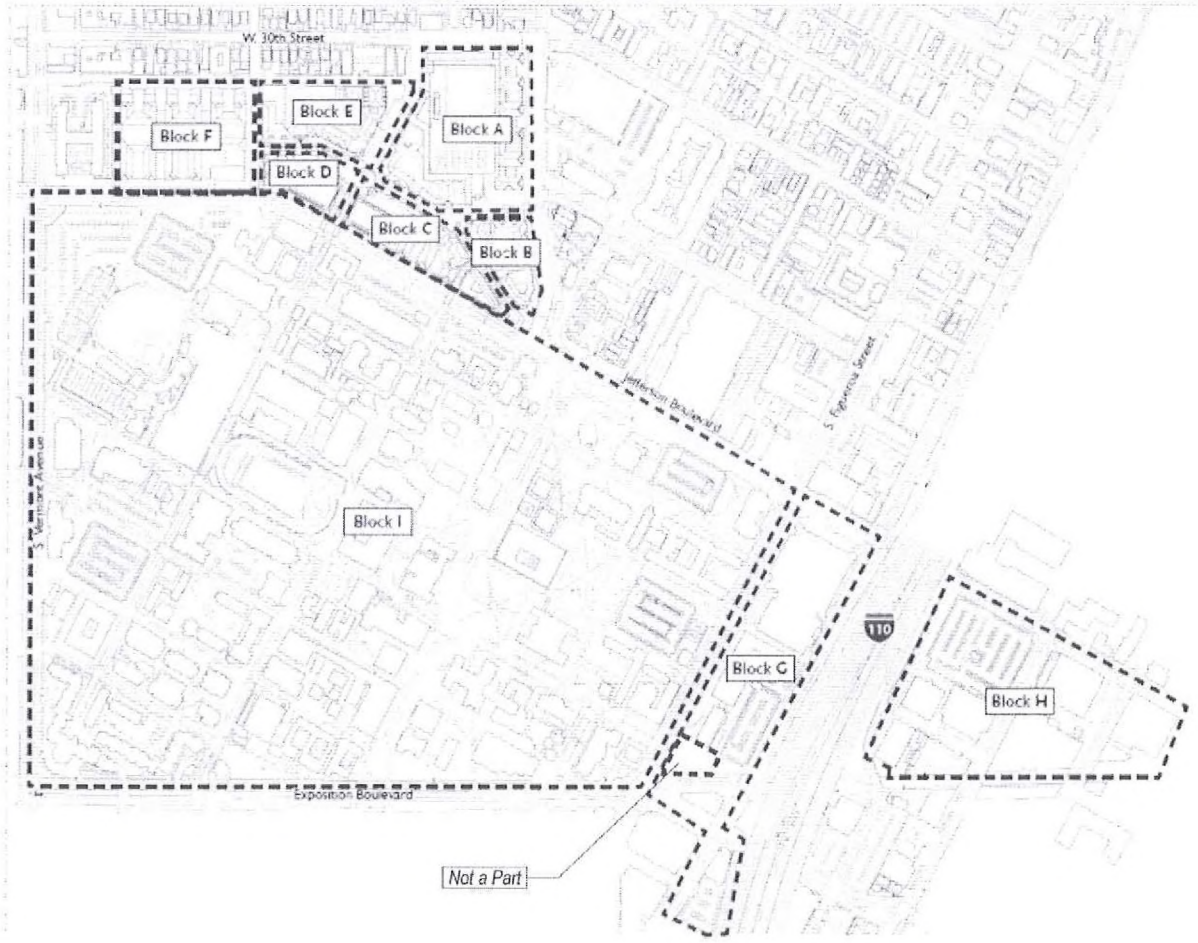
5. Emphasize human scale by framing public space with appropriately scaled buildings and articulated architectural blocks that connect academic gathering spaces to public spaces, including public rights-of-way.

6. Maximize connectivity and improve circulation for area residents, students, employees and visitors by emphasizing multi-modal uses that take full advantage of the proximity of the USC Campus to the Exposition Metro Rail Line while reinforcing linkages to nearby destinations.

B. **University of Southern California University Park Specific Plan Design Guidelines, and Jefferson Boulevard Concept Streetscape Plan.** Pursuant to Section 5, Appendix A, and Appendix B, Projects shall incorporate all applicable Urban Design Guidelines specified in Appendix A and all applicable Streetscape Plans specified in Appendix B.

C. **Urban Design Blocks.** Urban Design Regulations relating to "Blocks" in this Section shall refer to those geographic areas shown on Figure 3.

FIGURE 3. URBAN DESIGN BLOCKS



D. **Pedestrian Linkage Requirements in Subarea 3.** The Planning Department shall review and make a determination as to whether development plans comply with the following requirements:

1. North-South Paseos:

   a. A minimum of two paseos shall be provided along the Jefferson Boulevard frontage between McClintock Avenue and Hoover Street to facilitate pedestrian movement from Jefferson Boulevard to the interior of the site. These paseos shall be at least 200 feet in length, as measured from the property line on the Jefferson Boulevard frontage to the opposite end of the paseo on the interior of the site.

   b. A minimum of two paseos shall be provided that connects Jefferson Boulevard with W. 30th Place between Orchard Street and the western boundary of Subarea 3.

2. East-West Paseos:

   a. A minimum of one paseo shall be provided that connects the westernmost north-south paseo with Orchard Street.

   b. A minimum of one paseo shall be provided that connects Orchard Street with McClintock Avenue.

   c. A minimum of one paseo shall be provided that connects Mc Clintock Avenue with Hoover Street. A minimum of one additional paseo shall be provided that connects Hoover Street with the interior of the property. This paseo shall be at least 200 feet in length, as measured from the property line on the Hoover Street frontage to the opposite end of the paseo on the interior of the site.

   d. The full length of all east-west paseos shall be located at least 150 feet from Jefferson Boulevard, W. 30th Place, and W. 30th Street, as measured from the adjacent property line to the edge of the east-west paseo.

3. All required paseos shall:

   a. Be separated by at least 200 feet from any adjacent paseo or street, as measured by the closest edge of each paseo or street.

   b. Have a minimum width of 15 feet and an average width of not less than 20 feet.

   c. Be located at the ground floor level or up to three feet above the sidewalk elevation.

   d. Be at least 90 percent open to the sky from sidewalk grade.

E. **Site Planning and Building Massing Requirements.**

1. **Setback Requirements.**

   a. **Minimum and Maximum Setbacks.** Notwithstanding the front, side, and rear setback requirements set forth in the LAMC, the setback requirements in Table 3 shall apply.

      (i) Up to 50% of a building façade may exceed the maximum required setback when the setback area is used for publically accessible patios, plazas, courtyards, outdoor dining, seating, or pocket parks. Setback area shall be less than 3 feet above sidewalk grade.

TABLE 3. SETBACK REGULATIONS		
Subarea/Street Frontage	**Setbacks (feet from property line adjacent to relevant street or boundary)**	
	Minimum	**Maximum**
Subarea 1		
Jefferson Boulevard	none	10
Figueroa Street	none	none
Exposition Boulevard	none	none
Vermont Avenue	none	none
Subarea 2	none	none
Subarea 3		
Jefferson Boulevard	none	10
Hoover Street	none	10
McClintock Avenue (setbacks applicable to all buildings except for Academic Tower and Residential Tower)	none	none
Academic Tower (portion fronting on McClintock St)	none	10
Residential Tower (portion fronting on McClintock St)	none	10
Orchard Street	none	10
W. 30th Street	10	none
W. 30th Place	20	none
Western boundary	20	none

F. **Building Height.** Notwithstanding the requirements set forth in the LAMC, the requirements shown on Table 4 shall apply.

TABLE 4. HEIGHT REGULATIONS	
Subarea/Block	**Maximum height of any Project on a lot within each Subarea or Block**
Subarea 1a	150 ft
Subarea 1b	150 ft.
Subarea 2	150 ft.
Subarea 3	
Block A	150 feet for up to 50% of building envelope; up to 100 feet for remainder of building envelope.
Block B	150 ft. for up to 70% of building envelope; up to 100 ft. for the remaining building envelope.
Block C	150 ft. for up to 50% of building envelope; up to 100 ft. for the remaining building envelope.
Block D	150 ft. for up to 70% of building envelope; up to 100 ft. for the remaining building envelope.
Block E	150 ft. for up to 60% of building envelope; up to 100 ft. for the remaining building envelope.
Block F	150 ft. for up to 50% of building envelope; up to 100 ft. for the remaining building envelope.

G. **Stepback Regulations.** Notwithstanding the requirements set forth in the LAMC, the requirements shown on Table 5 shall apply.

TABLE 5. STEPBACK REGULATIONS	
Subarea / Block	**Building Stepbacks**
Subarea 1a	
Jefferson Boulevard	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back one foot for each additional 2 feet of height above 55 feet from any exterior face that is adjacent to Jefferson Boulevard.
Figueroa Street	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back one foot for each additional 2 feet of height above 55 feet from any exterior face that is adjacent to Figueroa Street.
Exposition Boulevard	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back one foot for each additional 2 feet of height above 55 feet from any exterior face that is adjacent to Exposition Boulevard.
Vermont Avenue	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back one foot for each additional 2 feet of height above 55 feet from any exterior face that is adjacent to Vermont Avenue.
Subarea 1b	
Figueroa Street	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back one foot for each additional 2 feet of height above 55 feet from any exterior face that is adjacent to Figueroa Street.
Flower Street	None.
Jefferson Boulevard	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back one foot for each additional 2 feet of height above 55 feet from any exterior face that is adjacent to Jefferson Boulevard.
Exposition Boulevard	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back one foot for each additional 2 feet of height above 55 feet from any exterior face that is adjacent to Exposition Boulevard.
Subarea 2	
Jefferson Boulevard	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back ten feet from any exterior face that is adjacent to Jefferson Boulevard
Hill Street	55 ft maximum height at setback line, any additional height above 55 feet shall be stepped back ten feet from any exterior face that is adjacent to Hill Street.
Hope Street	None.
Subarea 3	
Jefferson Boulevard	60 ft maximum height at setback line, any additional height above 60 feet shall be stepped back one foot for each additional 2 feet of height above 60 feet from any exterior face that is adjacent to Jefferson Boulevard.
Hoover Street	60 ft maximum height at setback line, any additional height above60 feet shall be stepped back one foot for each additional 2 feet of height above 60 feet from any exterior face that is adjacent to Hoover Street.
McClintock Avenue(stepbacks applicable to all buildings except for Academic Tower and Residential Tower)	60 ft maximum height at setback line, any additional height above 60 feet shall be stepped back one foot for each additional 2 feet of height above 60 feet from any exterior face that is adjacent to McClintock Avenue.
McClintock Avenue (Academic Tower and Residential Tower)	100 ft maximum height at setback line, any additional height above 100 feet shall be stepped back 10 feet
Orchard Street	45 ft maximum height at setback line, any additional height above 45 feet shall be stepped back one foot for each additional foot of height above 45 feet from any exterior face that is adjacent to Orchard Street.
30th Street	40 ft maximum height at setback line, any additional height above 40 feet shall be stepped back one foot for each additional foot of height above 40 feet for a maximum height of 60 feet from any exterior face that is adjacent to 30th Street, then 100 feet maximum height

	between 70 and 190 linear feet from any such exterior face, then 150 feet maximum height more than 190 linear feet from such exterior face.
30th Place	25 ft maximum height at setback line, any additional height above 25 feet shall be stepped back one foot for each additional foot of height above 25 feet from any exterior face that is adjacent to 30th Place.
Western boundary	30 ft maximum height at setback line, any additional height above 30 feet shall be stepped back one foot for each additional foot of height above 30 feet from any exterior face that is adjacent to the Western boundary of Subarea 3.

H. **Additional Requirements for Perimeter Projects in Subarea 1a / Block I.**

1. **Applicability.** The provisions of this Subsection H shall apply to the entirety of any building that is defined as a Perimeter Project within Subarea 1a (Block I).

   a) Perimeter Projects shall consist of any Project or portion of a Project that is:

      (i) Visible from Jefferson Boulevard; and

      (ii) Located within 50 linear feet of any property line that abuts Jefferson Boulevard,

   b) The requirements of subsections H(2) through H(6), below, shall apply to all Perimeter Projects except for surface parking Perimeter Projects or parking structure Perimeter Projects.

   c) The requirements of subsection H(7), below, shall apply to all Perimeter Projects, including surface parking and parking structures.

   d) The requirements of subsection H(8) shall apply to surface parking Perimeter Projects and parking structure Perimeter Projects.

2. **Building Articulation.** Street-facing street-level façade walls shall not extend greater than 20 horizontal linear feet or 30 vertical feet without some manner of articulation. Articulation may be provided in the form of an arcade, canopy, or awning; a change in wall plane of at least one foot; a change in building material; or the placement of an architectural element, such as a cornice or column. Review and determination as to whether a project complies with this requirement shall be made by the Planning Department.

3. **Building Windows.** Building windows shall be recessed a minimum of three inches from building façade.

4. **Building Transparency.** The Planning Department shall review and make a determination as to whether a project complies with the following requirements:

   a. **University / Academic Ground Floor Uses.** Transparent building elements such as display windows, glazed entry lobbies, and other design features that allow for transparency shall occupy a minimum of 30% of the exterior wall surface of the street-facing ground-level floor façade below a height of 10 feet.

b. **Residential Ground Floor Uses.** Transparent building elements such as storefronts, display windows, glazed entry lobbies, and other design features that allow for transparency shall occupy a minimum of 30% of the exterior wall surface of the ground floor façade below a height of 10 feet on residential facades facing Jefferson Boulevard and Hoover Street.

5. **Ground Floor Height.**

   a. Ground floors shall be at least 15 feet in height.

6. **Ground Floor Treatment.** The Planning Department shall review and make a determination as to whether a project complies with the following requirement:

   a. Use clear or low iron transparent glass for wall openings along all street-level façades for maximum transparency. Non-transparent, dark tinted glass is not permitted for required openings.

7. **Fences.**

   a. New fences of up to six feet in height shall be permitted in Subarea 1a for safety and security purposes. All fences shall comply with any guideline for fences set forth in Appendix A, as such appendix may be updated. The determination of whether or not a proposed new fence conforms to these requirements shall be made by the Director pursuant to Section 5 C.

8. **Perimeter Parking Lots and Perimeter Parking Structures.**

   a. No new surface parking Perimeter Projects shall be allowed.

   b. Any new perimeter parking structures along Jefferson Boulevard shall be:

      i) Enclosed and concealed within a building whose main use is not parking; or

      ii) Wrapped with active ground floor uses; or

      iii) Be placed entirely below grade.

   c. Any street-facing parking, loading or circulation component of a Perimeter Project located at the ground floor or above shall be lined by habitable floor area or active uses.

   d. For any parking structure or portion thereof that meets the definition of a Perimeter Project, the street-facing façade(s) fronting on Figueroa Street, Jefferson Boulevard, Exposition Boulevard, or Vermont Avenue shall be screened with landscaping and/or architectural cladding using similar building materials and architectural features found on adjoining buildings to maintain continuity.

I. **Additional Requirements for Projects in Subarea 1b / Block G.**

1. **Ground Floor Height.**

   a. Ground floors shall be at least 15 feet in height.

2. **Fences.**

   a. New fences of up to six feet in height shall be permitted in Subarea 1b for safety and security purposes. All fences shall comply with any guideline for fences set forth in Appendix A, as such appendix may be updated. The determination of whether or not a proposed new fence conforms to these requirements shall be made by the Director pursuant to Section 5 B.

3. **Parking Lots and Structures.**

   a. New parking structures that are visible from any public rights of way shall provide a landscaped buffer equal to at least two percent of the street level area of the parking structure. The landscaped buffer shall have a minimum width of three feet, and shall be planted with trees, shrubs, and/or vines. An automatic irrigation system shall be installed.

J. **Additional Requirements for Projects in Subarea 2 / Block H.**

1. **Ground Floor Height.**

   a. Ground floors shall be at least 15 feet in height.

2. **Fences.**

   a. New fences of up to six feet in height shall be permitted in Subarea 2 for safety and security purposes. All fences shall comply with any guideline for fences set forth in Appendix A, as such appendix may be updated. The determination of whether or not a proposed new fence conforms to these requirements shall be made by the Director pursuant to Section 5 B.

3. **Parking Lots and Structures.**

   a. New parking structures that are visible from any public rights of way shall provide a landscaped buffer equal to at least two percent of the street level area of the parking structure. The landscaped buffer shall have a minimum width of three feet, and shall be planted with trees, shrubs, and/or vines. An automatic irrigation system shall be installed.

K. **Additional Requirements for Projects in Subarea 3 / Blocks A – F.**

1. **Building Articulation.** A street level façade wall for buildings in Subarea 3 fronting on Jefferson Boulevard between Hoover Street and the western boundary of Subarea 3, and fronting on Hoover Street between Jefferson Boulevard and 30th Street, shall not extend greater than 20 horizontal linear feet or 30 vertical feet without some manner of articulation. Articulation may be provided in the form of an arcade, canopy, or awning; a change in wall plane of at least one foot; a change in building material; or the placement

of an architectural element, such as a cornice or column. Review and determination as to whether a Project complies with this requirement shall be made by the Planning Department.

2. **Building Windows.** Building windows shall be recessed a minimum of three inches from building façade.

3. **Building Transparency.** The Planning Department shall review and make a determination as to whether a project complies with the following requirements:

    a. **University / Academic Ground Floor Uses.** Transparent building elements such as display windows, glazed entry lobbies, and other design features that allow for transparency shall occupy a minimum of 50% of the exterior wall surface of the street-facing ground-level floor façade below a height of 10 feet.

    b. **Commercial Ground Floor Uses.** Transparent building elements such as storefronts, display windows, glazed entry lobbies, and other design features that allow for transparency shall occupy a minimum of 50% of the exterior wall surface of the ground floor façade below a height of 10 feet on commercial storefronts.

    c. **Residential Ground Floor Uses.** Transparent building elements such as storefronts, display windows, glazed entry lobbies, and other design features that allow for transparency shall occupy a minimum of 30% of the exterior wall surface of the ground floor façade below a height of 10 feet on residential facades facing Jefferson Boulevard and Hoover Street.

4. **Ground Floor Height.**

    a. Ground floor of all buildings shall be at least 15 feet in height.

5. **Ground Floor Treatment.** The Planning Department shall review and make a determination as to whether a project complies with the following requirements:

    a. All above-ground parking structures shall be wrapped.

    b. Locate ground floor retail space, or spaces designed for ground floor retail occupancy, along at least 50% of Block C frontage along Jefferson Boulevard. Note that the retail space may be occupied by other uses initially until there is a demand for retail.

    c. Locate ground floor retail space, or spaces designed for ground floor retail occupancy, along at least 75% of the frontage of Block B along Hoover Street. Note that the retail space may be occupied by other uses initially until there is a demand for retail.

    d. Provide ground floor retail space to a depth of at least 25 feet from the front façade with a minimum 16'-0" floor-to-floor height, measured from sidewalk grade for all required ground floor retail frontage. Note that the retail space may

be occupied by other uses initially until there is a demand for retail.

e. Locate at least one entrance which provides direct access to a building's main lobby and is which is kept unlocked during business hours, to each street-level tenant space that has its frontage along a public street from that street.

f. Use clear or low iron transparent glass for wall openings along all street-level façades for maximum transparency. Non-transparent, dark tinted glass is not permitted for required openings.

6. **Fences.**

a. New fences of up to six feet in height shall be permitted in Subarea 3 for safety and security purposes. All fences shall comply with any guideline for fences set forth in the updated Appendix A, as approved by the City Planning Commission. The determination of whether or not a proposed new fence conforms to these requirements shall be made by the Director pursuant to Section 5 B.

7. **Parking Lots and Structures**.

a. No new surface or above grade parking structures shall be allowed a) between any building and Jefferson Boulevard, or b) between any building and Hoover Street. Parking can be enclosed within the building itself or be placed entirely below grade.

b. Parking structures, other than those listed in Subsection (a), above, that adjoin a public street, or abut or are directly across an alley from any residential use or R zoned lot, shall provide a landscaped buffer equal to at least two percent of the street level area of the parking structure. The landscaped buffer shall have a minimum width of three feet, and shall be planted with trees, shrubs, and/or vines. An automatic irrigation system shall be installed.

c. Parking, loading and circulation located at the ground floor or above shall be lined by habitable floor area or commercial uses along all public rights of way.

d. Facades of any parking structure that adjoin a public street or alley shall be screened with landscaping and/or architectural cladding using similar building materials and architectural features found on adjoining buildings to maintain continuity.

L. **Open Space / Landscape Regulations.**

1. **Public Open Space Requirements in Subarea 3 / Blocks A – F.** The Planning Department shall review and make a determination as to whether development plans comply with the following requirements:

a. Public Open Space shall be provided in the form of courtyards, plazas, paseos, pedestrian streets, gardens, or other similar outdoor publicly accessible gathering places.

b. A minimum of one Public Open Space shall be provided within Subarea 3 of a size measuring a minimum of 40,000 square feet.

c. A minimum of four (4) Public Open Spaces shall be provided within Subarea 3 of a size measuring a minimum of 10,000 square feet. This minimum size applies to each of the four spaces.

d. In the event that McClintock Street is vacated, that street shall not be utilized to meet the requirements in Subsections (b) and (c), above.

e. At least one plaza shall be provided that has a minimum street frontage of 100 feet and a minimum depth of 50 feet along Jefferson Boulevard. The plaza may be used to meet the requirements of Subsections (b) or (c), above, so long as it complies with the minimum size requirements stated therein.

f. Paseos shall provide a minimum of 5 percent planted area and shall provide a minimum of 1 permanent seat for every 2,000 square feet of surface area.

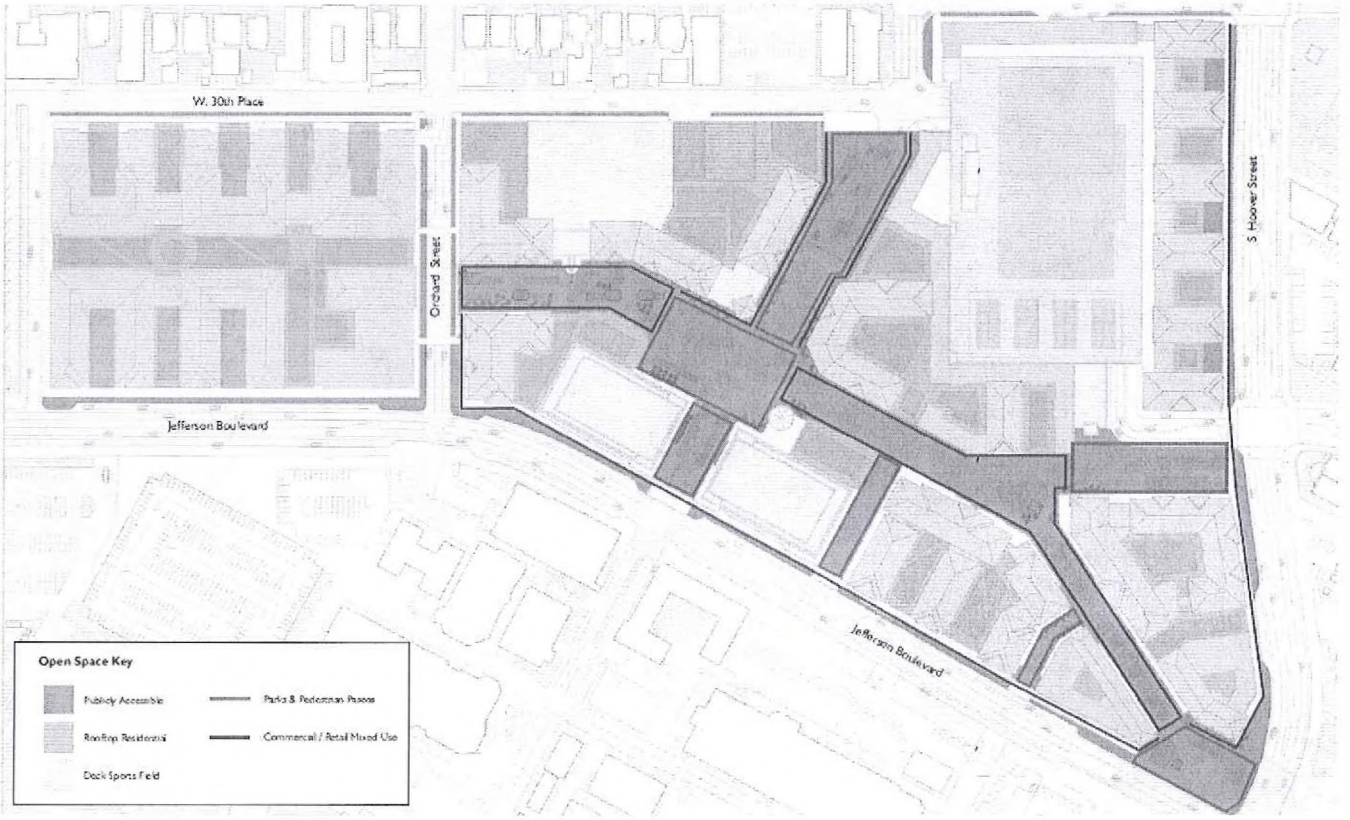
g. Plazas shall provide a minimum of 15 percent planted area and shall provide a minimum of 1 seat for every 250 square feet of surface area.

h. Required open space within Subarea 3 may be provided in the aggregate anywhere within Subarea 3 and need not be provided within an individual building or upon an individual lot.

i. Required open space shall be open to the sky, except for recreation rooms, and have no structures that project into the common open space area, except as provided in LAMC Section 12.22 C.20.(b).

j. Required public open space need not be dedicated to the City as publicly owned property, however it shall be publicly accessible.

FIGURE 4. CONCEPTUAL OPEN SPACE DIAGRAM



2. **Open Space Requirements for Student, Faculty and Staff Housing.** A minimum total of 100 square feet of open space area shall be provided for each unit constructed within Subarea 3 and may be provided in any combination of common or private residential open space areas.

    a. Recreation rooms of at least 600 square feet may qualify for up to 25 percent of the total open space area requirements.

    b. Common residential open space areas shall be accessible to all residents and open to the sky, except for a recreation room. Additionally, a common open space area shall be a minimum of 400 square feet in area, with no horizontal dimension less than 15 feet, in order to be counted toward the total open space requirement.

    c. Where provided, a private open space area shall be contiguous to the dwelling unit and maintain a minimum eight foot clearance under any projection in order to be counted toward the open space requirement.

3. **General Landscape Requirements.** The Planning Department shall review and make a determination as to whether development plans comply with the following requirements:

    a. All planted areas shall be designed and installed in compliance with Appendix A as applicable.

b. Common residential open space areas, including plazas, paseos and courtyards shall contain a minimum of 25% planted area which can include trees, shrubs, and/or groundcovers. Planters, planter boxes and similar planting containers may be counted toward this requirement. Notwithstanding this provision, the rooftop athletic field within Subarea 3 may be constructed with an artificial surface, and shall not be required to contain any planted areas.

Section 8. ON-SITE ALCOHOL CONSUMPTION REGULATIONS.

The sale and service of alcoholic beverages for on-site consumption shall be permitted within Subareas 1, 2, and 3 as provided below. Entities that sell and serve alcoholic beverages for on-site consumption shall obtain approvals from other jurisdictions, as required, including licenses or permits from the State Department of Alcoholic Beverage Control (ABC).

A. **Alcohol Use Approvals for Alcoholic Beverage Sales for On-Site Consumption.** Within the Specific Plan area, the application for the sale and service of alcoholic beverages for on-site consumption shall be processed pursuant to the procedures in LAMC Section 12.24 M, subject to the following:

1. **Number of Establishments.** A maximum of 12 new on-site establishments are permitted within Subarea 3 after the effective date of this Specific Plan, as follows:

   a. The new hotel in Subarea 3 shall be considered a single establishment and shall be permitted to sell a full line of alcoholic beverages:

      (i) as part of its banquet, lobby, meeting room, pool area and room services;

      (ii) within mini-bars located in each guest room; and

      (iii) within other establishments that are physically located within the hotel, including restaurant and lounge areas, (the restaurant may be operated by a third-party operator);

   b. Seven (7) restaurants with sit-down table service;

   c. Three (3) food-service establishments within a food court area; and

   d. One (1) University-related private club.

   The number of establishments listed above may be adjusted within each category, provided that the total number of licensed premises does not exceed 12, and subject to a Plan Approval pursuant to Section 12.24 M of the LAMC.

2. **Public Hearings by a Zoning Administrator.** The Zoning Administrator shall conduct public hearings on at least four (4) of the 12 On-Site Alcohol Use Approval applications. The Zoning Administrator shall be guided by the factors outlined in Section 12.27 of the Los Angeles Municipal Code. The Zoning Administrator shall conduct public hearings on any of the 12 Alcohol Use Approvals if problems arise in consultation with the Los Angeles Police Department (LAPD).

3. **Appeals.** Any appeal filed from a Zoning Administrator's Determination shall be processed pursuant to the provisions and procedures set forth in LAMC 12.24 M.

4. **Existing Establishments.** In addition to the 12 new licenses allowed by the above provisions, the sale and service of alcoholic beverages for on-site consumption is authorized at five locations existing as of the effective date of this Specific Plan, as follows:

   a. Subarea 1a, the main portion of the USC campus.

   b. 3400 S. Figueroa Street.

   c. 3500 S. Figueroa Street.

   d. 3540 S. Figueroa Street.

   e. 3434 S. Grand Avenue.

   The sale and service of alcoholic beverages for on-site consumption may be continued and reestablished at these locations unless there is a substantial change in the mode or character of operation of the establishment, including any expansion by more than 20 percent of the floor area, seating or occupancy. Any expansion of more than 20 percent of the floor area, seating or occupancy shall be processed pursuant to the procedures set forth in Section LAMC 12.24 M and in this Section.

B. **Conditions.** Conditions for on-site alcohol consumption are listed in Appendix E. The Zoning Administrator, or his or her designee, through the Alcohol Use Approval process, shall review applications for compliance with these conditions as well as additional conditions that may have been imposed on an Alcohol approval. Applicants for Alcohol Use Approval shall also provide the following information, as applicable: number of seats; square footage and floor plan; signage; security measures to be provided; the proposed menu, if applicable; number of employees at any given time; minimum age requirements for patrons and enforcement measures.

C. **Discontinuance of Use.** Notwithstanding LAMC Section 12.24 Q to the contrary, the Alcohol Use Approvals permitted by this Specific Plan shall continue through the life of the Specific Plan. However, the Zoning Administrator may require an additional Alcohol Use Approval for replacement establishments if there is reasonable and credible evidence of nuisance activities associated with the previous establishment.

D. **Revocation.** If the conditions of this Subsection have not been complied with, the City may give notice to the property owner or lessee of the real property affected to appear at a time and place fixed by the City and show cause why the use permitted by this Subsection should not be modified, discontinued or revoked. These proceedings shall be in accordance with LAMC Section 12.24 Z.

Section 9. OFF-SITE ALCOHOL CONSUMPTION REGULATIONS.

The sale and service of alcoholic beverages for off-site consumption shall not be permitted within Subarea 1a, but shall be permitted within Subareas 1b, 2 and 3 as provided below. Entities that sell alcoholic beverages for off-site consumption shall obtain approvals from other jurisdictions, as required,

including licenses or permits from the State Department of Alcoholic Beverage Control (ABC).

A. **Alcohol Use Approvals for Alcoholic Beverage Sales for Off-Site Consumption.** All off-sale alcohol uses, including renewals of existing conditional uses and the establishment of new conditional uses in all Subareas, shall be subject to review and decision by a Zoning Administrator in accordance with the provisions of Ordinance No. 171,681 (Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan).

1. **Number of Establishments.** A maximum of two (2) off-site establishments shall be permitted within Subarea 3.

Section 10. PARKING REQUIREMENTS.

A. **Supersedes LAMC requirements.** Where this Specific Plan contains language or standards that require more parking or permit less parking than LAMC Section 12.21, this Specific Plan shall supersede the LAMC.

B. **Parking Requirements for all Subareas.** The minimum parking ratios shown on Table 6 shall apply to new uses constructed within the Specific Plan after the effective date of the Specific Plan. Parking for uses not listed shall be as specified in LAMC Section 12.21 A.4. The parking requirements based on FTE Students and Employees shall be based on the increase of FTE Students and Employees over the 2009 baselines of set forth in Section IV.K-2, Parking, of the EIR, which states "Prior to the receipt of the first Certificate of Occupancy, the Applicant shall develop and implement an annual monitoring process that establishes the University population each year and the corresponding calculation of parking demand using rates within the Parking Study prepared for the proposed Project. The applicant is responsible for constructing and/or securing sufficient parking to satisfy the calculated demand prior to the issuance of Certificate of Occupancy Permits for new Project uses."

C. **Location of Parking.** Parking required by this Specific Plan for an individual Project within Subareas 1, 2 or 3 may be located: 1) at any location within the Specific Plan area in accordance with the Pooled Parking Inventory maintained by the Planning Department; or 2) within 1,500 feet of the boundaries of Subarea 1, including areas outside of the Specific Plan area; or 3) more than 1,500 feet of the boundaries of Subarea 1, including areas outside of the Specific Plan area, but solely within the area bounded on the east by Hope Street, on the south by Martin Luther King Jr. Boulevard, on the west by Vermont Avenue, and on the north by 30th Street. Required parking may be located outside of the Specific Plan area as specified above, provided that a covenant, lease, license or other arrangement is executed to the satisfaction of the Director, and further, that a shuttle between such parking areas outside of the Specific Plan and the Specific Plan area is operated on a regular schedule.

TABLE 6. PARKING REQUIREMENTS

Academic and University uses, including offices, classrooms, student housing, and University-operated fitness center.	0.24 space per FTE Student residing within the geographic area highlighted in Figure 5; 0.48 space per FTE Student for all other FTE Students; 0.51 spaces per FTE Employee for all FTE Employees

Hotel*	
Guest Rooms	0.5 space per room
Banquet/Meeting Rooms (greater than 750 square feet)	4.5 spaces per 1,000 square feet of floor area
Faculty/Staff Housing	1 space per unit
Guest Parking for Faculty/Staff Housing	0.15 spaces per unit
Movie Theater	0.05 spaces per seat
Restaurant/Bar**	10 spaces per 1,000 square feet of floor area
Retail/Commercial Service	3 spaces per 1,000 square feet of floor area
Lab School	1 space per classroom

* Uses ancillary to the operation of a hotel, including but not limited to restaurants, bars, retail, administrative offices, and fitness rooms, and banquet/meeting rooms containing less than 750 square feet of floor area, shall not be subject to a separate parking requirement.

** Outdoor dining areas shall not be counted as floor area for the purpose of calculating parking requirements.

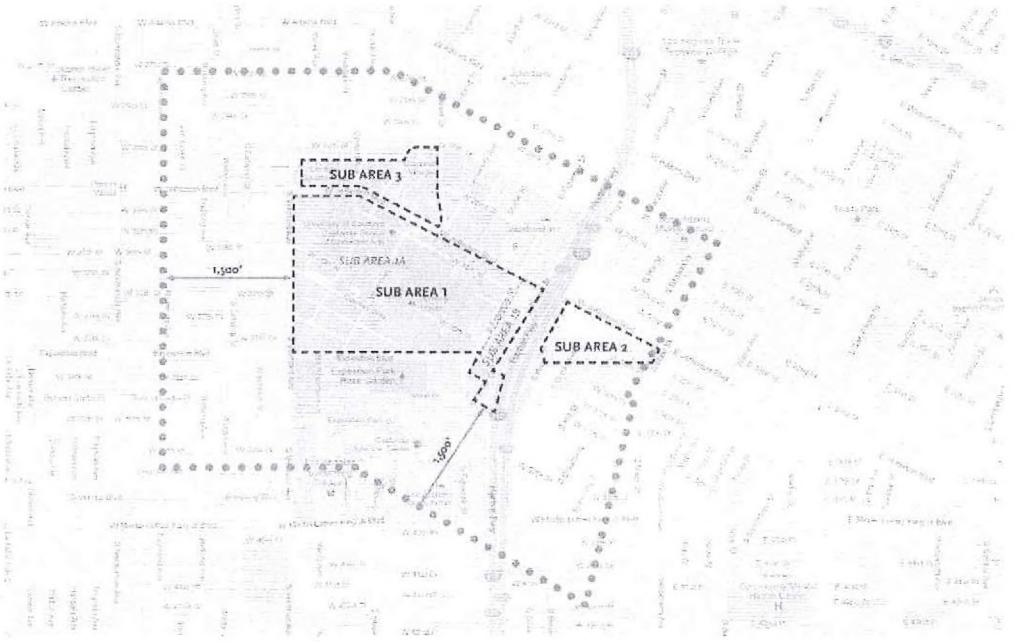
D. **Pooled Parking Inventory.** An inventory of Floor Area contained within all buildings and structures located within the Specific Plan with a corresponding reference to the number and location of parking spaces provided in accordance with the requirements of this Specific Plan. The Pooled Parking Inventory shall supersede all Parking Layouts (including Parking Layout 10) maintained by the Department of Building and Safety. The Pooled Parking Inventory, attached as Appendix C, shall be updated in accordance with the provisions of Section 10.

E. **Annual Confirmation of Parking Spaces.** The Pooled Parking Inventory shall be monitored on an annual basis to demonstrate that an adequate number of parking spaces will be provided to satisfy the Specific Plan requirement for parking using the parking ratios specified in Section 10. An updated Pooled Parking Inventory shall be submitted to the Director between October 1 and November 1 of each year. The University shall provide a certification of the number of FTE Students and FTE Employees existing at the time of submittal of the updated Pooled Parking Inventory.

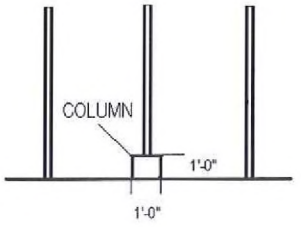
In the event that the updated Pooled Parking Inventory shows that the parking spaces provided are not in an amount equivalent to or greater than that required using the parking ratios specified in Section 10, the Director shall withhold approval for all future Projects until such time as the required parking is provided in accordance with the provisions Section 10 of this Specific Plan.

FIGURE 5. GEOGRAPHIC BOUNDARIES OF THE FTE POPULATION

FIGURE 6. AREA FOR FUTURE PARKING LOCATIONS.



F. **Parking Space Design.** Notwithstanding any provision in the LAMC to the contrary, up to a one-foot by one-foot column intrusion may be permitted into one inside corner (opposite the drive aisle) of a standard parking stall, as shown below. All other provisions of the LAMC relating to the design of parking spaces shall be applicable to a Project within the Specific Plan area.



G. **Bicycle Parking.** Off-street parking spaces for bicycles shall be provided as follows:

1. All Projects shall provide bicycle parking at a ratio of 1 space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of any Project, and 1 additional space for each additional 10,000 square feet of any project; and one space for every two dwelling units or every two student beds.

2. All bicycle parking spaces required by this Subsection shall include a stationary parking device that adequately supports the bicycle.

3. Bicycle parking spaces shall be located no farther than the distance from a main entrance of a building to the nearest off-street automobile parking space for such building. Bike parking for non-residential, non-guest-room uses should be provided in a location that is easily viewed

and accessible from the public right-of-way. Bike parking for residential uses and guest rooms should be provided in a sheltered secure location that is easily accessed from a residential lobby or building entrance.

4. Bicycle parking spaces shall be separated from automobile parking spaces or aisles by a wall, fence, or curb or by at least five feet of open space marked to prohibit parking.

H. **Shared Parking Requirements.** In conjunction with the review of a Project pursuant to Section 5 of this Specific Plan, the Director, in consultation with the General Manager, may authorize shared use parking, based upon a finding that adequate parking will be provided. The Applicant shall prepare a shared parking analysis for approval by the Director and the General Manager.

I. **Reduced Parking Requirements.** In conjunction with the review of a Project pursuant to Section 5 of this Specific Plan, the Director, in consultation with the General Manager, may authorize the reduction of these minimum parking requirements, based upon a finding that adequate parking will be provided. No reduction may exceed 20% of the minimum parking requirements established by this Specific Plan. The Applicant shall prepare a reduced parking analysis for approval by the Director and the General Manager.

Section 11. REQUIREMENTS FOR HISTORIC REVIEW.

A. **General Requirements.** The construction, alteration, addition, demolition, reconstruction, reuse, rehabilitation, relocation or removal of any building object within the Specific Plan area that is:

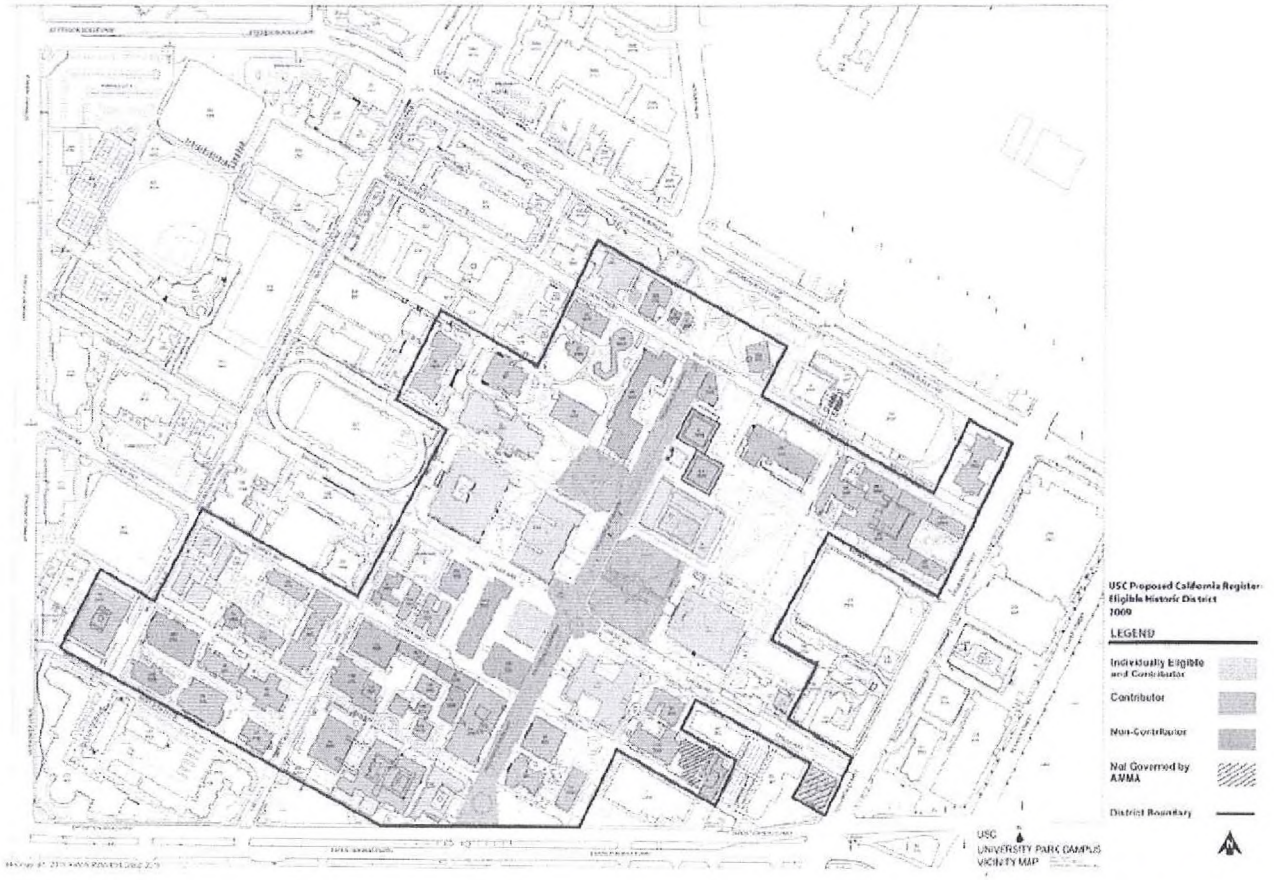
a. Identified in the AMMA as an individual resource; or

b. Is a contributor or non-contributor to the Potential Historic District shown on Figure 7; or

c. Is a potential development site located within the Potential Historic District shown on Figure 7;

shall conform to the requirements of Section 11 and the Adaptive Mitigation Measures (AMMA), attached as Appendix F.

FIGURE 7. MAP OF POTENTIAL HISTORIC DISTRICT (AMMA FIGURE 2)



B. **Minor Construction to Existing Building.** Prior to the issuance of a building permit for any minor change or alteration, including but not limited to routine maintenance, minor system upgrade, change to secondary spaces (e.g. restrooms or storage spaces), or change to spaces that as an existing condition contain no character-defining features to properties that are Potential Historic District contributors, individually significant resources, or both, the applicant shall produce the following in consultation with the Los Angeles Office of Historic Resources (OHR):

1. A memorandum from a qualified professional, reviewed and approved by OHR confirming that no character-defining features will be permanently removed, altered or changed; and

2. A plan from a qualified professional, approved by OHR for the removal, storage, and reinstallation of such feature(s) if any character-defining features are proposed for temporary removal. The requirements of this Section shall not apply to minor alterations or changes to Potential Historic District non-contributors.

C. **Rehabilitation of Existing Buildings per the Secretary of the Interior's Standards.** Prior to the issuance of a building permit for the rehabilitation of any existing building that is a Potential Historic District Contributor, non-contributor to the Potential Historic District, or individually significant resource (which does not qualify for a building permit under Section 11 (B) above), the applicant shall produce the following in consultation with OHR:

1. A report from a qualified historic preservation professional, reviewed and approved by OHR, demonstrating that the rehabilitation:

    ii. Complies with the Secretary of the Interior's Standards for Rehabilitation ("Standards");and

    iii. Will not affect the eligibility of the Potential Historic District; and

    iv. Adheres to the Design Guidelines for New Construction in the AMMA ("Design Guidelines"); and

2. If the rehabilitation requires the temporary removal of character-defining features, a plan for the removal, storage, and reinstallation of such feature(s).

D. **Rehabilitation of Existing Building that May Not Meet the Standards.** Prior to the issuance of a building permit for the rehabilitation, which as designed does not comply with the Standards (e.g. major alterations of interior spaces that require the loss or removal of important character-defining features, and large building additions that alter a secondary façade), of any existing building that is a Potential Historic District contributor, non-contributor to the Potential Historic District, or individually significant resource, the applicant shall produce the following in consultation with OHR:

1. A report from a qualified historic preservation professional, which has been reviewed and approved by OHR demonstrating that the rehabilitation will not affect the eligibility of the Potential Historic District and adheres to the Design Guidelines and, if the rehabilitation is to a Potential Historic District Contributor or individually significant resource, that the rehabilitation will ensure that the resource maintains sufficient integrity to retain its overall eligibility as a historic resource (even if the rehabilitation does not strictly conform to the Standards); and

2. If the rehabilitation requires the temporary removal of character-defining features, a plan for the removal, storage, and reinstallation if such feature(s). CEQA review shall be required prior to the issuance of a building permit for such rehabilitation to Potential Historic District contributors and individually significant resources.

E. **Extensive Alteration or Demolition of Existing Building**. Prior to the issuance of a building permit for the extensive alteration (such that the Historic Resource will no longer convey its historic significance) of any building that is a Potential Historic District Contributor, non-contributor, or individually significant resource, CEQA review shall be required, and the applicant shall submit to the Department of Building and Safety a report from a qualified historic preservation professional, which has been reviewed by the OHR, demonstrating that the alteration will not affect the eligibility of the Potential Historic District and adheres to the historic guidelines. Prior to the issuance of a demolition permit for the demolition of any building that is a Potential Historic District contributor or non-

contributor to the Potential Historic District, or individually significant resource, CEQA review shall be required, and the applicant shall produce a mitigation plan prepared by a qualified historic preservation professional, which has been reviewed and approved by OHR, for the protection of the Potential Historic District during demolition and new construction.

F. **New Construction, Infill or Replacement of an Existing Building**. Prior to obtaining a building permit, the applicant shall obtain a clearance from OHR certifying that the new construction:

1. Complies with the Secretary of the Interior's Standards for infill compatibility; and

2. Adheres to the Design Guidelines for New Construction in the AMMA ("Design Guidelines"),

Section 12. USES AND BUILDINGS MADE NON-CONFORMING BY THIS SPECIFIC PLAN.

Any legally existing uses, buildings or structures which are made non-conforming by establishment of this Specific Plan shall be deemed to be legal, non-conforming uses and may continue to exist without termination. Non-conforming uses may be repaired, altered, remodeled and expanded provided that such repair, alteration, remodel, and expansion conforms to the requirements of this Specific Plan. Non-conforming uses which are damaged or destroyed by any fire, flood, wind, earthquake or other calamity or the public enemy, may be restored or replaced to the conditions existing at the time of such damage or destruction.

Section 13. INTERPRETATION.

Whenever any ambiguity or uncertainty related to the application of this Specific Plan exists so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by an owner, operator or lessee, issue binding interpretations of the Specific Plan requirements consistent with the purpose and intent of this Specific Plan. Ambiguity between the Specific Plan and LAMC shall be interpreted in favor of and consistent with the goals and purposes of this Specific Plan.

Section 14. AMENDMENTS TO APPENDICES A AND B – URBAN DESIGN GUIDELINES AND JEFFERSON BOULEVARD STREETSCAPE PLAN.

Any amendments or updates to the Urban Design Guidelines, as set forth in Appendix A, or to the Jefferson Boulevard Concept Streetscape Plan, as set forth in Appendix B, may be approved by adoption of a resolution by the City Planning Commission, and shall not require the approval of the City Council.

Section 15. ANNUAL REPORT.

A report outlining the status of all Projects proposed within the Specific Plan area shall be prepared by the Director and transmitted to the South Los Angeles Area Planning Commission for information only on an annual basis or as deemed appropriate by the Director.

Section 16. SEVERABILITY.

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

Appendix A.
URBAN DESIGN GUIDELINES

It is the intent of this Appendix to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as development occurs within the University of Southern California Specific Plan area. As set forth in Section 5.A, these guidelines should be referred to and implemented to the extent feasible during the review of Projects subject to the requirements of the Specific Plan.

Pursuant to Section 5A, prior to approval by the Director for the first Project in Subarea 3, Appendix A shall have been updated by the City and reviewed and approved by the City Planning Commission, and shall include the following:

1) Walkability / Pedestrian Masterplan (all Subareas);

2) Urban Design Guidelines (all Subareas), including:

   (a) Applicable guidelines from the Citywide Urban Design Guidelines;

   (b) Applicable guidelines from the City's Walkability Checklist;

3) Urban Design Guidelines for Subarea 1a (core campus) that address the interface and linkages between the perimeter of the core campus and abutting public rights-of-way;

4) Linkages and connectivity of all Subareas to Expo Light Rail Stations;

5) Linkages and connectivity between Subareas 1a and Subarea 3;

6) A Concept Landscape Plan for Subarea 3.

The above shall be consistent with the Urban Design Principles and Regulations listed in Section 7 of the Specific Plan and shall be substantially consistent with the Citywide Urban Design Guidelines and Walkability Standards of the City of Los Angeles.

Projects in Subareas 1a, 1b, and 2 may be approved by the Director before the updated Appendix A has been approved by the City Planning Commission, provided, however, such Projects (in order to be approved by the Director before the updated Appendix A has been approved by the City Planning Commission) shall be consistent with: (i) the Urban Design Principles and Regulations listed in Section 7 of the Specific Plan and (ii) the Citywide Urban Design Guidelines and Walkability Standards of the City of Los Angeles.

Once the updated Appendix A has been approved by the City Planning Commission, any Project in any Subarea shall be subject to the guidelines set forth in the updated Appendix A.

Appendix B.
JEFFERSON BOULEVARD CONCEPT STREETSCAPE PLAN

Pursuant to Section 5A, prior to approval by the Director for the first Project in Subarea 3, Appendix B shall have been updated by the City and reviewed and approved by the City Planning Commission. Projects in Subareas 1a, 1b, and 2 may be approved by the Director prior to the review and approval by the City Planning Commission of the Final Concept Plan for the Jefferson Boulevard Streetscape Plan (updated Appendix B), provided, however, such Projects (in order to be approved by the Director before the updated Appendix B has been approved by the City Planning Commission) shall: (a) be consistent with the Urban Design Principles and Regulations listed in Section 7 of the Specific Plan; (b) be submitted for Director approval along with a complete application for A-Permit(s) and/or B-Permit(s) for streetscape improvements consistent with the interim Streetscape Plan Guidelines listed below and; (c) be required to implement, upon approval by the City Planning Commission of the updated Appendix B, streetscape improvements consistent with the updated Appendix B pursuant to the A and or B-permit process.

Once the Final Concept Plan for the Jefferson Boulevard Streetscape Plan (updated Appendix B) has been approved by the City Planning Commission, any Project (within any Subarea), or any portion thereof, fronting along the north or south side of Jefferson Boulevard within the Specific Plan boundary shall be subject to the requirements set forth in the Final Concept Plan for the Jefferson Boulevard Streetscape Plan (updated Appendix B).

The updated Appendix shall include a Concept Streetscape Plan that is consistent with the Urban Design Principles and Regulations listed in Section 7 of the Specific Plan and substantially consistent with the Citywide Urban Design Guidelines and Walkability Standards of the City of Los Angeles. The updated Plan shall also, to the extent possible, incorporate the interim Streetscape Plan Guidelines listed below.

The updated Plan shall also include implementation phasing and implementation triggers.

a. Concept Streetscape Plan

A community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this Appendix to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as opportunities in the University of Southern California Specific Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way.

Prior to issuance of any building permit in Subarea 3, this Appendix (Appendix B), shall be updated with a **Final Concept Plan for the Jefferson Boulevard Streetscape Plan** that conforms with the Urban Design Regulations contained in Section 7 of this Specific Plan and that is substantially consistent with the Citywide Urban Design Guidelines and Walkability Standards of the City of Los Angeles and with the Streetscape Guidelines provided below.

These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update, and implement their respective plans.

b. Draft Concept Streetscape Guidelines

A community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this Appendix to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as opportunities in the University of Southern California Specific Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update, and implement their respective plans.

A. Street Trees.

1. Select species which (a) enhance the pedestrian environment, and convey a distinctive high quality visual image for the streets, (b) are drought and smog-tolerant and complement existing street trees.

2. Establish a hierarchy for street trees which shall include:

a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.

b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should be more transparent or have a higher canopy to promote views of store fronts.

c. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with the City of Los Angeles Urban Forestry Division's Street Tree Selection Guide.

B. Street Furniture.

1. Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, bus shelters, kiosks, community notice boards, trash and recycling receptacles, newspaper racks, bicycle racks, USC Department of Public Safety emergency phones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

2. Where appropriate in pedestrian commercial districts, allow for the use of kiosks, carts and other street furniture.

C. Street Lighting.

1. Install new street lights in commercial districts which are pedestrian oriented. Street lights shall be attractively designed, compatible in theme and location with building facades and other street furniture, provide adequate visibility, security, and a festive night time environment, and be coordinated with an overall street furniture program.

2. Establish a consistent decoratively themed street lighting type in campus areas utilizing a light standard that is compatible with the campus and coordinated with an overall street furniture program.

D. Sidewalks / Paving.

1. Pave sidewalks and crosswalks with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.

Develop sidewalk "pull-outs" or bulbs at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of the crosswalk.

Appendix C.
POOLED PARKING INVENTORY

As required by Mitigation Measure K.2-1 of the Final Environmental Impact Report, prior to the receipt of the first Certificate of Occupancy in any Subarea, the Applicant shall develop and implement an annual monitoring process that establishes the University population for each year and the corresponding calculation of parking demand using the rates within the Parking Study prepared for the proposed Project. The Applicant would be responsible for constructing and/or securing sufficient parking to satisfy the calculated demand prior to the issuance of certificate of occupancy permits for new Project uses.

[also see attached]

IV. Environmental Impact Analysis

K.2 Parking

1. Introduction

This section of the Draft EIR analyzes the potential Project impacts associated with parking. Information for the analyses is based on the *Parking Study for the USC Development Plan*, prepared by Fehr & Peers/ and dated April 2010. A copy of the Parking Study is included as Appendix Q of this Draft EIR.

2. Environmental Setting

a. Existing Conditions

(1) Existing University-Owned Parking Facilities

Parking for the existing buildings is provided through a combination of surface parking lots and structures throughout the Campus. As of September 2008, a total of approximately 11,816 parking spaces was provided in University-owned on-Campus and off-Campus parking facilities within the Project area. This includes 8,956 parking spaces provided in University-owned and operated parking structures, 738 spaces in on Campus surface parking lots, and 690 metered/pay-by-use parking spaces. An additional 1,432 off-street parking spaces are provided in off-Campus lots within the Project area. The University sells daily, monthly, and semester long parking permits for parking structures and designated surface lots. Other lots and on-street parking on Campus are metered 24-hours per day.

Table IV.K-18 on page IV.K-130 provides a summary of the number of parking spaces in each University parking facility. Figure IV.K-18 on page IV.K-131 illustrates the location of USC-owned parking facilities identified in Table IV.K-18. Together, all of the University's parking facilities make up the University's parking supply, which helps meet the parking needs of its students, faculty, staff, and visitors.

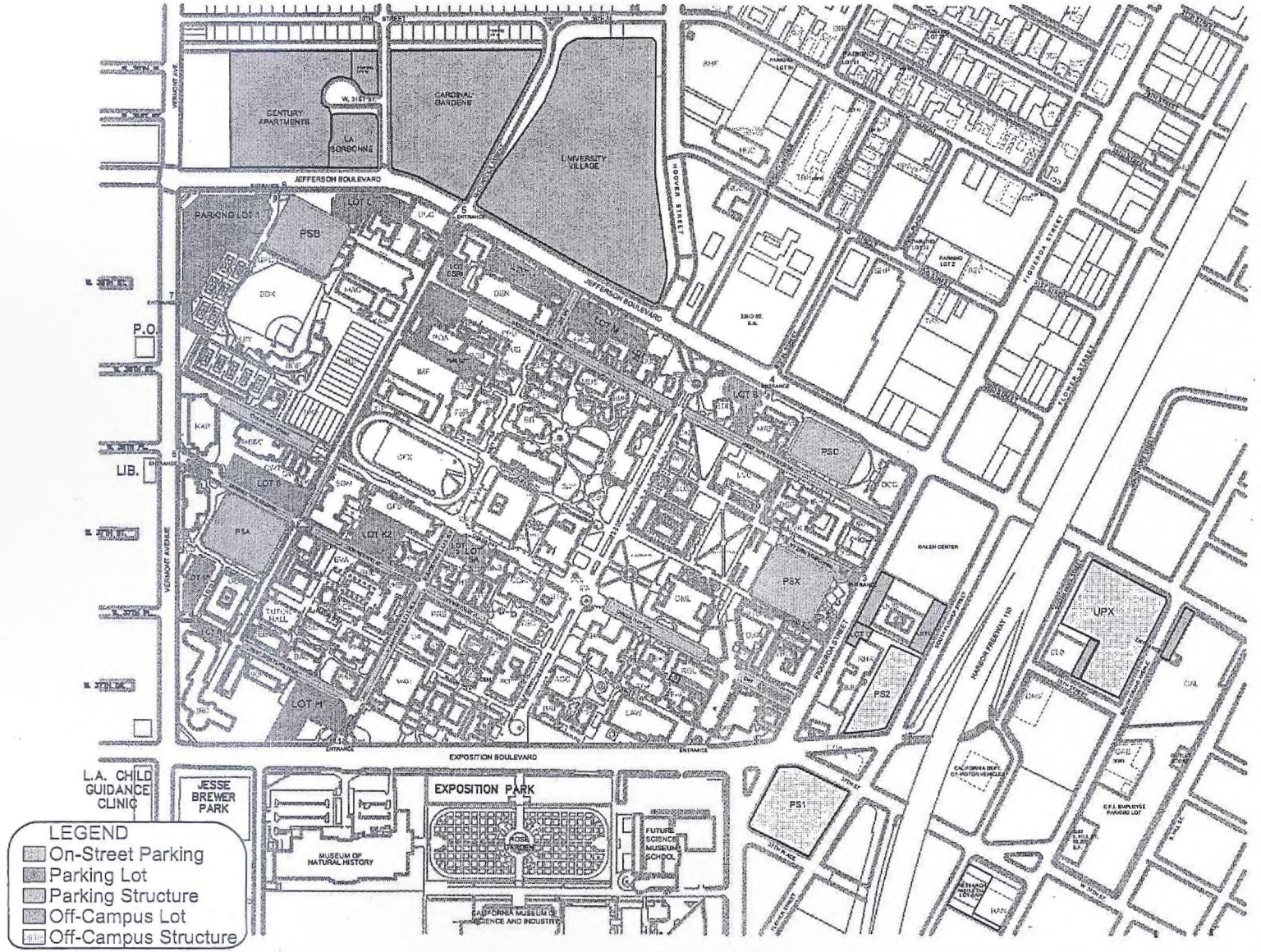
The University regularly monitors utilization of its parking facilities. As part of this internal monitoring, the University conducted a survey of existing parking demand at its primary parking facilities during the Fall 2009 semester. The survey was conducted three

Table IV.K-18
Existing University Parking Supply Summary

	Total Spaces
Parking Structures	
PS1	1,153
PS2 [a]	1,193
PSA	1,713
PSB	1,056
PSD	1,345
PSX	1,013
P-Center [b]	1,483
Subtotal	*8,956*
On-Campus Surface Lots	
Lot 23	5
Lot 6 (includes Childs Way west)	163
Lot 33	12
Lot B	62
Lot Childs Way	84
Lot K1 (Watt Way)	74
Lot L	90
Lot M	86
Lot M/V (Watt Way north)	16
Lot R (37th Street)	16
Lot SSRI	20
Lot V	85
Lot 5	25
Subtotal	*738*
Pay-by-Use Lots	
Lot Bloom Walk (W of Watt Way)	6
Downey Way #1	24
Downey Way #2	19
Downey Way #3 (Gate 6)	24
Lot 1	389
Lot Childs Way East	14
McClintock Avenue	25
West 34th	86
West 37th	25
West 35th (McCarthy Way)	9
Lot 5A	22
Lot Child's Way West	47
Subtotal	*690*
Off-Campus Lots	
Credit Union	90
University Gardens Lot U	79
3434 Grand	21
Cardinal Garden Apartments	303
Century Apartments	278
La Sorbonne Apartments	25
University Village	636
Subtotal	*1,432*
TOTAL OF UNIVERSITY-OWNED PARKING FACILITIES	**11,816**

[a] *Parking for Radisson Hotel is included in the parking supply.*
[b] *440 parking spaces out of the 1,923 total spaces are covenanted to University Gateway, leaving 1,483 parking spaces available for University uses.*

Source: Fehr & Peers, 2010.



matrix environmental

Figure IV.K-18
USC Owned Parking Facilities

Source: Fehr & Peers Transportation Consultants, 2010.

weeks into the semester, representing normal school conditions. Based on a previous 2006 parking study, the Campus-wide peak demand was determined to occur between 2:00 P.M. to 3:00 P.M., which was the time period used for the 2009 parking utilization survey. The survey indicated that during the peak parking demand period, University parking facilities were 80 percent utilized on average. During the same period, some of the more desirable parking locations were close to maximum capacity but other facilities were much less utilized.

Some University parking does occur outside of these major structures, including on-street parking in the area around Campus. The marketplace for parking supply/demand is constantly changing as new University and non-University facilities are developed in the area. If non-University parking resources (on- and off-street) are seen by the user as cheaper and/or more convenient, then some will choose to park in those locations, even if space is available in the University-provided facilities. The neighborhood north of the Campus has a high demand of on-street parking during the day and night. The majority of demand during the day is attributable to neighborhood students, residents, non-resident commuter students, and visitors who park in the neighborhood to avoid the University's parking fees. High parking demand at night is attributable to the number of student residents.

Recognizing the unique situation of on-street parking in their neighborhood, USC had initiated discussions with the City of Los Angeles Department of Transportation (LADOT) to improve existing conditions for the neighborhood that would prioritize parking for non-USC residents over USC residents who do not reside in this area and still allow for short-term parking for neighborhood guests/visitors. The Applicant intends to support the City in developing a preferential parking district in the subject neighborhood[6] which takes into account the unique conditions of this neighborhood. Establishing a preferential parking district will require the support of the neighborhood.

(2) Existing Non-University Owned Parking Facilities

There are also several non-University owned commercial parking facilities in the vicinity of the Project area that sell parking to USC students, staff faculty and visitors in addition to their respective uses. These include the Shrine Auditorium, located north of the Campus on Jefferson Boulevard, the Coliseum Menlo parking lot south of the Campus

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[6] *Subject neighborhood is located north of the campus bound by Adams Boulevard in the north, 30th Street in the south, Vermont Avenue in the west, and Hoover Street in the east.*

along Vermont Avenue, and the California Science Center parking lot south of Exposition Boulevard. Parking is also available in nearby non-University owned residential facilities outside of the Project area but within walking distance to the Project site. Several of these facilities provide housing for students and staff who can park at home and walk or bike to the Campus.

b. Regulatory Framework

(1) Los Angeles Municipal Code

Section 12.21(A)4 of the Los Angeles Municipal Code (LAMC) sets forth parking requirements based on the types and amount of land uses. Parking requirements for residential uses are based upon the type of residential unit (i.e., single- or multi-family) and the number of habitable rooms per unit. Under Section 12.21(A)4 of the LAMC, parking for multi-family residential uses must be provided at the following ratios: one and one-half parking spaces for each dwelling unit of three habitable rooms (one bedroom units) and two parking spaces for each dwelling unit of more than three habitable rooms (two and three bedroom units). LAMC parking requirements for commercial uses and general commercial uses are required to provide one parking space for every 500 square feet. Specific parking requirements have been established for certain commercial uses. Specifically, for health club uses, athletic clubs, gyms or similar establishments, at least one parking space for each 100 square feet of floor area is required. General retail uses (excluding furniture stores and major appliance stores) are required to provide four spaces per 1,000 square feet while restaurant and bar uses, greater than 1,000 square feet, are required to provide one space per 100 square feet; however, as the Project area is located within a designated Enterprise Zone, the LAMC contains an exception for these areas that allows parking for these uses to be provided at a rate of one parking space for every 500 square feet of floor area. The LAMC also provides specific parking requirements for proposed hotel uses. Specifically, a hotel must provide one space for each of the first 30 rooms provided, half a space for the next 30 hotel rooms and one third of a space (or one space for every three hotel rooms) for each of the remaining rooms. Hotel banquet space requires 1 space per each 35 square feet of floor area.

As indicated in Table IV.K-19 on page IV.K-134, the LAMC parking requirements for the existing University totals approximately 10,997 spaces. As previously stated, the University parking supply is approximately 11,816 spaces. Therefore, the existing University parking supply exceeds LAMC requirements.

Table IV.K-19
Los Angeles Municipal Code Parking Requirements for Existing Uses within the Project Site

Use	Required Parking
Subarea 1	
Core Campus Parking	7,332
Galen Center	2,052
University Gardens	73
Radisson Hotel	173
Tyler Building	24
USC Credit Union	60
Subtotal	*9,714*
Subarea 2	
3434 S. Grand Avenue	313
Subtotal	*313*
Subarea 3	
Century Apartments	174
La Sorbonne Apartments	25
Cardinal Gardens	242
University Village	529
Subtotal	*970*
Total	**10,997**

Source: University of Southern California, 2010.

3. Environmental Impacts

a. Methodology

The projected parking demand for the proposed Project was calculated separately for the following two categories of proposed land uses:

- **University Uses:** This category includes the proposed uses of the proposed Project directly related to University operations and includes academic buildings, University buildings, faculty offices, on-Campus student housing, etc. This includes the Academic/University uses parking demand, which is the demand generated by students, staff, faculty, and visitors (i.e., the total parking demand generated by the normal functions of the University). The University uses included as part of this category are:

- 1,500,000 square feet of academic uses in Subarea 1;
- 200 student beds in Subarea 1;
- 500,000 square feet of academic uses in Subarea 2;
- 500,000 square feet of academic uses in Subarea 3; and
- 5,200 student beds in Subarea 3.

- **University and Community Serving Uses:** This category includes the proposed uses of the proposed Project that would not be directly part of University operations but would serve patrons affiliated with the University as well as the community. These uses include the majority of the uses in Subarea 3:
  - 202,000 square feet of retail uses;
  - 45,000 square feet of restaurant uses;
  - 40,000 square feet of grocery store;
  - 43,000 square feet of (approximately 2,000 seats) cinema;
  - 20,000 square feet of fitness center;
  - 150 room (165,000 square feet) hotel which includes conference center;
  - 80,000 square feet of laboratory school/community educational academy (540 seats); and
  - 250 faculty housing units.

(1) University Uses Parking Demand

Parking requirements attributable to the proposed Project's University Uses future growth and development (which includes the proposed academic/University uses in Subareas 1, 2, and 3 as well as proposed student housing) were based on an assessment of the actual parking demand on Campus as generated by its students, staff, faculty, and visitors. To accomplish this, it was necessary to develop an understanding of the population groups that make up the total demand for parking generated on Campus and its relationship to various metrics related to the University population. These population groups include:

- Number of undergraduate and graduate students;
- Number of faculty;

- Number of staff;
- Number of contract employees; and
- Number of daily visitors.

The students were further divided into the following undergraduate and graduate student subgroups:

- Residing on-Campus;[7]
- Residing near Campus;[8] and
- Commuter.

Parking demand rates for each of the aforementioned population segments and subgroups were derived from the detailed *USC University Park Campus Parking and Transportation Study (Kaku Associates, 2006)*. The study involved the collection of an extensive amount of relevant materials, including Campus population estimates by type (e.g., students, staff, faculty), empirical data regarding existing parking supply and utilization on and near the Campus, travel and parking behavioral characteristics of the existing population (e.g., mode of travel, time of arrival/departure, parking location, absentee rate, etc.). This data was used to develop a parking demand model that would allow peak parking demand estimates to be made based on the population of the University. A separate rate was derived for students living on Campus, students living near Campus, Campus visitors, commuter students, and faculty and staff. These rates, which were further simplified to the following three main categories and are shown in Table IV.K-20 on page IV.K-137:

- Students living on and near Campus including demand from Campus visitors;
- Commuter students; and
- Faculty and staff.

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[7] *Residing on-Campus is defined as students living in University-owned housing in Subareas 1 and 3.*

[8] *Residing near Campus is defined as students living in University-owned and non-University owned residential uses located within ½ mile from Campus in ZIP codes 90007 , 90037, and 90089.*

Table IV.K-20
Parking Demand Rates for University Uses

University Population	Parking Rate
Students residing on or near Campus [a]	0.24 space per student
Commuter Students	0.48 space per student
Staff	0.51 space per staff member

[a] *The 0.24 rate per student includes parking demand for visitors and parking demand generated from students residing on or near Campus.*

Source: USC University Park Campus Parking and Transportation Study, Kaku Associates 2006.

The future parking demand for the University Uses is based on the following set of assumptions that are intentionally conservative (i.e., estimate a demand that exceeds the true demand):

1. The three parking demand rates are applied to the future (2030) University population projections of faculty and staff, undergraduate students, and graduate students in the Year 2030 to estimate the University Uses Parking demand for the entire Campus.[9]

2. The percentage of students that live near Campus will remain the same as current conditions.

3. The number of students that live on Campus will increase with the addition of the increase in student housing in Subarea 1 (200 beds) and Subarea 3 (5,200 beds). Any increase in students that live on Campus that occupy the new student housing in Subarea 1 and Subarea 3 will reduce the number of commuter students.

4. The percentage of students that live on Campus that own a car would not change from surveyed conditions.

5. The percentage of visitors, which is based on students living on or near Campus, will remain the same as in surveyed conditions.

[9] *A description of the existing University parking supply is provided in Table IV.K-18, above.*

(2) University and Community Serving Uses Parking Demand

A shared parking analysis was conducted pursuant to LADOT guidelines for the proposed Project's University and Community uses that are anticipated to be located in Subarea 3. The shared parking concept is based on the understanding that each land use type or development venue has its own separate parking demand characteristics. Shared parking occurs when two or more land uses (a retail store, office, restaurant, etc.) can share the same parking supply by taking advantage of variations in parking demand by time of day. Shared parking applies to mixed-use projects involving a combination of land uses that have alternate peak demands occurring:

- At different times of day (e.g., evenings versus daytime);
- On different days of the week (e.g., weekend versus weekday); and
- In different months or seasons of the year.

In order to conduct a shared parking analysis, the following base assumptions were made:

1. Parking provided for student housing would not be part of the Subarea 3 University and Community serving uses parking analysis. It is included in the University Uses parking demand discussed above. However, this parking supply could be located partly or wholly within Subarea 3. **[Note to City: the subarea 2 parking demand is accounted for in the University use demand described above]**

2. Parking provided for faculty units would be included in the Subarea 3 supply, but would not be available for shared use, and is assumed reserved for faculty residents. The guest parking for the faculty housing units would be part of the shared supply.

3. The considerations used in the trip generation analysis for proximity and walk-in patronage to the University and Community uses generated by the various elements of the University population apply to the shared parking analysis. The following percentage of patronage is assumed to be from the University population and, therefore, would be walk-ins:

    - 25 percent for retail;
    - 30 percent for restaurant;
    - 40 percent for the cinema;
    - 75 percent for the fitness center; and

- 25 percent of the conference center patronage is assumed to be from the hotel as walk-ins.

4. The demand ratios for the weekday and weekend parking are based on recommendations and data collected by the Urban Land Institute (ULI) and shared parking guidelines prepared by the Institute of Transportation Engineers (ITE).

b Significance Thresholds

The *City of Los Angeles CEQA Thresholds Guide* states that a project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

c. Project Design Features

(1) Construction

A Construction Worker Parking Plan would be prepared prior to commencement of proposed Project construction that identifies parking locations for construction workers to accomplish the following:

- To the maximum extent feasible, worker parking shall be accommodated on the Project site.
- During construction activities when construction worker parking cannot be accommodated on the Project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project site (if beyond walking distance). The alternate parking location(s) would be submitted for approval by the City 30 days prior to commencement of construction.
- The Construction Worker Parking Plan shall include appropriate measures to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:
  - Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets in the neighborhood north of Jefferson Boulevard.
  - No construction worker parking shall be permitted within 500 feet of the nearest point of the Project site except within designated areas. The

contractor shall be responsible for informing subcontractors and construction workers of this requirement, for monitoring compliance of the subcontractors, and if necessary, for hiring a security guard to enforce these parking provisions. The contractor shall be responsible for all costs associated with enforcement of this mitigation measure.

(2) Operation

Parking would be provided to meet Project needs based on parking studies that identify required parking rates for the University population and various uses. The University would continue to rely on a parking demand model that assesses parking demand based on parking studies and tracks the parking available within the Campus parking facilities. Under this model, adequate parking would be provided through a "pool" approach. Parking for buildings within Subareas 1 and 2 would be provided at a rate of 0.24 space per full time equivalent (FTE) student residing in ZIP codes 90007, 90089, and 90037, 0.48 space for all other FTE students, and 0.51 spaces for all FTE employees. Table IV.K-21 on page IV.K-141 includes a summary of the parking requirements set forth by the proposed Project for Subarea 3A. These parking requirements would differ from current LAMC parking requirements and would reflect parking demand for the proposed development. A reduction in the parking requirements may be allowed based on a finding that adequate parking will be provided. However, in no case would the reduction exceed 20 percent of the minimum parking requirements of the proposed Project. Parking for any future projects in Subarea 3B would be provided in accordance with the parking requirements specified in the LAMC.

Parking required by individual Project developments within Subareas 1, 2, and 3A may be located: (1) at any location within the Project site in accordance with the Pooled Parking Inventory that is to be maintained by the City of Los Angeles Planning Department; or (2) within 1,500 feet of the boundaries of Subarea 1, including areas outside of the Project site; or (3) more than 1,500 feet of the boundaries of Subarea 1, including areas outside of the Project site, solely in the area bounded on the east by Figueroa Street, on the south by Martin Luther King Jr. Boulevard, and on the west by Vermont Avenue. Required parking may be located outside of the Project site as specified above, provided that a covenant, lease, license or other arrangement is executed to the satisfaction of the Director of Planning, and further, that a shuttle between such parking areas outside of the Project site and the Project site is operated on a regular schedule.

As previously discussed, USC had initiated discussions with LADOT to improve existing conditions for the neighborhood that would prioritize parking for non-USC residents over USC student residents and still allow for short-term parking for neighborhood guests/visitors. The Applicant intends to support the City in developing a preferential

Table IV.K-21
Proposed Parking Requirements for Subarea 3A

Use	Parking Requirement
Academic and University uses	0.24 space per full time equivalent (FTE) student residing in Zip Codes 9007,90089, and 90037; 0.48 space for all other FTE students; 0.51 spaces for all FTE employees
Hotel	
Guest Rooms	0.5 space per room
Banquet/Meeting Rooms	4.5 spaces per 1,000 square feet of floor area
Faculty/Staff Housing	1.5 spaces per unit
Guest Parking for Faculty/Staff Housing	0.15 spaces per unit
Movie Theater	0.05 spaces per seat
Restaurant/Bar	10 spaces per 1,000 square feet of floor area
Retail	3 spaces per 1,000 square feet of floor area
Lab/School	1 space per classroom

Source: University of Southern California, 2010.

parking district in the subject neighborhood[10] which takes into account the unique conditions of this neighborhood. Establishing a preferential parking district will require the support of the neighborhood.

Additionally, the proposed Project would include off-street parking spaces for bicycles. For academic/University uses bicycle parking spaces would be provided at a rate of one space per 2,500 square feet of net new floor area. Bicycle parking for new retail uses (including restaurant, theater, and health club uses) would be provided at a rate of five percent of the number of automobile parking spaces provided for such retail uses. Student housing would be required to have bicycle parking spaces at a rate of one space for every two net new beds provided for such housing.

[10] *Subject neighborhood is located north of the campus bound by Adams Boulevard in the north, 30th Street in the south, Vermont Avenue in the west, and Hoover Street in the east.*

d. Analysis of Proposed Project Impacts

(1) Construction

Construction workers could choose to park in areas adjacent to the Project site, including residential streets north of Jefferson Boulevard. These workers might choose to park in these areas because on-site parking could be limited because of the construction activities, off-site parking areas might be considered to be too remote, or for other various reasons. However, as indicated in Subsection 3(c) Project Design Features, a Construction Worker Parking Plan would be prepared prior to commencement of Project construction that identifies parking locations for construction workers. Therefore, parking impacts during construction would be less than significant.

(2) Operation

(a) University Uses Parking

Parking requirements attributable to future University Uses were based on an assessment of the actual parking demand of Campus as generated by its students, staff, faculty, and visitors. While the University currently has a policy of no growth for undergraduates, in light of historic University growth, it is anticipated that by the year 2030, the University community will be composed of approximately 17,800 undergraduate students, 18,200 graduate students, 1,900 faculty members, and 7,000 staff workers, as shown in Table IV.K-22 on page IV.K-143. Additionally, the number of visitors (including contract employees) is anticipated to be approximately 2,500. When compared with recent 2009 total student enrollment and staffing, this represents an annual percentage increase of approximately 0.9 percent, with a cumulative increase of approximately 1,777 undergraduate students, 3,395 graduate students, 168 faculty members, and 1,284 staff workers over a 21-year period. In addition, it is anticipated that by 2030, the number of visitors to the Campus (including contract employees) would increase by approximately 1,100 from 2009.

To analyze parking demand, the geographical distribution of the University's population (2030) was projected. Table IV.K-23 on page IV.K-144 indicates the changes in geographical distribution of student residents between 2009 and 2030.

The parking rates provided in Table IV.K-19 on page IV.K-134 were applied to the proposed Project's estimated 2030 net increase in University population numbers (as categorized by geographical distribution). As indicated in Table IV.K-24 on page IV.K-145, the proposed Project's University uses would result in an additional parking demand of 1,794 spaces over the planning horizon (2009-2030). To adequately satisfy this

Table IV.K-22
Year 2030 University Population Growth Projections

Population	Year 2009 Population	Year 2030 Population	Change
Undergraduate Students	16,023	17,800	1,777
Graduate Students	14,805	18,200	3,395
Faculty	1,732	1,900	168
Staff	5,716	7,000	1,284
Visitors (including contract employees)	1,400	2,500	1,100

Source: University of Southern California, 2009.

incremental parking demand from University growth, Mitigation Measure K.2-1 would be implemented to ensure that the University would monitor the population of each University population group on an annual basis and provide supply based on the counted population using the established parking rates. It should also be noted that the calculated supply represents the minimum obligation of the University in a given year. However, the University may choose to provide more parking to account for economies-of-scale (i.e., build a new parking structure). Thus, parking impacts associated with University Uses would be less than significant with mitigation.

(b) University and Community Uses Parking

As shown in Table IV.K-25 on page IV.K-145, a total of 2,436 parking spaces are required to be provided per LAMC parking requirements.

For the proposed Project's University and Community uses, parking rates from ITE and the ULI were applied to these uses. Table IV.K-26 on page IV.K-146 provides a summary of the shared parking analysis for Subarea 3. This concept is shown graphically in Figure IV.K-19 on page IV.K-147, which illustrates the hourly parking demand for Subarea 3, differentiating between the visitors to the commercial and residential uses, the employees of the commercial uses, and the residents.

The total peak parking demand for the University and Community uses in Subarea 3, using the shared parking concept for both weekdays and weekends, would occur at 1:00 P.M. on weekends in December. Under these conditions, the peak parking demand would be 1,897 spaces. On weekdays the peak demand would be 1,822 spaces and would also occur at 1:00 P.M. The parking demand figures for the weekend, the higher of the two, are based on an estimate of 1,187 spaces for customers/guests, 335 spaces for employees, and 375 spaces reserved for residents for a total of 1,897 spaces. This is a 40 percent reduction when compared to a simple aggregate of the individual uses, with no consideration of shared parking.

Table IV.K-23
Changes in Distribution of Student Residents as a Result of Proposed New On-Campus Housing

Component	Year 2009		Project Housing Beds	Year 2030 with proposed Project Housing Beds			Net Increase
	%	Number of Students		%		Number of Students	
Undergraduate Students		**16,023**				**17,800**	**1,777**
On Campus [a]	75.9%	4,447	998 [b]	78.7%	30.6%	5,445	998
Near Campus		7,714			48.1%	8,570	856
Commute	24.1%	3,862		21.3%	21.3%	3,785	-77
Graduate Students		**14,805**				**18,200**	**3,395**
On Campus [a]	26.8%	210	3,240 [c]	44.3%	19.0%	3,450	3,240
Near Campus		3,758			25.3%	4,620	862
Commute	73.2%	10,837		55.7%	55.7%	10,130	-707

[a] *Actual student beds on Campus per the USC website. Total number of on-Campus and near Campus students still consistent with surveys conducted as part of the Parking and Transportation Survey Study (Kaku Associates, March 2006).*

[b] *The proposed Project would provide approximately 2,160 undergraduate beds and remove 1,162 existing beds in Subarea 3. Therefore, the net is 998 undergraduate beds.*

[c] *The proposed Project would provide approximately 3,240 graduate beds.*

Source: Fehr & Peers, Parking Study for the University of Southern California Development Plan, 2010.

Table IV.K-24
Proposed Project's Net Increase in Academic/University Uses Parking Demand

University Population Group	Net Increase (between 2009-2030)	Parking Demand Rate	Increased Parking Demand
Students Residing On or Near Campus	5,956[a]	0.24 space per student	1,430 spaces
Commuter Students	-784[b]	0.48 space per student	-377 spaces
Staff and Faculty	1,452	0.51 space per staff	741 spaces
TOTAL NET INCREASE IN ACADEMIC/UNIVERSITY USESPARKING DEMAND			**1,794 spaces**

[a] *As indicated in Table IV.K-23, 5,956 = 998 on-Campus undergraduates + 856 near-Campus undergraduates + 3,240 on-Campus graduates, and 862 near-Campus graduates.*
[b] *As indicated in Table IV.K-23, (-784) = (-77) commuter undergraduates + (-707) commuter graduates.*

Source: Fehr & Peers, 2010.

Table IV.K-25
LAMC Parking Requirements for University and Community Serving Uses in Subarea 3

Use	Floor Area	Code Parking	Code Section
Retail/commercial	307,000 sf	614	12.21A.4(x)(3)6
Movie Theater	2,000 seats (43,000 sf)	400	12.21A.4(e)
Faculty Units	250 units [a]	450	12.21A.4(a)
Hotel	150 keys	75	12.21A.4(b)
Conference Areas	30,000 sf	857	12.21A.4(e)
Laboratory School & Community Educational Academy	80,000 sf	40 [b]	12.21A.4(f)
	Total	**2,436**	

[a] *Consists of 100 one bedroom units, and 150 two and three bedroom units.*
[b] *Assumes 40 classrooms. If the school has a junior high school component, additional parking may be required at a rate of 1 space for every 5 fixed seats in an auditorium/assembly area, or if no fixed seats, at a rate of 1 space for each 35 square feet of floor area per LAMC §12.21A.4(e).*

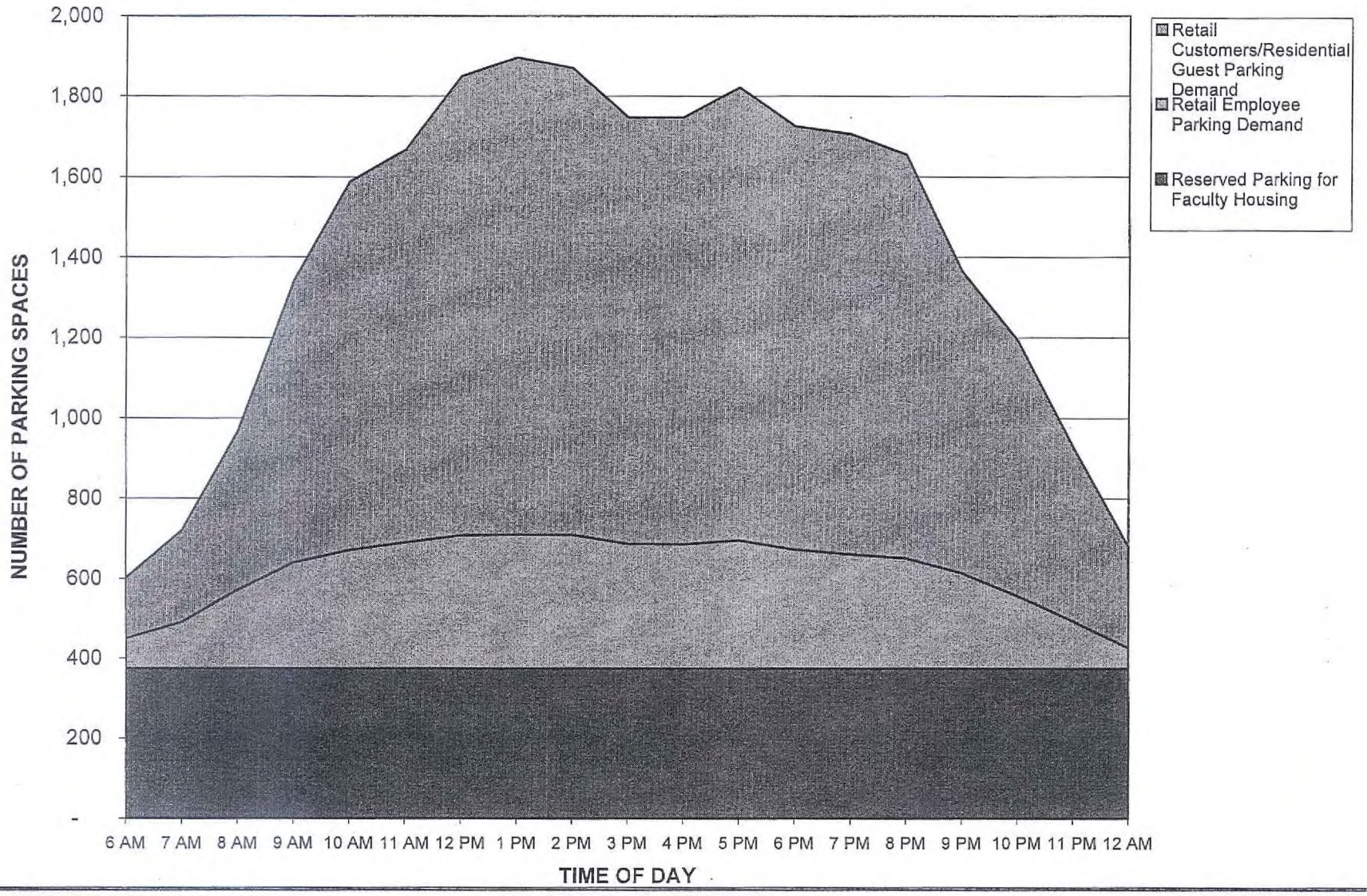
Source: Fehr and Peers, 2010.

The parking for Subarea 3 for University and Community uses and the parking for University uses should be viewed as two separate systems with respect to estimating parking demand. However, the University could choose to co-locate some of the parking supply, (for example, by providing some of the parking supply within Subarea 3).

Table IV.K-26
University and Community (Subarea 3) Development Shared Parking Demand Summary
(Peak Month: December – Peak Period: 1 P.M., Weekend)

	Project Data		Weekday					Weekend					Weekday			Weekend		
Land Use	Quantity	Unit	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj.	Non-Captive Ratio	Project Site	Unit	Peak Hr Adj. 1 P.M.	Peak Mo Adj. December	Estimated Parking Demand	Peak Hr Adj. 1 P.M.	Peak Mo Adj. December	Estimated Parking Demand
Community Shopping Center (<400 ksf)	242,000	sf GLA	2.90	1.00	0.75	2.18	/ksf GLA	3.20	1.00	0.75	2.40	/ksf GLA	1.00	1.00	527	0.95	1.00	551
Employee			0.70	1.00	1.00	0.70	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	1.00	1.00	169	1.00	1.00	194
Family Restaurant	45,000	sf GLA	9.00	1.00	0.70	6.30	/ksf GLA	12.75	1.00	0.70	8.93	/ksf GLA	0.90	1.00	255	0.85	1.00	342
Employee			1.50	1.00	1.00	1.50	/ksf GLA	2.25	1.00	1.00	2.25	/ksf GLA	1.00	1.00	68	1.00	1.00	101
Cineplex	2,000	seats	0.19	1.00	0.60	0.11	/seat	0.26	1.00	0.60	0.16	/seat	0.45	0.23	24	0.45	0.67	94
Employee			0.01	1.00	1.00	0.01	/seat	0.01	1.00	1.00	0.01	/seat	0.60	0.50	6	0.60	0.80	10
Health Club	20,000	sf GLA	6.60	1.00	0.25	1.65	/ksf GLA	5.50	1.00	0.25	1.38	/ksf GLA	0.70	0.90	21	0.30	0.90	7
Employee			0.40	1.00	1.00	0.40	/ksf GLA	0.25	1.00	1.00	0.25	/ksf GLA	0.75	1.00	6	0.50	1.00	3
Hotel-Business	150	rooms	1.00	1.00	1.00	1.00	/rooms	0.90	1.00	1.00	0.90	/rooms	0.55	0.67	55	0.55	0.67	50
Convention Space (>50 sq ft/guest room)	30,000	sf GLA	20.00	1.00	0.75	15.00	/ksf GLA	10.00	1.00	0.75	7.50	/ksf GLA	1.00	0.60	270	1.00	0.60	135
Employee			0.25	1.00	1.00	0.25	/rooms	0.18	1.00	1.00	0.18	/rooms	1.00	1.00	38	1.00	1.00	27
Residential, Rental, Shared Spaces	250	units	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	0.70	1.00	0	0.70	1.00	0
Reserved	2	sp/unit	1.50	1.00	1.00	1.50	/unit	1.50	1.00	1.00	2.00	/unit	1.00	1.00	375	1.00	1.00	375
Guest	250	units	0.15	1.00	1.00	0.15	/unit	0.15	1.00	1.00	0.00	/unit	0.20	1.00	8	0.20	1.00	8
Reserved		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0
Guest		units	0.10	1.00	1.00	0.10	/unit	0.10	1.00	1.00	0.00	/unit	0.20	1.00	0	0.20	1.00	0
														Customer	1,160			1,187
														Employee	287			335
														Reserved	375			375
														Total	1,822			1,897

Source: Fehr & Peers, 2010.



matrix environmental

Figure IV.K-19
Shared Parking Demand for Project University and Community Serving Uses – Peak Month Weekend

Source: Fehr & Peers Transportation Consultants, 2010.

(c) Conclusion

To adequately satisfy this incremental parking demand from University growth, Mitigation Measure K.2-1 would be implemented to ensure that the University would monitor the population of each University population group on an annual basis and the corresponding calculation of parking demand using the parking rates described above. The additional supply of parking would need to be provided (constructed or secured) prior to issuance of certificate of occupancy permits for new Project uses. It should also be noted that the calculated supply represents the minimum obligation of the University in a given year. However the University may choose to provide more parking to account for economies-of-scale (i.e., build a new parking structure). Thus, parking impacts associated with University Uses would be less than significant with mitigation.

The estimated peak parking demand for the proposed University and Community uses in Subarea 3 is 1,897 spaces. Therefore, a parking supply of 1,897 would be needed to satisfy the peak parking demand. Also of note is that this amount of parking would exceed Subarea 3's peak weekday parking demand of 1,822 spaces. Under the shared parking arrangement, parking for the proposed University and Community uses in Subarea 3 should be provided at the rates set forth in Table IV.K-21 on page IV.K-141. Application of these rates would result in a parking supply that would satisfy the peak parking demand for the proposed Project. With compliance with the recommended parking rates set forth, parking impacts associated with University and Community uses would be less than significant.

(d) Transfers of Floor Area

The proposed Project would include flexibility to allow for transfers of floor area for academic/University uses and student housing between Subarea 1 and Subarea 3A on a per square foot basis. While transfers of floor area between Subarea 1 and Subarea 3A would be permitted, the maximum amount of floor area would not exceed 30 percent of the Subarea total for Subarea 1 and 15 percent of the Subarea total for Subarea 3A. In addition, the maximum Project total of 5,230,000 square feet may not be exceeded. Floor area transfers would not result in new impacts with regard to parking. As analyzed in Section IV.K.1, Transportation and Circulation, floor area transfers for academic/University land uses and student housing would be trip neutral. Specifically, floor area transfers would not cause the number of total trips to exceed the estimated number of Project vehicle trips (approximately 13,574 net new daily trips at maximum including 732 trips A.M. peak hour and 1,057 trips P.M. peak hour trips) as analyzed in this Draft EIR. Therefore, as floor area transfers would be trip neutral, parking demand would be similar to that analyzed herein. In summary, floor area transfers would not alter the conclusions with regard to parking. Should academic/University or student residential floor area be transferred across the Subareas, the resulting impacts would be similar to those evaluated herein.

4. Cumulative Impacts

The geographic context for the cumulative impact analysis for parking is the surrounding area for the Project site. Buildout of the proposed Project in conjunction with forecasted 2030 growth in the area (inclusive of the 30 related projects identified in Section III, Environmental Setting, of this Draft EIR) would generate a parking demand and thus, would cumulatively increase the need for parking in the nearby area. However, it is anticipated that future related projects would be required to meet LAMC parking requirements and/or be subject to City review to ensure that adequate parking would be provided. Therefore, cumulative impacts related to parking would be less than significant.

5. Mitigation Measures

The following mitigation measure is recommended to reduce Project-level operational parking impacts to less than significant levels:

Mitigation Measure K.2-1: The Applicant shall develop and implement an annual monitoring process that establishes the University population for each year and the corresponding calculation of parking demand using the rates within the Parking Study prepared for the proposed Project. The Applicant would be responsible for constructing and/or securing sufficient parking to satisfy the calculated demand prior to the issuance of certificate of occupancy permits for new Project uses.

6. Level of Significance After Mitigation

With implementation of the mitigation measure above, Project-level impacts on parking would be less than significant. In addition, cumulative impacts to parking would also be less than significant.

Appendix Q

Parking Study

PARKING

This section summarizes the existing and future peak parking demand projections for the University of Southern California (USC) Development Project. The section includes a discussion of the assumptions and methodology used to analyze the parking demand associated with the proposed Project, and a detailed description of the two primary elements of the plan: (1) parking associated with the traditional University Uses activities, and (2) parking generated by the University and Community serving retail/commercial activities.

EXISTING PARKING

Parking for the existing campus population is provided in a combination of surface parking lots and structures throughout the campus. As of September 2008, a total parking supply of 11,816 spaces was provided in University-owned or leased on- and off-campus parking facilities within the Project area. This includes 8,956 parking spaces provided in University-owned and operated parking structures, 738 spaces in on-campus surface parking lots, and 690 metered/pay-by-use parking spaces. An additional 1,432 off-street parking spaces are provided in off-Campus lots within the Project area.

Table 1 provides a summary of the number of spaces in each facility. Figure 1 illustrates the location of USC-owned parking facilities identified in Table 1.

The University sells daily, monthly and semester-long parking permits for parking structures and designated surface lots. Also, some lots and on-street parking spaces on campus are metered 24 hours a day.

There are several commercial, non-USC owned parking facilities in the vicinity of the Project area that sell parking to USC students, staff, faculty and visitors in addition to their respective uses. These include The Shrine, located north of campus on Jefferson Boulevard, the Coliseum Menlo Lot south of campus along Vermont Avenue, and the California Science Center south of Exposition Boulevard. Parking is also available in nearby non-University owned residential facilities outside of the Project area but within walking distance. A majority of these facilities provide housing for students and staff, who typically park at home and walk or bike to school.

CITY OF LOS ANGELES MUNICIPAL CODE PARKING REQUIREMENTS FOR EXISTING USES

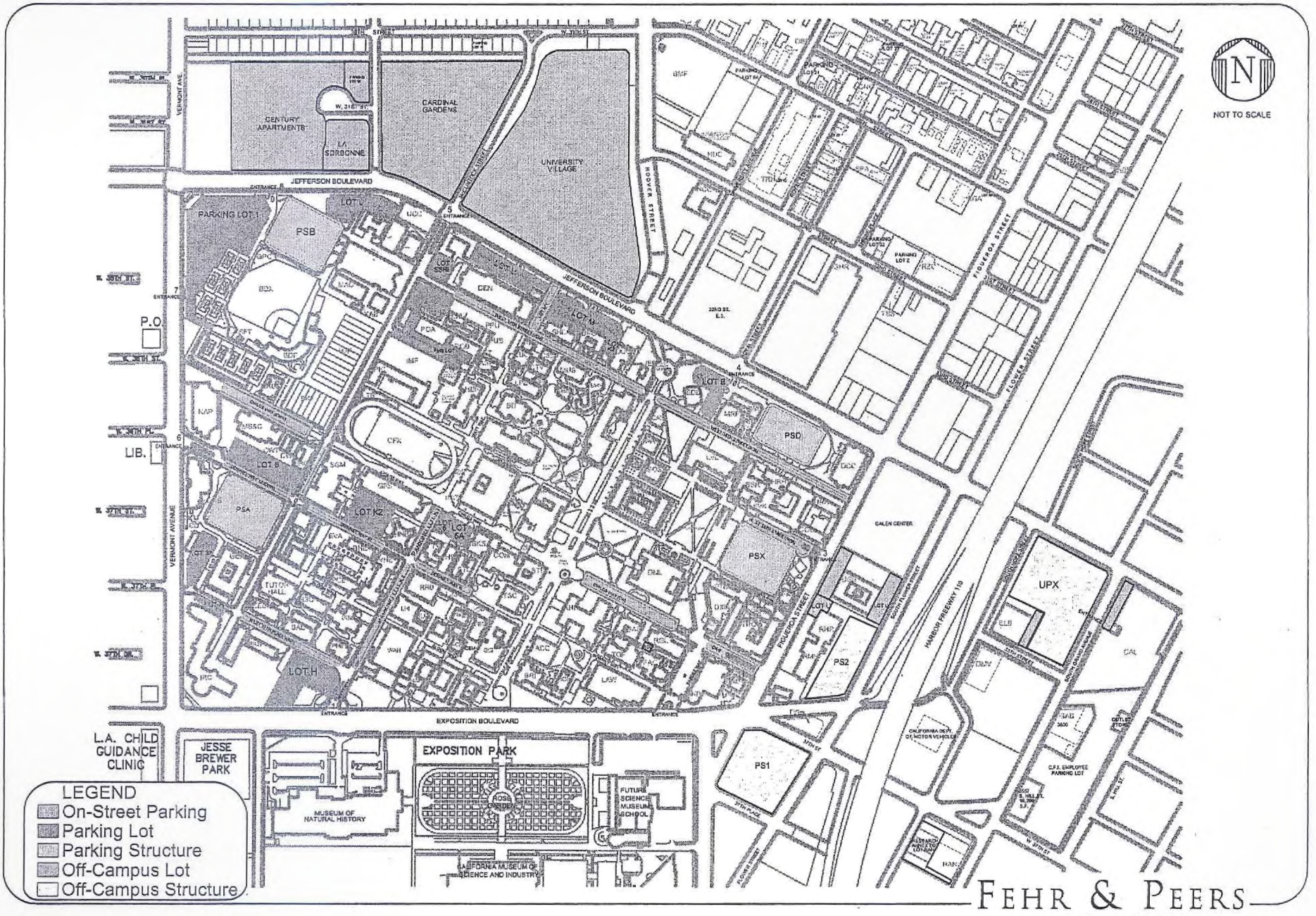
Table 2 summarizes parking requirements for existing facilities within the USC Project area based on City of Los Angeles zoning code requirements. As shown in the table, a total of 10,997 parking spaces are currently required for the existing facilities within the Project area. The existing parking supply of 11,816 spaces provided within the Project area exceeds the code parking requirement for buildings within the Project area. The University regularly monitors utilization of its parking facilities. As part of this internal monitoring, the University conducted an inventory of existing parking demand at its primary parking facilities during the Fall 2009 semester. The survey was conducted three weeks into the semester, representing "normal" school conditions. Based on a prior 2006 University parking study, the campus-wide peak demand was determined to occur at 2:00 to 3:00 PM, which was the time period used for the 2009 utilization survey. The survey indicated that during the peak parking demand period, the University parking facilities were 80% utilized on average. During the same period, some of the more desirable parking locations were close to maximum capacity but other facilities were much less utilized.

Some University Uses parking does occur outside of these major structures, including on-street parking in the areas around the Campus. The marketplace for parking supply/demand is constantly changing as new University and non-University facilities are developed in the area.

TABLE 1
USC EXISTING PARKING SUPPLY SUMMARY

Parking Structures	Total Spaces
PS1	1,153
PS2 [1]	1,193
PSA	1,713
PSB	1,056
PSD	1,345
PSX	1,013
P-Center [2]	1,483
Subtotal	***8,956***
On-Campus Surface Lots	
Lot 23	5
Lot 6 (includes Childs Way west)	163
Lot 33	12
Lot B	62
Lot Child's Way	84
Lot K1 (Watt Way)	74
Lot L	90
Lot M	86
Lot M/V (Watt Way north)	16
Lot R (37th Street)	16
Lot SSRI	20
Lot V	85
Lot 5	25
Subtotal	***738***
Pay-by-Use Lots	
Lot Bloom Walk (W of Watt Way)	6
Downey Way #1	24
Downey Way #2	19
Downey Way #3 (Gate 6)	24
Lot 1	389
Lot Child's Way East	14
McClintock Avenue	25
West 34th	86
West 37th	25
West 35th (McCarthy Way)	9
Lot 5A	22
Lot Child's Way West	47
Subtotal	***690***
Off-Campus Lots	
Credit Union	90
University Gardens Lot U	79
3434 Grand	21
Cardinal Garden Apartments	303
Century Apartments	278
La Sorbonne Apartments	25
University Village	636
Subtotal	***1,432***
TOTAL OF UNIVERSITY-OWNED PARKING FACILITIES	**11,816**

[1] - Parking for Radisson Hotel is included in the parking supply
[2] - 440 parking spaces out of the 1,923 total spaces are covenanted to University Gateway, leaving 1483 parking spaces available for University uses.



FEHR & PEERS
TRANSPORTATION CONSULTANTS

FIGURE 1
USC PARKING FACILITIES

TABLE 2

PARKING REQUIREMENTS FOR EXISTING FACILITIES
WITHIN USC PROJECT AREA

USE	REQUIRED PARKING [1]
Subarea 1	
Core Campus Pool Parking	7,332
Galen Center	2,052
University Gardens	73
Radisson Hotel	173
Tyler Building	24
Subtotal	*9,654*
Subarea 2	
Credit union	60
3434 S. Grand Avenue	313
Subtotal	*373*
Subarea 3	
Cardinal Gardens Apartments	242
Century Apartments	174
La Sorbonne Apartments	25
University Village	529
Subtotal	*970*
TOTAL	**10,997**

[1] Source: University of Southern California

If non-University parking resources (on- and off-street) are seen by the user as cheaper and/or more convenient, then some will choose to park in those locations, even if space is available in the University-provided facilities. The neighborhood north of USC has a high demand for on-street parking during the day and night. The majority of demand during the day is attributable to neighborhood students, residents, non-resident commuter students and visitors who park in the neighborhood to avoid the University parking fee. High parking demand at night is attributable to the number of student-residents living within this area.

Recognizing the unique situation of on-street parking in this neighborhood, USC has initiated discussions with the City of Los Angeles Department of Transportation (LADOT) to improve existing conditions for the neighborhood that would prioritize parking for non-USC residents over USC students who do not reside in this area. and still allow for short-term parking for neighborhood guests/visitors. USC intends to support the City in developing a Preferential Parking District (PPD) in the subject neighborhood[1] which takes into account the unique conditions of the neighborhood. Establishing a PPD will require the support of the neighborhood.

FUTURE YEAR 2030 PROJECT PARKING DEMAND

Model for Estimating Future Demand

The projected parking demand for the proposed Project development area was calculated separately for the following two categories:

- University Uses: This category includes any future proposed development within the Project area directly related to University operations and includes the academic buildings, faculty/offices, on-campus student housing, etc. This includes parking demand generated by students, staff, faculty, and visitors. This is referred to as "Academic/University Uses Parking," i.e., the total parking demand generated by the normal functions of the University.

- University and Community serving: This category includes any existing and future proposed development within the Project area that would not be directly part of University operations but would primarily serve patrons affiliated with the University. These include existing hotels and restaurants in Subarea 1B and the proposed retail/commercial space in Subarea 3, such as: retail, supermarket, hotel (with conference center), restaurants, cinema, fitness center, and faculty housing.

In the case of an established campus such as USC, new buildings or expansions of existing buildings do not normally represent new activities or a proportional growth in new students. Given the established nature of USC, parking requirements are most appropriately based on an assessment of the increase in students, staff, faculty, and visitors rather than new building square footage. To accomplish this, it was necessary to develop an understanding of the components that make up the total demand for parking generated on campus and its relationship to the University population.

UNIVERSITY USES PARKING DEMAND

Parking requirements attributable to University Uses future growth and development were based on an assessment of the actual parking demand on campus as generated by its students, staff, faculty, and visitors. To accomplish this, it was necessary to develop an understanding of the components that make up the total demand for parking generated on campus and its relationship to various metrics related to the University population. These components include:

- Number of undergraduate and graduate students
- Number of faculty
- Number of staff

[1] Subject neighborhood is located north of the USC campus bound by Adams Boulevard to the north, 30th Street to the south, Vermont Avenue to the west and Hoover Street to the east.

- Number of contract employees
- Number of daily visitors

The students were further divided into the following undergraduate and graduate student subgroups:

- Residing on-campus[2]
- Residing near campus[3]
- Commuter

Parking Demand Rates

Parking demand rates for each of the aforementioned population segments and subgroups were derived from the detailed *USC University Park Campus Parking and Transportation Study* (Kaku Associates, 2006). The study involved the collection of an extensive amount of relevant materials, including the University Park Campus (UPC) campus population estimates by type (e.g., students, staff, faculty), empirical data regarding existing parking supply and utilization on and near the campus, travel and parking behavioral characteristics of the existing population (e.g., mode of travel, time of arrival/departure, parking location, absentee rate, etc.). This data was used to develop a demand model that would allow peak parking demand estimates to be made based on the population of the University.

The parking demand model first converted each of the components of population into an estimate of population present on campus during peak hour parking accumulation at 2:00 PM. This estimated population at 2:00 PM was then converted into vehicles present at 2:00 PM. The calculated parking demand for the whole campus was then compared to actual field measured data.

A separate rate was derived for students living on campus, students living near campus, campus visitors, commuter students, and faculty and staff.

These rates were further simplified to three main categories:

- Students living on and near campus including demand from campus visitors
- Commuter students
- Faculty and staff

Table 3 presents the parking demand rates estimated for the proposed University Uses growth and development.

TABLE 3
PARKING DEMAND RATES FOR USC UPC

University Component	Units	Rate	
Students residing on or near campus [1]	Students	0.24	per student
Commuter Students	Students	0.48	per student
Staff	Persons	0.51	per staff

Source: *USC University Park Campus Parking and Transportation Study* (Kaku Associates, 2006)
[1] The 0.24 rate per student includes parking demand for visitors and parking demand generated from students residing on or near campus.

[2] Residing on-campus is defined as students living in University owned residential facilities in Subareas 1 and 3.
[3] Residing near campus is defined as students living in University or non-University owned residential facilities located within ½ mile from campus in ZIP codes 90007, 90037, and 90089.

University Uses Incremental Parking Demand

The future parking demand for the University Uses is based on the following set of assumptions:

1. The three parking demand rates identified above are applied to the future population projections of faculty and staff, undergraduate students, and graduate students at the University in Year 2030 to estimate the Academic/University Uses Parking Demand.

2. The percentage of students that live near campus will remain the same as current conditions.

3. The number of students that live on campus will increase with the addition of the increase in housing units in Subareas 1 and 3. Any increase in students that live on campus that occupy the new housing in Subareas 1 and 3 will reduce the number of commuter students.

4. The percentage of students that live on campus that own a car would not change from the surveyed conditions.

5. The percentage of visitors, which is based on students living on or near campus, will remain the same as in the surveyed conditions.

Population projections for Year 2030 of staff/faculty and students were obtained from the University and were combined with the parking rates discussed above to develop parking demand projections. The population projections from the University are summarized in Table 4.

TABLE 4
USC POPULATION GROWTH PROJECTIONS

Population Component	Year 2009 Population	Annual Growth Rate	Years of Growth	Year 2030 Projections	Net Increase
Faculty	1,732	0.50%	21	1,900	168
Staff	5,716	1.00%	21	7,000	1,284
Undergraduate Students	16,023	0.50%	21	17,800	1,777
Graduate Students	14,805	1.00%	21	18,200	3,395
Note: Year 2030 projections using Compound Annual Growth Rate (CAGR) formula, rounded to nearest 100.					

It was necessary to convert the student population figures into projections of students living on or near campus and commuter students so that the effect of students moving into proposed new on-campus housing can be captured in the incremental parking demand estimates. Table 5 summarizes the conversion of overall campus-wide population data into student population projections, including the

TABLE 5
CHANGES IN DISTRIBUTION OF STUDENT RESIDENTS
AS A RESULT OF PROPOSED NEW ON-CAMPUS HOUSING

Component	Year 2009		New Housing	Year 2030 w/ new housing			Net Increase
	%	Number		%		Number	
Undergraduate Students		**16,023**				**17,800**	**1,777**
- On Campus [1]	*75.9%*	4,447	998	*78.7%*	30.6%	5,445	998
- Near Campus		7,714	-		48.1%	8,570	856
- Commute	24.1%	3,862	-	21.3%	21.3%	3,785	-77
Graduate Students		**14,805**				**18,200**	**3,395**
- On Campus [1]	*26.8%*	210	3240	*44.3%*	19.0%	3,450	3,240
- Near Campus		3,758	-		25.4%	4,620	862
- Commute	73.2%	10,837	-	55.7%	55.7%	10,130	-707

[1] - Actual Student beds on campus per the USC website. Total number of on-campus and near campus students still consistent with surveys conducted as part of the Parking and Transportation Survey Study (Kaku Associates, March 2006)

New Student Housing Proposed

Undergraduate Student Housing	2160	Beds
Less: Housing removed	*-1162*	*Beds*
	998	**Beds**
Graduate Student Housing	3240	Beds
Less: Housing removed	*0*	*Beds*
	3240	**Beds**

number of students living on or near campus. The forecast for students living on campus was calculated by first determining the incremental increase in new on-campus housing. There will be a net increase of 998 new beds for undergraduates and 3,240 beds for graduates. These figures were added to the existing figures, resulting in a total of 5,445 and 3,450 beds for undergraduates and graduates, respectively. The forecast for the number of commuter students was calculated by subtracting the 2030 forecast for students residing on or near campus from the 2030 forecasts of total students. This resulted in 3,785 and 10,130 commuter students for undergraduates and graduates, respectively.

The parking demand factors and assumptions discussed above were applied to the net population change to develop an estimated net increase in parking demand by Year 2030. Table 6 presents the incremental parking demand estimated to result from University Uses development.

TABLE 6
NET INCREASE (2009-2030) IN ACADEMIC/UNIVERSITY USES PARKING DEMAND FOR PROJECT

Population Component	Units	Net Increase/ Decrease	Rate		Increased Parking Demand
Students residing on or near campus	Students	5,956	0.24	per student	1,430
Commuter Students	Students	-784	0.48	per student	-377
Staff and Faculty	Persons	1,452	0.51	per staff	741
Total Increase in Academic/University Uses Parking Demand					**1,794**

The application of the identified parking demand rates results in an increase in the Academic/University Uses Parking demand of 1,794 spaces for the University Uses development over the planning horizon (2009-2030).

To adequately satisfy the aforementioned incremental parking demand from University Uses growth, the University will monitor the population of each of the components on an annual basis and provide the corresponding parking demand based on the counted population using the above established rates. The annual parking demand number represents the minimum parking obligation of the University in a given year; however the University may choose to provide additional parking to account for economies-of-scale (i.e. build a new parking structure).

UNIVERSITY AND COMMUNITY SERVING PARKING DEMAND

A shared parking analysis was conducted for the portion of the proposed Project referred to as University and Community Serving Uses. The intent of this effort was to determine the appropriate supply of parking to be provided to satisfy the projected parking demand of the Subarea 3 development, excluding the student housing component.

City of Los Angeles Municipal Code Parking Requirements

Table 7 summarizes parking requirements per the City of Los Angeles Municipal Code for University and Community serving commercial uses proposed for Subarea 3. As shown in the table, a total of 2,436 spaces are required to be provided per the code.

TABLE 7
MUNICIPAL CODE REQUIREMENTS FOR UNIVERSITY-SERVING COMMERCIAL DEVELOPMENT

USE	FLOOR AREA	CODE PARKING	CODE SECTION
Retail/commercial	307,000 sf	614	12.21 A.4(x)(3)6
Movie Theater	2,000 seats (43,000 sf)	400	12.21 A.4(e)
Faculty Units	250 units[1]	450	12.21 A.4(a)
Hotel	150 keys	75	12.21 A.4(b)
Conference Areas	30,000 sf	857	12.21 A.4(e)
Lab School & Community Educational Academy	80,000 sf	40[2]	12.21 A.4(f)
TOTAL SPACES REQUIRED BY CODE:		**2,436**	

1 100 1 BR; 150 2 BR or more.

2 Assumes 40 classrooms. If school has junior high school component, additional parking may be required at a rate of 1 space for every 5 fixed seats in an auditorium/assembly area, or if no fixed seats, at a rate of 1 space for each 35 square feet of floor area per LAMC §12.21 A.4(e).

Shared Parking Approach

The shared parking concept is based on the understanding that each land use type or development venue has its own separate parking demand characteristics. As incorporated in this study, the shared parking approach has been developed pursuant to LADOT guidelines, which was based on guidance from the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE). Shared parking occurs when two or more land uses (a retail store, office, restaurant, etc.) can share the same parking supply by taking advantages of variations in parking demand by time of day. Shared parking applies to mixed-use projects involving a combination of land uses that have alternate peak demands occurring:

- At different times of day (e.g., evenings versus daytime)
- On different days of the week (e.g., weekend versus weekday)
- In different months or seasons of the year

University and Community Serving Shared Parking Demand

The land use descriptions for Subarea 3 discussed above were used to develop the projected parking demand profile for each using the shared parking concept data from the ULI. In order to conduct a shared parking analysis for Subarea 3, it was necessary to establish base assumptions:

1. Parking provided for student housing would not be part of the Subarea 3 shared parking analysis. It is included in the Academic/University Uses Parking discussed above. However, this parking supply could be located partly or wholly within Subarea 3.

2. Parking provided for faculty units would be included in the Subarea 3 supply, but would not be available for shared use, and is assumed reserved for faculty residents. The guest parking for the faculty housing units would be part of the shared supply.

3. The considerations used in the trip generation analysis for proximity and walk-in patronage generated by the various elements of the University population apply to the shared parking analysis. The following percentage of patronage is assumed to be from the University population and, therefore, would be walk-ins:

    a. 25% for retail
    b. 30% for restaurant
    c. 40% for the cinema
    d. 75% for the fitness center

4. 25% of the conference center patronage is assumed to be from the hotel as walk-ins.

5. The demand ratios for the weekday and weekend parking are based on recommendations and data collected by ULI and shared parking guidelines prepared by ITE.

Parking Demand Rates

The peak parking demand rates for each of the land uses, which were derived from ITE and ULI, are summarized in Table 8. Separate rates are provided for customers/visitors and employees for all commercial uses. Also, separate rates are provided for weekdays and weekends. Table 9 provides a summary of the potential peak parking demand if these rates were used directly without employment of the shared parking concept as well as any of the adjustments discussed above. The sum of the parking demand for each of the individual land uses in Subarea 3 would be 3,085 spaces on weekdays and 3,173 spaces on weekends. As indicated, these peak demands for each land use do not occur simultaneously.

TABLE 8
ULI RECOMMENDED PARKING RATIOS
Spaces required per unit land use

Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Cineplex	0.19	0.01	0.26	0.01	/seat
Health Club	6.60	0.40	5.50	0.25	/ksf GLA
Hotel-Business	1.00	0.25	0.90	0.18	/room
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential, Rental, Shared Spaces	0.15	1.50	0.15	1.50	/unit

TABLE 9
UNIVERSITY AND COMMUNITY SERVING (SUB AREA 3) DEVELOPMENT
POTENTIAL PEAK PARKING DEMAND WITHOUT USING SHARED PARKING CONCEPT

			Max Parking Spaces	
Land Use	Quantity		Weekday	Weekend
Community Shopping Center (<400 ksf)	242,000	sf GLA	702	774
Employee			169	194
Family Restaurant	45,000	sf GLA	405	574
Employee			68	101
Cineplex	2,000	seats	380	520
Employee			20	20
Health Club	20,000	sf GLA	132	110
Employee			8	5
Hotel-Business	150	rooms	150	135
Convention Space (>50 sq ft/guest room)	30,000	sf GLA	600	300
Employee			38	27
Residential, Rental, Shared Spaces	250	units	0	0
Reserved	1.5	sp/unit	375	375
Guest	250	units	38	38
Subtotal Customer/Guest Spaces			2407	2451
Subtotal Employee/Resident Spaces			303	347
Subtotal Reserved Spaces			375	375
Total Parking Spaces			3085	3173

ksf = thousand square feet

Results of Shared Parking Analysis

Table 10 provides a summary of the shared parking analysis for Subarea 3. This concept is shown graphically in Figure 2, which illustrates the hourly parking demand for Subarea 3, differentiating between the visitors to the commercial and residential uses, the employees of the commercial uses, and the residents.

The total peak parking demand for the area, using the shared parking concept for both weekdays and weekends, would occur at 1:00 PM on weekends in December. Under these conditions, the peak parking demand would be 1,897 spaces. On weekdays the peak demand would be 1,822 spaces and would also occur at 1:00 PM. The parking demand figures for the weekend, the higher of the two, are based on an estimate of 1,187 spaces for customers/residential guests, 335 spaces for employees, and 375 spaces reserved for residents for a total of 1,897 spaces. This is a 40% reduction when compared to a simple aggregate of the individual uses, with no consideration of shared parking.

The parking for Subarea 3 and the Academic/University Uses Parking should be viewed as two separate systems with respect to estimating demand. However, the University could choose to co-locate some of the supply, for example, providing some of the Academic/University Uses Parking supply within Subarea 3.

CONCLUSION

The existing supply of 11,816 parking spaces satisfies the existing City of Los Angeles Code requirement of 10,997 spaces and the existing parking demand for existing conditions..

This parking study establishes parking demand rates for both the University population as a whole (Academic/University Uses Parking) and the University and Community Serving uses proposed in Sub-area 3.

The estimated increase in Academic/University Uses parking demand over the planning horizon (2030) is 1,794 spaces. To satisfy the requirements for the Academic/University Uses parking, this document recommends an annual monitoring process that establishes the population for that year and the corresponding calculation of parking demand using the rates within this document (Table 3). The additional supply of parking would need to be provided (constructed or secured) prior to issuance of a certificate of occupancy for new project uses. The calculated supply represents the minimum obligation of the University in a given year, however the University may choose to provide more parking to account for economies-of-scale (i.e. build a new parking structure).

The estimated parking demand for the proposed University and Community Serving components in Sub-area 3 is 1,897 spaces. To satisfy this parking demand, this document recommends that parking supply be the same as the peak parking demand of 1,897 spaces. This will allow for a parking cushion during weekdays when the peak demand is estimated at 1,822 spaces. The University and Community Serving Uses can also utilize the excess supply available in on-campus parking facilities, which are under-utilized on weekends. Under the shared parking arrangement as summarized in Table 10, parking for the proposed University and Community Serving Uses in Subarea 3 should be provided at the following rates for Project purposes:

- Hotel
  - 0.5 spaces per room
  - Banquet/Meeting Rooms - 4.5 spaces per 1,000 square feet of floor area
- Faculty/Staff Housing
  - 1.5 reserved spaces per unit
  - Guest parking for Faculty/Staff units can be provided at 0.15 spaces per unit
- Movie Theater – 0.05 spaces per seat

- Restaurant – 10 spaces per 1,000 square feet of floor area
- Retail – 3 spaces per 1,000 square feet of floor area
- Lab School – 1 space per classroom

Application of the above rates would result in a parking supply that satisfies the peak parking demand for the Project as summarized in Table 10. With compliance with the recommended parking rates above, the Project would result in a less than significant impact.

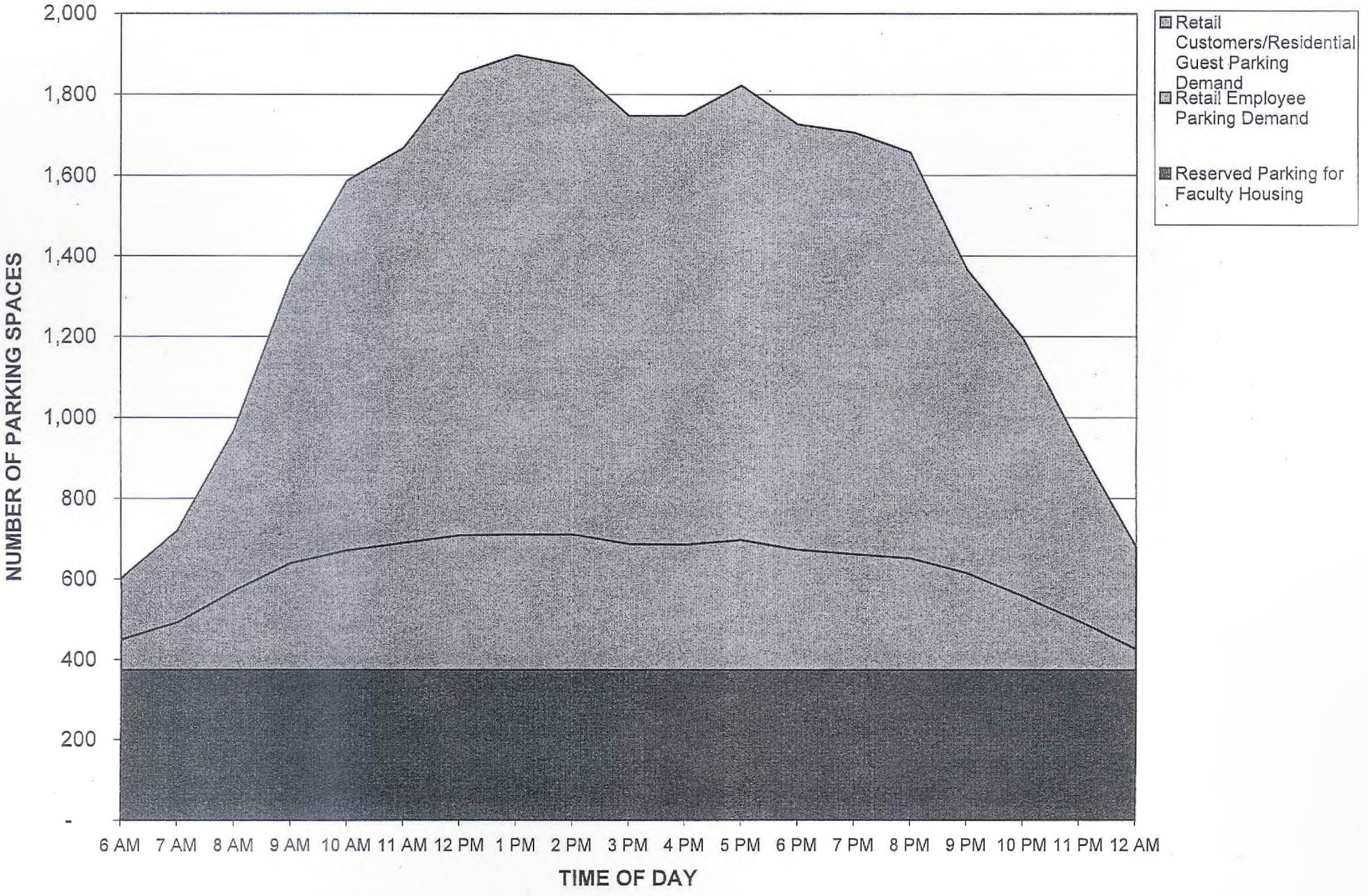
TABLE 10
UNIVERSITY AND COMMUNITY SERVING (SUB AREA 3) DEVELOPMENT
SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER – PEAK PERIOD: 1 PM, WEEKEND

			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 1 PM	Peak Mo Adj December	Estimated Parking Demand	Peak Hr Adj 1 PM	Peak Mo Adj December	Estimated Parking Demand
Community Shopping Center (<400 ksf)	242,000	sf GLA	2.90	1.00	0.75	2.18	/ksf GLA	3.20	1.00	0.75	2.40	/ksf GLA	1.00	1.00	527	0.95	1.00	551
Employee			0.70	1.00	1.00	0.70	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	1.00	1.00	169	1.00	1.00	194
Family Restaurant	45,000	sf GLA	9.00	1.00	0.70	6.30	/ksf GLA	12.75	1.00	0.70	8.93	/ksf GLA	0.90	1.00	255	0.85	1.00	342
Employee			1.50	1.00	1.00	1.50	/ksf GLA	2.25	1.00	1.00	2.25	/ksf GLA	1.00	1.00	68	1.00	1.00	101
Cineplex	2,000	seats	0.19	1.00	0.60	0.11	/seat	0.26	1.00	0.60	0.16	/seat	0.45	0.23	24	0.45	0.67	94
Employee			0.01	1.00	1.00	0.01	/seat	0.01	1.00	1.00	0.01	/seat	0.60	0.50	6	0.60	0.80	10
Health Club	20,000	sf GLA	6.60	1.00	0.25	1.65	/ksf GLA	5.50	1.00	0.25	1.38	/ksf GLA	0.70	0.90	21	0.30	0.90	7
Employee			0.40	1.00	1.00	0.40	/ksf GLA	0.25	1.00	1.00	0.25	/ksf GLA	0.75	1.00	6	0.50	1.00	3
Hotel-Business	150	rooms	1.00	1.00	1.00	1.00	/rooms	0.90	1.00	1.00	0.90	/rooms	0.55	0.67	55	0.55	0.67	50
Convention Space (>50 sq ft/guest room)	30,000	sf GLA	20.00	1.00	0.75	15.00	/ksf GLA	10.00	1.00	0.75	7.50	/ksf GLA	1.00	0.60	270	1.00	0.60	135
Employee			0.25	1.00	1.00	0.25	/rooms	0.18	1.00	1.00	0.18	/rooms	1.00	1.00	38	1.00	1.00	27
Residential, Rental, Shared Spaces	250	units	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	0.70	1.00	0	0.70	1.00	0
Reserved	2	sp/unit	1.50	1.00	1.00	1.50	/unit	1.50	1.00	1.00	2.00	/unit	1.00	1.00	375	1.00	1.00	375
Guest	250	units	0.15	1.00	1.00	0.15	/unit	0.15	1.00	1.00	0.00	/unit	0.20	1.00	8	0.20	1.00	8
Reserved		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0
Guest		units	0.10	1.00	1.00	0.10	/unit	0.10	1.00	1.00	0.00	/unit	0.20	1.00	0	0.20	1.00	0
													Customer		1160	Customer		1187
													Employee		287	Employee		335
													Reserved		375	Reserved		375
													Total		1822	Total		1897

ULI base data have been modified from default values.

FIGURE 2
UNIVERSITY AND COMMUNITY SERVING USES (SUB AREA 3)
SHARED PARKING DEMAND PEAK MONTH WEEKEND



Appendix D.

MITIGATION MEASURES

[see attached]

IV. Mitigation Monitoring and Reporting Program

1. Introduction

The California Environmental Quality Act (CEQA) requires a Mitigation Monitoring and Reporting Program (MMRP) for projects where mitigation measures are a condition of their approval and development. An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the proposed Project. Where appropriate, the EIR includes recommended mitigation measures to avoid or substantially lessen the significant environmental impacts associated with the proposed Project. This MMRP is designed to monitor implementation of these mitigation measures. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. This MMRP describes the procedures the Applicant shall use to implement the mitigation measures adopted in connection with the approval of the proposed Project and the methods of monitoring and reporting on such actions. "Monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision making body or authorized staff person. For this MMRP, the City of Los Angeles is the Lead Agency for the proposed Project.

2. Purpose

It is the intent of this MMRP to:

1. Verify compliance of the required mitigation measures of the EIR;
2. Provide a methodology to document implementation of required mitigation;
3. Provide a record and status of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of mitigation measures;
6. Establish the frequency and duration of monitoring and reporting; and

7. Utilize the existing agency review processes' wherever feasible.

3. Administrative Procedures

The Project Applicant shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the Mitigation Measure.
- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation and development are made.
- Monitoring Phase—the phase of the Project during which the Mitigation Measure shall be monitored.
- Monitoring Frequency—the frequency of which the Mitigation Measure shall be monitored.
- Action Indicating Compliance—the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

4. Enforcement

This MMRP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

5. Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMRP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

6. Mitigation Monitoring and Reporting Program

A. Aesthetics, Views, Light/Glare, and Shading

a. Construction

Mitigation Measure A-1: Temporary fencing (e.g., chain linked or wood) with screening material shall be used around the perimeter of a development site to buffer views of construction equipment and materials. In addition, the following fencing requirements shall be implemented:

- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS."
- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
- A sign shall be posted with the contact number of the construction manager so that he/she may address safety and other issues related to construction.
- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure A-2: 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 such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

b. Operation

Mitigation Measure A-3: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the City of Los Angeles Department of Planning.

- **Enforcement Agency:** Los Angeles Department of City Planning (plan review); Department of Building and Safety (operation)
- **Monitoring Agency:** Los Angeles Department of City Planning (plan review); Department of Building and Safety (operation)
- **Monitoring Phase:** Pre-construction (during landscape plan review); Operation

- **Monitoring Frequency:** Once, at plan check; Periodic field inspection during operation
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits; Issuance of Certificate of Occupancy

Mitigation Measure A-4: All new sidewalks along the proposed Project's street frontages shall be paved with concrete or other safe, non-slip material to create an environment accommodating to pedestrians.

- **Enforcement Agency:** Los Angeles Bureau of Engineering
- **Monitoring Agency:** Los Angeles Bureau of Engineering
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of Certificate of Occupancy

Mitigation Measure A-5: All new street and pedestrian lighting within the public right-of-way required for the proposed Project shall be approved by the Bureau of Street Lighting and tested in accordance with its requirements.

- **Enforcement Agency:** Los Angeles Department of Public Works, Bureau of Street Lighting
- **Monitoring Agency:** Los Angeles Department of Public Works, Bureau of Street Lighting
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of Certificate of Occupancy

Mitigation Measure A-6: All new street and pedestrian lighting required for the proposed Project, including lighting for the proposed athletic field,

shall be shielded and directed away from any off-site light-sensitive uses.

- **Enforcement Agency:** Los Angeles Department of Public Works, Bureau of Street Lighting; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Public Works, Bureau of Street Lighting; Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once at field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of Certificate of Occupancy

Mitigation Measure A-7: All exterior windows and glass used on building surfaces shall be non-reflective or treated with a non-reflective coating. In addition, the exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (during plan check)
- **Monitoring Frequency:** Once at plan check
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits

B. Air Quality

a. Construction

Mitigation Measure B-1: All unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting and/or use of soil binders could reduce fugitive dust by as much as 61 percent in comparison to 55 percent for twice daily.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-2: The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust such that dust emissions are not visible in the atmosphere beyond the property line of the emission source or the dust emissions do not exceed 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction

- **Action Indicating Compliance with Mitigation Measure(s):** Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-3: All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust. Use of dry rotary brushes for removal of mud or dirt from adjacent public shall be prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. In addition, use of blower devices for this activity shall be expressly forbidden.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-4: All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust that would result in dust emissions visible in the atmosphere beyond the property line of the emission source or the dust emissions exceed 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction

- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-5: All earth moving or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), so as to prevent excessive amounts of dust that would result in dust emissions visible in the atmosphere beyond the property line of the emission source or the dust emissions exceed 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-6: All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications and catalytic converters shall be installed on all heavy machinery working on-site, if feasible.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-7: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after five minutes when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and pollutant emission generating construction activities discontinued during second-stage smog alerts.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-8: Petroleum powered construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators unless use of electricity from power poles would present a safety concern to the general public or USC faculty, staff, or students.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits; Field inspection

Mitigation Measure B-9: Proposed buildings shall be designed to minimize the need for the application of architectural coatings. Where the application of architectural coatings is necessary, low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt, and architectural coatings, or pre-fabricated architectural panels, shall be used to reduce VOC emissions.

- **Enforcement Agency:** Los Angeles Department of City Planning; SCAQMD; Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of City Planning (plan check); Los Angeles Department of Building and Safety (operation)
- **Monitoring Phase:** Pre-construction (during plan check); Construction
- **Monitoring Frequency:** Once, at plan check; Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits; Issuance of Certificate of Occupancy

Mitigation Measure B-10: All areas where construction vehicles are parked, staged, or operating shall be visibly posted with signs stating "No idling in excess of 5 minutes or shut off engines".

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-11: The project representative shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of

the construction project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered construction equipment shall meet the Tier standards based on the following schedule:

- January 1, 2011, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all diesel construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions 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 CARB regulations.

- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all diesel construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions 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 CARB regulations, until such time that a Tier 4 replacement equipment is available.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-Construction (initial submittal); Construction

- **Monitoring Frequency:** Once (initial submittal); Periodic field inspections during construction

- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report submitted by project contractor

Mitigation Measure B-12: To ensure compliance with SCAQMD Rule 403 and dust control requirements and mitigation measures, a person shall be

designated as an on-site construction mitigation manager. This construction mitigation manager shall be identified prior to construction. Where applicable for large operations as defined in SCAQMD Rule 403, this person shall have completed the AQMD Fugitive Dust Control Class and been issued a valid Certificate of Completion and have a current CARB certification for Visible Emission Evaluation. Duties of the construction mitigation manager should include but are not limited to:

- Implementing a comprehensive communications strategy including establishment of a construction mitigation hotline.
- Create construction surveys and monitoring plans to control dust, vibrations, work hours, and noise as well as issues such as preventing contractor parking on residential streets.
- Implementing procedures to address complaints in a timely and effective manner.
- Monitoring the dust control program and ordering increased watering, as necessary, to prevent transport of dust offsite.
- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (initial identification); Construction
- **Monitoring Frequency:** Once (initial identification); Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report submitted by project contractor

Mitigation Measure B-13: The University shall ensure that emissions from all off-road diesel powered equipment used on the Project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SCAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of

the visual survey results shall be kept on site throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SCAQMD and/or other officials may conduct periodic site inspections to determine compliance.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Weekly field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Monthly summary reports maintained by project contractor

Mitigation Measure B-14: The University shall locate stationary construction equipment (e.g., generators) exhaust away from sensitive receptors such as fresh air intakes to buildings, air conditioners and operable windows.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-15: The University shall employ a construction site manager to verify that engines are properly maintained and keep a maintenance log.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Maintenance log maintained by construction manager

Mitigation Measure B-16: Diesel trucks used by construction contractor(s) at the site shall meet post-1996 diesel requirements. In addition, suppliers and vendors (e.g., soil export, concrete, lumber) that potentially could result in more than one delivery per day to the Project site shall have written into contracts a requirement that diesel trucks accessing the Project site must meet EPA's on-road diesel post-1996 requirements.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits; Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-17: The use of conventional cut-back asphalt for paving shall be prohibited and the maximum VOC content of asphalt emulsion shall be restricted to standards set in SCAQMD Rule 1108.1.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits

Mitigation Measure B-18: A publicly visible sign with the telephone number and person to contact regarding dust complaints shall be clearly posted at the Project site. This person shall respond and take corrective action within 24 hrs.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-19: Prior to land use clearance, the University shall include, as a note on a separate informational sheet to be recorded with map, dust control requirements. All requirements shall be shown on grading and building plans. In addition, prior to final occupancy, the University shall demonstrate that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy

- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a Certificate of Occupancy

Mitigation Measure B-20: All roadways, driveways, sidewalks, etc., to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Periodic field inspections during construction

- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure B-21: The University shall establish a program to make available MERV 10 filters during site grading/excavation activities within Subarea 3. Recipients shall be limited to sensitive uses (e.g., residential, schools, daycare centers) within the following area: south of West 29th Street; east of South Vermont Avenue; north of West Jefferson Boulevard; and west of uses immediately east of Hoover Street and also including 32nd Street Elementary School.

- **Enforcement Agency:** Los Angeles Department of City Planning (pre-construction); Department of Building and Safety (construction)

- **Monitoring Agency:** Los Angeles Department of City Planning (plan check); Los Angeles Department of Building and Safety (construction)

- **Monitoring Phase:** Pre-construction (during plan check review); Construction

- **Monitoring Frequency:** Once, at plan check; Quarterly during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits; Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-22: Monthly routine testing of emergency generators shall be scheduled on different days to minimize short-term emissions. If the emergency generators are owned by private enterprises leasing space from USC, the day on which the generators may be tested shall be specified in the lease.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Quarterly during operation
- **Action Indicating Compliance with Mitigation Measure(s):** Recordation of covenant

b. Operation

Mitigation Measure B-23: The Applicant shall schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

- **Enforcement Agency:** Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Quarterly during operation
- **Action Indicating Compliance with Mitigation Measure(s):** Recordation of covenant

C. Cultural Resources

Mitigation Measure C-1: The Applicant shall ensure that archival documentation (similar to Historic American Building Survey [HABS] level I documentation) will be prepared for individually eligible structures or district contributors that will be demolished prior to commencement of demolition. Copies of the documentation should be stored on campus in USC's archival repository. If requested, copies will be provided to the Office of Historic Resources and the Los Angeles Conservancy.

HABS Level I documentation shall consist of the following:

- architectural and historical narrative;
- archival drawings;
- if adequate archival drawings are not available, measured drawings will be produced; and
- large format photography.
- **Enforcement Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of a demolition permit
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of demolition permits

Mitigation Measure C-2: Prior to receipt of the first Certificate of Occupancy, the Applicant shall nominate individual resources that have been identified in the EIR as potentially eligible for the National Register, California Register or as Los Angeles Historic-Cultural Monuments to the appropriate programs based on the significance of the individual buildings. (See Mitigation Measure C-5 for district nomination).

- **Enforcement Agency:** Los Angeles Department of City Planning, Office of Historic Resources

- **Monitoring Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of demolition permits

Mitigation Measure C-3: To ensure that historic buildings are appropriately renovated and maintained and that the impact of new construction is mitigated to a less than significant level, the University shall implement the development guidelines and procedures established in the Adaptive Mitigation Management Approach (AMMA), which is included as Appendix C-3 to the Draft EIR, which shall function as a rehabilitation and maintenance plan and a plan for compatible new construction for the identified historic district and its contributing features. This will ensure that historic structures and landscapes, both individually significant and contributors to the identified historic district, will be rehabilitated according to the *Secretary of the Interior's Standards*, and maintained according to preservation maintenance guidelines. The guidelines shall be consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.* The plan shall include:

- historic overview and context;
- identification of individual historic resources assessments, including character-defining features;
- principles of rehabilitation;
- guidelines for exterior and site rehabilitation and maintenance; and
- a Procedure for Project Implementation that establishes the specific process for project review for the rehabilitation, reuse, demolition, or adjacent new construction of buildings or sites within the USC University Park Campus Historic District, requires the services of a qualified historic preservation consultant, and

includes review by the Office of Historic Resources (refer to Mitigation Measure C-6 for further discussion of this requirement).

- **Enforcement Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, before certification of the Environmental Impact Report (including AMMA); Periodic field inspections during rehabilitation
- **Action Indicating Compliance with Mitigation Measure(s):** Certification of the Environmental Impact Report (including AMMA); Field inspection sign off by selected qualified professionals

Mitigation Measure C-4: Prior to receipt of the first Certificate of Occupancy, the Applicant shall prepare an interpretative plan for the Historic District. This plan will be used as part of USC's ongoing community outreach efforts and on-campus orientation and tours. Interpretive displays in the public areas of district contributors will be considered, as appropriate.

- **Enforcement Agency:** Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits

Mitigation Measure C-5: Prior to receipt of the first Certificate of Occupancy, the Applicant shall nominate the historic district identified as potentially eligible for the California Register for listing in the California Register.

- **Enforcement Agency:** Los Angeles Department of City Planning, Office of Historic Resources

- **Monitoring Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of demolition permits

Mitigation Measure C-6: In accordance with the Procedure for Project Implementation in the AMMA (see Mitigation Measure C-3), the University shall work with qualified preservation professionals to ensure Standards-compliant projects on campus, including the design of rehabilitation projects for district contributors, compatibility of new construction within the historic district, and periodic site visits to monitor construction adjacent to district contributors to ensure that such activities comply with the *Secretary of the Interior's Standards*. Historic professionals shall meet the National Park Service standards.[1] The Procedure for Project Implementation shall apply to the proposed construction, alteration, addition, demolition, reconstruction, relocation, or removal of any building, object, or site that is:

- identified as an individual resource;
- identified as a contributor to the USC University Park Campus Historic District;
- identified as a resource that is both an individual resource and a contributor to the USC University Park Campus Historic District;
- identified as a non-contributor to this Historic District; or
- a potential development site located within the Historic District that is currently vacant or otherwise does not contain a building.

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[1] *U.S. Department of the Interior, National Park Service. "Archeology and Historic Preservation: Secretary of the Interior's Professional Qualifications Standards." http://www.nps.gov/history/local-law/arch_stnds_9.htm.*

For each type of potential activity, the Procedure for Project Implementation shall indicate: the role and responsibilities of the qualified historic professional; whether review is required by the Office of Historic Resources; and what type of public review and/or comment period (if any) is required.

- **Enforcement Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once before rehabilitation work; Periodic field inspections during rehabilitation
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permits; Field inspection sign off by selected qualified professionals

Mitigation Measure C-7: The Applicant shall offer up to $25,000 in relocation assistance to any interested party willing to relocate the two (University Club–Faculty Center and Registration Building) historic buildings that are slated for demolition provided the interested party can demonstrate a commitment to a rehabilitation of the historic building in compliance with the Secretary of Interior Standards. Such offering shall be made prior to the issuance of a demolition permit for either of these buildings.

- **Enforcement Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** As needed before the issuance of a demolition permit for any historic building
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of demolition permits

Mitigation Measure C-8: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and

deposits shall be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist if resource(s) are discovered
- **Action Indicating Compliance with Mitigation Measure(s):** If unanticipated discoveries are found, mitigation plan(s) by a qualified archaeologist.

Mitigation Measure C-9: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project site where excavations into the older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections will be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying

notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with paleontologist upon discovery of resource(s)
- **Action Indicating Compliance with Mitigation Measure(s):** If no unanticipated discoveries are found and grading occurs within the older Quaternary Alluvium, compliance certification report by qualified paleontologist; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by a qualified paleontologist.

D. Geology and Soils

Mitigation Measure D-1: The design and construction of the proposed Project shall conform to the Los Angeles Building Code seismic standards as approved by the City of Los Angeles Department of Building and Safety.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction and Construction

- **Monitoring Frequency:** Once, prior to issuance of grading permit; Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

Mitigation Measure D-2: Geotechnical observation and testing shall be completed during the placement of new compacted fills, foundation construction, buttresses, stabilization fills, ground improvement, and any other geotechnical-related construction for each development occurring within the Project site in accordance with the requirements set forth by the City of Los Angeles Department of Building and Safety.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction and Construction
- **Monitoring Frequency:** Once prior to issuance of grading permit; periodic field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

Mitigation Measure D-3: Individual development projects that require new building permits within the Project site shall be required to prepare site-specific geotechnical reports. The geotechnical reports shall include detailed geotechnical recommendations with regard to pile or drill caissons, footings, slabs, fill, shoring, retaining walls, site drainage, and other construction features which address the specific site conditions, design, and footprint of the proposed buildings. The geotechnical reports shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction and Construction

- **Monitoring Frequency:** Once prior to issuance of grading permit; periodic field inspection

- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

Mitigation Measure D-4: Development occurring in the former athletic field area of the Campus shall be required to provide a current subsurface geotechnical report. Specific geotechnical recommendations addressing the underlying soils shall be incorporated into the geotechnical reports for this area, and all additional geotechnical mitigation measures would be followed both prior to and during construction.

- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-Construction and Construction

- **Monitoring Frequency:** Once prior to issuance of grading permit; periodic field inspection

- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

Mitigation Measure D-5: Prior to the issuance of building or grading permits, the Applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the City of Los Angeles Department of Building and Safety.

- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-Construction

- **Monitoring Frequency:** Once prior to issuance of grading permit

- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

Mitigation Measure D-6: Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

Mitigation Measure D-7: Appropriate erosion control and drainage devices shall be provided to the satisfaction of the City of Los Angeles Department of Building and Safety. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Los Angeles Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction and Construction
- **Monitoring Frequency:** Once prior to issuance of grading permit; periodic field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

Mitigation Measure D-8: Stockpiled and excavated soil shall be covered with secured tarps or plastic sheeting.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

E. Hazards and Hazardous Materials

Mitigation Measure E-1: If during construction activities, including demolition, excavation and grading work, discolored or odorous soils are uncovered, construction activities shall be halted until the impacted area can be evaluated. Soil sampling and, if appropriate, soil vapor sampling shall be conducted in accordance with applicable regulatory guidance documents to determine if the contamination, if any, is above regulatory levels or guidelines. Personnel conducting the sampling shall be appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation could consist of excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the City of Los Angeles Fire Department (LAFD); and the Regional Water Quality Control Board (RWQCB).

- **Enforcement Agency:** Los Angeles Department of Building and Safety; DTSC; LAFD; RWQCB
- **Monitoring Agency:** Los Angeles Department of Building and Safety; LAFD
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with enforcement agencies upon discovery of any hazard(s)

- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of required No Further Action Letter(s) in the event that hazards are discovered

Mitigation Measure E-2: Monitoring and testing of USTs shall be continued in accordance with applicable regulations. If an UST is uncovered during the construction activities, the UST shall be removed (abandoned) in accordance with LAFD regulations. Soil sampling of the tank excavation shall be completed and if soil contamination is found, the impacted soil shall be remediated (excavated) to acceptable regulatory levels.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; DTSC; LAFD
- **Monitoring Agency:** Los Angeles Department of Building and Safety; LAFD
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with enforcement agencies upon any discovery of UST(s)
- **Action Indicating Compliance with Mitigation Measure(s):** Submittal of soil survey report by project Applicant

Mitigation Measure E-3: Prior to the issuance of demolition permits for individual construction sites within the Project site, the University shall submit verification to the City of Los Angeles Department of Building and Safety that an asbestos survey has been conducted at all existing buildings located on the construction site. If asbestos is found, the University shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; SCAQMD
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to demolition); Construction if asbestos is found
- **Monitoring Frequency:** Once, prior to issuance of demolition permits; Ongoing during construction if asbestos is found

- **Action Indicating Compliance with Mitigation Measure(s):** Submittal of asbestos survey and issuance of demolition permits; if asbestos is found, compliance report signoff by a qualified asbestos professional

Mitigation Measure E-4: Prior to the issuance of demolition permits for individual construction sites within the Project site, the University shall submit verification to the City of Los Angeles Department of Building and Safety that a lead-based paint survey has been conducted at all existing buildings located on the construction site. If lead-based paint is found, the University shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Cal/EPA
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to demolition); Construction, if lead based paint is found
- **Monitoring Frequency:** Once, prior to issuance of demolition permits; Ongoing during construction if lead based paint is found
- **Action Indicating Compliance with Mitigation Measure(s):** Submittal of lead based paint survey and issuance of demolition permits; if lead based paint is found, compliance report signoff by a qualified environmental consultant

Mitigation Measure E-5: During subsurface excavation activities, including borings, trenching, and grading, Cal-OSHA worker safety measures shall be implemented as required to preclude an exposure to unsafe levels of soil gases, including but not limited to methane.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Periodic field inspections during excavation activities

- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

Mitigation Measure E-6: Prior to issuance of a building permit for a structure located within a Methane Zone or Methane Buffer Zones, the Applicant shall comply with the applicable requirements of the City's Methane Seepage Regulations as set forth in Section 91.7101, *et seq.* of the City's Municipal Code.

- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-Construction

- **Monitoring Frequency:** Once prior to issuance of grading permits

- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit

Mitigation Measure E-7: During construction activities, appropriately trained construction foremen and/or supervisors shall be available to monitor the construction site for impacted soil. The foremen and/or supervisors shall be 40-hour OSHA HAZWOPER trained. In addition, field monitoring equipment (such as photo-ionization detectors, flame ionization detectors, organic vapor analyzers, or 4-gas meters) shall be utilized by construction personnel to monitor site conditions for potential hazardous conditions. If significant levels are detected by the monitoring equipment, or if conditions are identified by the construction personnel, the construction activities shall stop until further assessment of the situation can be completed by appropriate health and safety personnel.

- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during excavation activities
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

F.1 Surface Water Hydrology

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

F.2 Surface Water Quality

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

G. Land Use

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

H. Noise

a. Construction

Mitigation Measure H-1: A temporary, continuous and impermeable minimum 10 feet high, sound barrier wall shall be erected between the Project construction area and adjacent off-site noise sensitive receptors when construction activities are within 250 feet of the noise sensitive receptors and there are no intervening buildings between the construction area and the noise receptors.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections

- Action Indicating Compliance with Mitigation Measure(s): Field inspection

Mitigation Measure H-2: Construction activities shall not occur beyond the City's allowable daytime hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, on Saturday before 8:00 A.M. and after 6:00 P.M, and no construction activities shall occur on Sundays or any national holidays.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and compliance certification report submitted by project contractor

Mitigation Measure H-3: Power construction equipment shall be equipped with state-of-the-art noise shielding and muffling devices. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and compliance certification report submitted by project contractor

Mitigation Measure H-4: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as

to maintain the greatest distance possible from sensitive land uses and unnecessary idling of equipment shall be prohibited.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure H-5: Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

I.1. Employment

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

I.2. Housing

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

I.3. Population

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

J.1 Public Services—Police Protection

a. Construction

Mitigation Measure J.1-1: The Applicant shall develop and implement a Construction Traffic Management Plan that shall include notification to the LAPD of any lane closures or other road construction.

- **Enforcement Agency:** Los Angeles Police Department and Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, at plan check; Quarterly throughout construction
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of construction permits; Compliance report submitted by construction contractor

Mitigation Measure J.1-2: During Project construction, the Applicant shall ensure that LAPD access will remain clear and unobstructed.

- **Enforcement Agency:** Los Angeles Police Department
- **Monitoring Agency:** Los Angeles Police Department
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction

- **Action Indicating Compliance with Mitigation Measure(s):** Compliance report submitted by construction contractor

Mitigation Measure J.1-3: During Project construction, the Applicant shall implement security measures including security fencing, lighting, and the use of a seven-day, 24-hour security patrol.

- **Enforcement Agency:** Los Angeles Police Department;
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

b. Operation

Mitigation Measure J.1-4: The Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit on crime prevention features appropriate for the design of the Project.

- **Enforcement Agency:** Los Angeles Police Department, Los Angeles Planning Department
- **Monitoring Agency:** Los Angeles Planning Department
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of building permit

Mitigation Measure J.1-5: Entryways, elevators, lobbies, and parking areas shall be well illuminated and designed to eliminate areas of concealment.

- **Enforcement Agency:** Los Angeles Police Department; Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of a building permit

Mitigation Measure J.1-6: Upon Project completion, the Project Applicant shall provide the Southwest Area and Newton Area Commanding Officer with a diagram of each portion of the property, including access routes, and provide additional information that might facilitate police response.

- **Enforcement Agency:** Los Angeles Police Department
- **Monitoring Agency:** Los Angeles Police Department;
- **Monitoring Phase:** Operation (prior to occupancy)
- **Monitoring Frequency:** Prior to certificate of occupancy for each phase
- **Action Indicating Compliance with Mitigation Measure(s):** Written confirmation of receipt by Los Angeles Police Department prior to issuance of certificate of occupancy for each phase

Mitigation Measure J.1-7: The Applicant shall complete an annual assessment of on-site Project-related crime and, in response, develop and implement additional security measures.

- **Enforcement Agency:** Los Angeles Police Department
- **Monitoring Agency:** Los Angeles Police Department
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annual assessment
- **Action Indicating Compliance with Mitigation Measure(s):** Annual assessment prepared by Applicant

J.2 Public Services—Fire Protection and Emergency Medical Services

Mitigation Measure J.2-1: The Project Applicant shall submit building plans including a plot plan for approval by the Los Angeles Fire Department prior to the recordation of the final map or approval of building permit. The plot plan shall include the following:

- Fire lanes, where required, would be a minimum of 20 feet in width clear to sky, posted with a sign of no less than three square feet in area and/or painted with "Fire Lane No Parking" and have an adequate approved turning area. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions would not be less than 28 feet in width;
- No building or portion of a building would be constructed more than 150 feet from the edge of a roadway, of an improved street, access road, or designated fire lane, unless otherwise approved;
- Access for LAFD apparatus and personnel to and into all structures;
- Locations and sizes of all fire hydrants; and
- All structures would be within 300 feet of an approved fire hydrant.
- **Enforcement Agency:** Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance with Mitigation Measure(s):** Approval of the plot plan by the Los Angeles Fire Department

Mitigation Measure J.2-2: The Project Applicant shall consult with the Los Angeles Fire Department and incorporate fire prevention and suppression features appropriate to the design of the proposed Project.

- **Enforcement Agency:** Los Angeles Fire Department

- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, at time of plot plan submittal
- **Action Indicating Compliance with Mitigation Measure(s):** Approval of the plot plan by the Los Angeles Fire Department

Mitigation Measure J.2-3: During construction, the following measures shall be implemented:

- Access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.
- No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- **Enforcement Agency:** Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Construction
- **Monitoring Frequency**: Periodically during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

J.3 Public Services—Schools

a. Construction

Mitigation Measure J.3-1: Prior to construction, the Applicant shall contact the LAUSD Transportation Branch regarding potential impact to school bus routes.

- **Enforcement Agency:** Los Angeles Planning Department, LAUSD
- **Monitoring Agency:** Los Angeles Planning Department
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance with Mitigation Measure(s):** Written confirmation of consultation from LAUSD

Mitigation Measure J.3-2: Unrestricted access for school buses shall be maintained on street right-of-ways during construction.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-3: During Project construction, construction vehicles shall comply with the provisions of the California Vehicle Code, including stopping when encountering school buses using red flashing lights.

- **Enforcement Agency:** Los Angeles Police Department
- **Monitoring Agency:** Los Angeles Police Department

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-3: Project construction activities shall not endanger passenger safety or delay student drop-off or pick-up due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Street Services
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Street Services
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of building materials and lane closure permits

Mitigation Measure J.3-4: Safe and convenient pedestrian routes to LAUSD schools shall be provided.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection

- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-5: Project contractors shall maintain on-going communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Quarterly compliance certification report by the project contractor

Mitigation Measure J.3-6: If necessary, appropriate traffic controls (signs and temporary signals) shall be installed to ensure pedestrian and vehicular safety during construction.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-7: Hauling past school sites shall be prohibited, except when school is not in session. If that is infeasible, hauling shall be prohibited during school arrival or dismissal times.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-8: No staging or parking of construction-related vehicles, including worker-transport vehicles, shall be permitted adjacent to school sites.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-9: Crossing guards shall be provided when safety of students may be compromised by construction-related activities at impacted school crossings.

- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-10: Barriers and/or fencing shall be installed around construction sites to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

Mitigation Measure J.3-11: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly throughout construction; during field inspection

- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection and quarterly compliance certification report by the project contractor

b. Operation

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

J.4 Public Services—Parks and Recreation

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

J.5 Public Services—Libraries

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

K.1 Transportation and Circulation

a. Construction

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

b. Operation

Mitigation Measure K.1-1: Transportation Demand Management (TDM) Program. As part of the proposed Project, USC would expand its existing TDM program. A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of a building permit for the Project's first new building that is more than 50,000 square feet and a final TDM program approved by DOT is required prior to the issuance of a certificate of occupancy for the Project's first new building that is more than 50,000 square feet. The TDM plan shall include, but is not limited to, the following measures:

- Tram/Shuttle System Modifications: USC would modify its tram and shuttle system and make route, shuttle-stop modifications, and additions which would result in increased connectivity to the Expo LRT.(currently under construction) and other public transit

services like the Downtown Area Shuttle (DASH), Metro bus lines, Metro Rapid, etc.

- On-Campus TDM Coordinator: USC would employ a full-time on-campus TDM coordinator to implement the various TDM programs provided by the University. Some of the activities a coordinator would oversee include assisting students, faculty and staff with questions about various TDM programs offered, coordinating University's efforts with other public/private agencies, etc.

- Transit-Use Training during Student Orientations: USC would include transit-use (rail, bus, University tram, and shuttle-bus) training as part of new student orientations. This would inform new students about the various programs and subsidies offered by the University to encouraging transit use. The training may also include information relating to other TDM programs such as Carpool, Vanpool, Ride-Share etc.

- Subsidize Transit Passes: USC would continue to subsidize transit passes in exchange for parking permits to encourage transit use among students, faculty and staff as their primary mode of transportation to/from the University.

- Mobility Hub: USC would contribute towards establishing a "Mobility Hub" on- or along the perimeter of the campus. The "Mobility Hub" is likely to include secure bike parking, bike sharing, fold-n-go bike leasing program, and car sharing system. USC would provide a storefront space (approx 250 square feet) on-campus and shared car parking spaces within its parking facilities to facilitate the Mobility Hub operations.

- Transportation Information Center: USC would establish a transportation information center on-campus which would provide transit-maps, schedules, and information related to available alternative transportation modes and TDM programs offered by the University.

- Work with MTA and LADOT to Implement First/Last Mile Strategies: USC would work with MTA and LADOT to assist in implementing first/last mile strategies to connect students, faculty, staff and visitors to various transit lines, stations, bus-stops, etc.

- Shuttle To/From LA Live and USC: USC would provide a shuttle-bus between LA Live and the University campus for students traveling to/from LA Live.

- Expansion of Car Share Program: USC would expand its existing car-sharing program, ZipCar, by adding 6 more cars in the immediate future to the 16 cars that are currently available to students, faculty and staff.

- Daily Car Rentals: USC would collaborate with a national car rental company to establish a car rental facility on-campus. The rental car company would provide daily car rentals to students, faculty and staff.

- Expansion of Vanpool Program: USC would expand the existing Vanpool program by adding services to Santa Clarita and Oxnard in the immediate future. This service could also be extended to other locations over time if demand becomes feasible.

- Ride-Share Matching System: USC is collaborating with Zimride, an online social networking site for ridesharing. Membership to the site would be free and the system would allow for student, faculty and staff to share seats in cars or ride with other USC patrons to/from common locations. The site would help USC patrons to offer or request rides for commutes, road trips, and popular events.

- Child Care: USC shall provide on-site child care or contribute to off-site child care within walking distance.

- Employee Showers: USC shall provide showers and lockers for employees bicycling or walking to work.

- Bicycle Parking: USC shall provide secure, weather-protected bicycle parking for employees.

- EV Charging Facilities: USC shall provide additional EV charging facilities to meet demand.

- CNG Fueling Facility: USC shall provide additional capacity at its CNG fueling facility to meet demand.

- Parking Fees for EVs and CNG Vehicles: USC shall charge reduced or no parking fee for EVs and CNG vehicles.

- **Enforcement Agency:** Los Angeles Department of Transportation

- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Planning Department

- **Monitoring Phase:** Pre-construction; operation
- **Monitoring Frequency:** Once at issuance of building permit for first building greater than 50,000 sf; Once at issuance of first temporary or permanent Certificate of Occupancy for first building greater than 50,000 sf; On-going at the discretion of City of Los Angeles Department of Transportation
- **Action Indicating Compliance:** Issuance of building permit; Issuance of temporary or permanent Certificate of Occupancy

Mitigation Measure K.1-2: Adams Boulevard and Hoover Street—Restripe the eastbound and westbound approaches at this intersection to accommodate two left-turn only lanes on the eastbound approach. The ultimate configuration will be two left-turn lanes, one through lane, and one shared through/right-turn lane for the eastbound approach. This improvement, with any necessary traffic signal modifications, is acceptable to DOT and would mitigate the project's impact to a level of insignificance. However, this improvement should be appropriately phased by the applicant and not implemented until merited by an increase in eastbound left-turn traffic volumes. This improvement would be guaranteed through the B-permit process but should not be installed until deemed warranted by DOT.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-construction; Construction (prior to occupancy, as determined necessary by LADOT)
- **Monitoring Frequency:** Once at issuance of B-permit; Once at issuance of Certificate of Occupancy
- **Action Indicating Compliance with Mitigation Measure(s):** Issuance of B-permit; Issuance of a Certificate of Occupancy

Mitigation Measure K.1-3: Jefferson Boulevard and Vermont Avenue—Restrict parking on the west side of Vermont Avenue during the p.m. peak hours between 30th Street and Exposition Boulevard, and restripe Vermont Avenue to provide one left-turn lane, two through lanes, and one shared through/right-turn lane for the southbound approach. Although this measure would mitigate the significant impact, it would result in the loss of on-street parking along Vermont Avenue. The

Applicant has indicated that the loss of street parking could be mitigated by providing substitute parking at the USC-controlled public parking lot located at the southeast corner of this intersection. However, this improvement should not be conditioned on the project without consent from the affected Council Office and any impacted stakeholders. Therefore, without this final approval of this mitigation proposal, the impact at this intersection would remain significant.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Construction (prior to occupancy)
- **Monitoring Frequency:** Once
- Action Indicating Compliance with Mitigation Measure(s): Issuance of a Certificate of Occupancy

Mitigation Measure K.1-4: Traffic Signal Upgrades. The Applicant shall provide funds to DOT for any necessary upgrades to the existing traffic signal equipment within the Project study area. These upgrades may include the installation of left-turn phasing, new traffic signal controllers, closed-circuit television (CCTV) cameras, vehicle detector loops, etc. The Applicant shall provide up to $400,000 to DOT to fund the cost of any necessary traffic signal upgrades. This fee would be required prior to the issuance of a certificate of occupancy for the Project's first building that is more than 50,000 sf.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Construction (prior to occupancy)
- **Monitoring Frequency:** Once
- Action Indicating Compliance with Mitigation Measure(s): Issuance of a Certificate of Occupancy

Mitigation Measure K.1-5: Neighborhood Traffic Management. The Applicant shall conduct public outreach and develop a Neighborhood Traffic

Management Plan, in consultation with DOT, the affected Council District office and the affected neighborhood. Coordination with the appropriate Council District office may be necessary to designate the stakeholders that should facilitate the public outreach. The Applicant shall also be responsible for conducting the engineering evaluation of the potential measures to determine the feasibility in regards to drainage, constructability, street design, etc. A preliminary Neighborhood Traffic Management Implementation Plan shall be prepared and provided for DOT review prior to the issuance of the first building permit for the proposed Project and a final Neighborhood Traffic Management Implementation Plan approved by DOT is required prior to the issuance of the first certificate of occupancy for the proposed Project. The Applicant shall be responsible for implementing any Neighborhood Traffic Management Plan measures approved by DOT and supported by stakeholders. Prior to the outreach, a cost estimate on the potential Neighborhood Traffic Management Plan shall be determined in consultation with DOT but shall not exceed $50,000. The cost should be commensurate with the size of the proposed Project and with the level of residential street impacts that are expected. The development of the Neighborhood Traffic Management Plan shall include an analysis of traffic data and conditions of the impacted residential street segments identified in the study.

The Neighborhood Traffic Management Plan shall be phased and prioritized for implementation so that only non-restrictive traffic calming measures are implemented. Non-restrictive traffic calming measures may include, but are not limited to, traffic circles, speed humps, roadway narrowing effects (raised medians, traffic chokers, etc.), landscaping features, roadway striping changes, and stop sign pattern. The Neighborhood Traffic Management Plan shall also consider and evaluate neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit. The Neighborhood Traffic Management Plan shall also consider and evaluate the following measures during public outreach: a requirement for the University to erect a physical barrier on Orchard Avenue north of the proposed access point to Subarea 3 each evening after 10:00 PM to prevent traffic from entering or leaving this part of Subarea 3 via the residential neighborhood to the north, and the retention of the general triangular configuration at McClintock Avenue and 30th Street. A temporary certificate of occupancy may be granted in the event of any delay through no fault of the Applicant,

provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction (prior to occupancy)
- **Monitoring Frequency:** Once
- **Action Indicating Compliance with Mitigation Measure(s):** LADOT approval of Neighborhood Traffic Management Plan; Issuance of Certificate of Occupancy

K.2 Parking

Mitigation Measure K.2-1: Prior to receipt of the first Certificate of Occupancy, the Applicant shall develop and implement an annual monitoring process that establishes the University population for each year and the corresponding calculation of parking demand using the rates within the Parking Study prepared for the proposed Project. The Applicant would be responsible for constructing and/or securing sufficient parking to satisfy the calculated demand prior to the issuance of certificate of occupancy permits for new Project uses.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction; operation
- **Monitoring Frequency:** Once at issuance of first temporary or permanent Certificate of Occupancy; On-going at the discretion of City of Los Angeles Department of City Planning
- **Action Indicating Compliance:** Issuance of temporary or permanent Certificate of Occupancy; submittal of annual monitoring report by Applicant

L.1 Utilities—Water

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

L.2 Utilities—Wastewater

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

L.3 Utilities—Solid Waste

a. Construction

Mitigation Measure L.3-1: The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Department of Building and Safety prior to issuance of demolition or construction permits.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to commencement of construction activities); Construction
- **Monitoring Frequency:** Once prior to issuance of demolition permits; ongoing during project construction
- **Action Indicating Compliance with Mitigation Measure(s):** Submittal of copy of contract by project contractor; Issuance of demolition permit

Mitigation Measure L.3-2: To facilitate on-site separation and recycling of demolition and construction-related wastes, the construction contractor should provide temporary waste separation bins on-site during demolition and construction of the proposed Project.

- **Enforcement Agency:** Los Angeles Department of Building and Safety

- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance with Mitigation Measure(s):** Field inspection

b. Operation

Mitigation Measure L.3-3: Recycling bins shall be provided at appropriate locations on the Project site to promote recycling of paper, metal, glass, and other recyclable materials. Recycling areas or rooms for collecting and loading recyclable materials shall be provided in accordance with City of Los Angeles Municipal Code Section 12.21A19.

- **Enforcement Agency:** Los Angeles Department of City Planning, Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of City Planning, Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction (prior to issuance of Certificate of Occupancy)
- **Monitoring Frequency:** Once at plan approval; once at final field inspection
- **Action Indicating Compliance with Mitigation Measure(s):** Plan approval; Field inspection signoff and issuance of Certificate of Occupancy

L.4 Utilities—Energy

No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.

Appendix E.
CONDITIONS FOR ON-SITE ALCOHOL CONSUMPTION

1. All owners, operators, managers and employees serving and/or selling alcohol to patrons shall enroll in and complete a certified, ABC-recognized, training program for the responsible service of alcohol. This training shall be scheduled for new employees within 30 days of the opening of the establishment or within 30 days after the start of employment, whichever applies. This training shall be renewed every 24 months by all employees who serve and/or sell alcoholic beverages. A record of the completion of this training program shall be maintained on the premises and shall be presented upon request of the Zoning Administrator.

2. A "Designated Driver Program" shall be operated to provide an alternate driver for patrons unable to safely operate a motor vehicle. This program may include, but shall not be limited to, free non-alcoholic drinks for the designated driver of each group of patrons and promotion of the program at each table within the establishment. Each operator shall submit details of the program to the Director for review and approval prior to the opening of any facility offering alcoholic beverages.

3. No employee, while working, shall solicit or accept any alcoholic or non-alcoholic beverage from any customer while on the premises. No employee, while working, shall be engaged for the specific purpose of sitting with or otherwise spending time with customers while on the premises.

4. The sale of distilled spirits by the bottle, for on-site consumption, shall not be permitted.

5. The Applicant shall ensure that no alcoholic beverages, which are purchased within the Applicant's establishment, are consumed on any property adjacent to the licensed premises that is under the control of the Applicant.

6. No booth or group seating shall be installed which completely prohibits observation of the occupants.

7. Establishments may serve alcohol from 8:00 a.m. - 2:00 a.m., 7 days per week.

8. The Zoning Administrator shall consult with LAPD for recommendations regarding security measures for adequate protection to visitors and employees of the site, and impose those conditions which he or she deems to be necessary and feasible. The Zoning Administrator shall also notify the LAPD of the identity of each proposed operator of an establishment so that the LAPD can ascertain whether the operator has any prior record of criminal activity.

9. The Project shall include appropriate security design features for semi-public and private spaces, which may include, but shall not be limited to: access control to buildings; secured parking facilities; walls/fences with key security; lobbies, corridors and elevators equipped with electronic surveillance systems; well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment; and location of toilet facilities or building entrances in high foot traffic areas.

10. The Applicant shall provide Project plans to the LAPD prior to finalization, to allow time to review the plans regarding additional crime prevention features appropriate to the design of the Project.

11. Recommendations of the Fire Department relative to fire safety shall be incorporated into all building plans, to the satisfaction of the Fire Department.

12. All graffiti on the site shall be removed or painted over in the same color as the surface to which it is applied within 24 hours of its occurrence.

13. The Applicant shall be responsible for maintaining free of litter the area adjacent to the establishment that is under the control of the Applicant.

14. All public telephones shall be located within the interior of the establishment structure. No public phones shall be located on the exterior of the premises under the control of the establishment.

15. The Applicant shall monitor the area under its control, in an effort to prevent the loitering of persons about the premises

16. Restaurants. The following additional conditions shall apply to restaurants:

    a. These establishments may include a bar or lounge area, which is separate from the main food service area of the establishment. There shall be no requirement to purchase a minimum number of drinks.

    b. Sales of alcoholic beverages shall only be made where an employee of the restaurant obtains the product. No self-service of alcoholic beverages by restaurant customers shall be permitted.

    c. No restaurant shall sell any alcoholic beverages for consumption off of the premises.

    d. Gross annual sales of alcoholic beverages shall not exceed 40% of the total gross annual restaurant sales.

    e. Entertainment activities, such as live or recorded music, may be permitted so long as no less than 70% of the restaurant floor area is dedicated to food preparation, food service, eating areas, restrooms and storage areas.

    f. Each restaurant shall have a full-service kitchen and a full menu.

17. A copy of these conditions shall be retained at all times on the premises in each establishment which serves alcoholic beverages and shall be produced immediately upon the request of the Director or the LAPD.

Within 60 days after the issuance of the certificate of occupancy for an establishment, the Applicant shall execute a covenant acknowledging and agreeing to comply with all the terms and conditions established in this Specific Plan and record it in the County Recorder's Office. This agreement shall run with the land and be binding on any subsequent owners, heirs or assigns. The Applicant shall submit this agreement to the Zoning Administrator for approval before being recorded. After recordation, the Applicant shall provide a copy bearing the Recorder's number and date to the Zoning Administrator.

Appendix F.
ADAPTIVE MITIGATION MANAGEMENT APPROACH (AMMA)

[see attached]

Division of Land / Environmental Review

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

FINAL ENVIRONMENTAL IMPACT REPORT
Appendix—Volume V

SOUTH LOS ANGELES AND SOUTHEAST LOS ANGELES COMMUNITY PLAN AREAS

UNIVERSITY OF SOUTHERN CALIFORNIA DEVELOPMENT PLAN

ENV-2009-271-EIR
STATE CLEARINGHOUSE NO. 2009011101
Council Districts 8 and 9

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR (VOLUMES I THROUGH VI), WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT, COMPRISES THE FIRST PART.

Project Address: University of Southern California, University Park Campus 90089

Project Description: The University of Southern California proposes the USC Development Plan, which would provide for the development of new uses within approximately 207 net acres on and around the University Park Campus. The proposed Project would provide approximately 2,500,000 square feet of academic and University uses; up to 350,000 square feet of retail/ commercial uses; and approximately 2,135,000 square feet of student and faculty housing, providing up to 5,400 student beds in a variety of housing types and configurations and approximately 250 faculty housing units. The proposed Project would also provide for an approximately 165,000-square-foot hotel and conference center with up to 150 guest rooms, conference and banquet facility areas, sit-down restaurant area, a swimming pool, and other related amenities. In addition, a new University-affiliated K-8 laboratory school and community educational academy comprised of up to approximately 80,000 square feet may also be developed. Initial development increments of the USC Development Plan currently proposed by USC include the new Cinematic Arts Building, Annenberg Academic Building, and Social Sciences Interdisciplinary Building.

APPLICANT:
University of Southern California

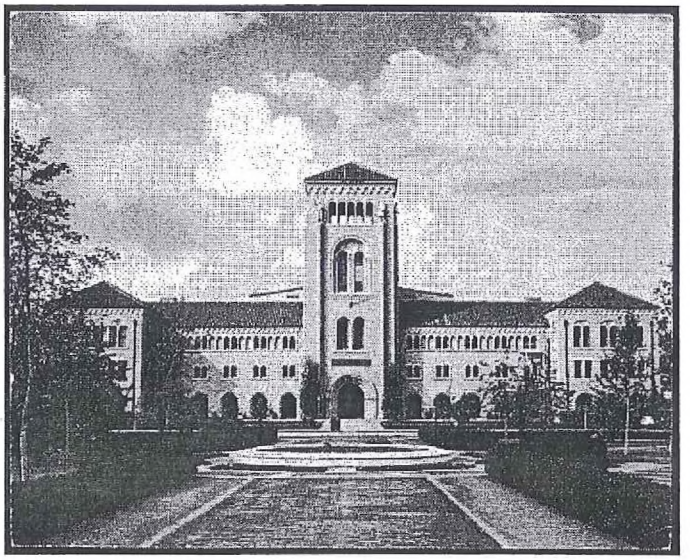
PREPARED BY:
Environmental Review Section
Los Angeles City Planning Department

June 30, 2011

Added Draft EIR Appendices

Appendix C-3

Adaptive Mitigation Management Approach



ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California
2030 Master Plan
May 2011

HISTORIC RESOURCES GROUP

PREPARED FOR

University of Southern California

Real Estate and Asset Management

3335 South Figueroa Street, Unit G

Los Angeles, CA 90007

ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

STATEMENT OF PURPOSE

In 2006 the University of Southern California (USC) embarked on a formal planning process for a Master Plan to ensure stewardship of the University Park campus and its surrounding neighborhoods through the year 2030. In the fall of 2008 the USC Board of Trustees approved the Master Plan and initiated the public review process. A map of the Master Plan Project Area indicating potential development sites is included in Figure 1 on page 7.

As part of that process, USC was required to determine if any historical resources were present within the campus and the immediately adjacent areas, and to assess any potential impacts to historical resources due to implementation of the Master Plan. This analysis was conducted in two phases: a 2009 Technical Report prepared by Architectural Resources Group (ARG),[1] and a 2010 Supplemental Analysis prepared by Historic Resources Group (HRG).[2]

The Technical Report identified individually significant properties, and a potential University Park Historic District ("Historic District") with a period of significance of 1880-1976, which incorporates buildings constructed as part of the University's planning efforts in the 1960s. The Historic District appears eligible for listing in the California Register of Historical Resources. As part of the report, ARG completed background research on the development history of the campus, reviewed original building permits, and prepared individual survey forms for all buildings within the potential district.

The HRG Supplemental Analysis reviewed the data and conclusions in the ARG report. The Supplemental Analysis confirmed the boundaries and period of significance of the identified Historic District, and made final determinations about contributor, non-contributors, and potentially individually significant properties. There are sixty-four buildings and one set of landscape features located within the boundaries of the identified Historic District: forty-seven of the buildings and the set of landscape features are contributors; seventeen buildings are non-contributors. Within the Historic District, eleven buildings have also been

[1] Architectural Resources Group. "USC Historic Resource Evaluation," December 18, 2009.
[2] Historic Resources Group, "University of Southern California Supplemental Analysis," May 5, 2010.

identified as individually eligible for listing in the California Register.[3] There are four buildings that have been identified as individually significant that are not within the Historic District, but are located inside the Project Area for the Master Plan.

A map indicating the Historic District boundaries and the contributors and non-contributors is included as Figure 1 on page 8.

Contributors to the Historic District are identified in Appendix A and Non-contributors are listed in Appendix B. Individually significant buildings within the Historic District are identified in Appendix C. Individually significant buildings outside the Historic District are in Appendix D.

This Adaptive Mitigation Management Approach ("AMMA") has been developed in order to:

- Ensure that the Historic District's eligibility for the California Register is maintained following implementation of the USC Master Plan.
- Guide compatible development within the identified Historic District;
- Provide appropriate guidance for the rehabilitation[4] of historic buildings, structures, and sites (both within the Historic District and the larger Project Area identified in the USC Master Plan);
- Establish basic criteria for new construction within the Historic District to supplement existing design guidelines in order to maintain its historic character; and
- Create an appropriate process for review of future projects.

The AMMA establishes the "Procedure for Project Implementation," which is the specific process for review of projects involving the rehabilitation, reuse, or demolition of buildings or sites within the Historic District coordinated with the City of Los Angeles' Office of

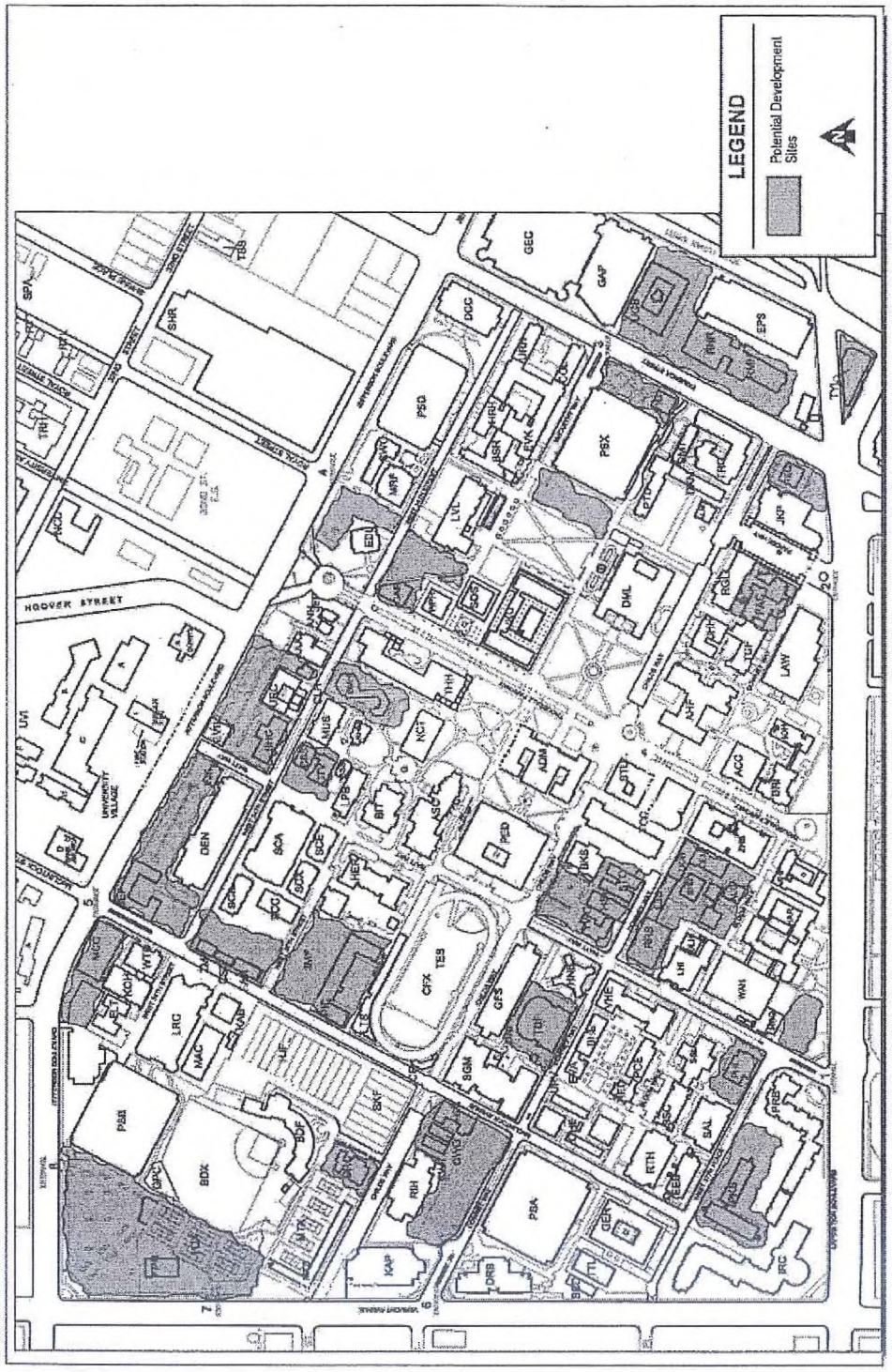
[3] There were sixty-six buildings identified in the Supplemental Analysis within the Historic District boundaries; of those FAC and REG were cleared for demolition in the 2010 Environmental Impact Report for the USC Master Plan and therefore are not included in the AMMA.

[4] Rehabilitation is defined by the National Park Service as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."

Historic Resources. The process requires a thorough investigation and analysis to determine whether historic resources can be retained, rehabilitated, and re-used as part of any proposed new development project. The Historic District's continued eligibility for the California Register will be considered prior to any significant change or demolition of a contributing building or site. New development projects proposed for sites that are currently occupied by contributing buildings will need to demonstrate the infeasibility of rehabilitation of the existing structure for USC's needs.

In addition to the process, the AMMA contains a rehabilitation and maintenance plan for the contributing buildings and sites within the identified Historic District to ensure that new construction is compatible with the Historic District. Buildings and sites that contribute to the significance of the Historic District will be rehabilitated according to the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, and maintained according to specific preservation maintenance guidelines developed for the campus.

FIGURE 1: MAP OF MASTER PLAN PROJECT AREA & POTENTIAL DEVELOPMENT SITES

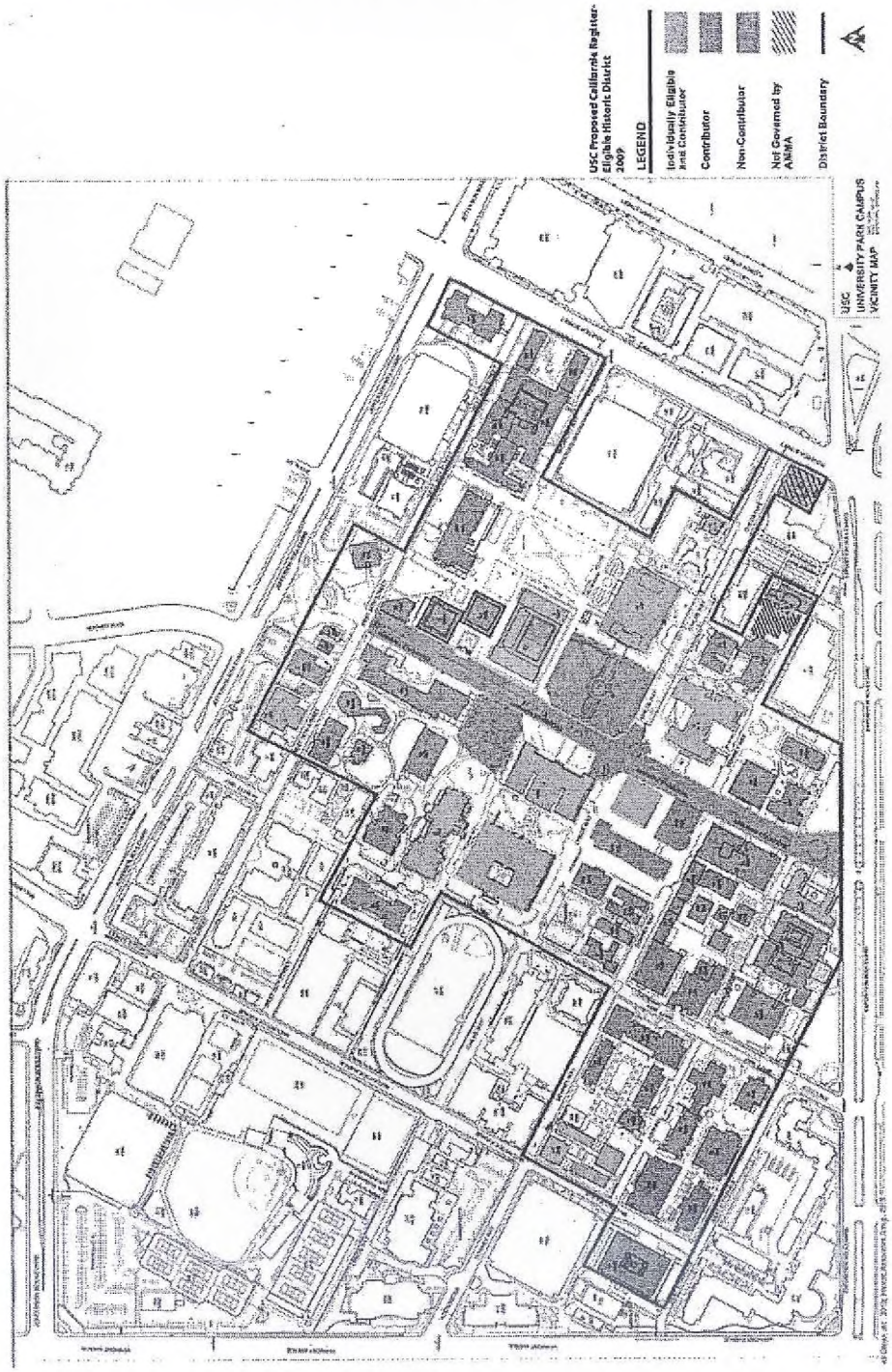


ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

FIGURE 2: MAP OF POTENTIAL HISTORIC DISTRICT

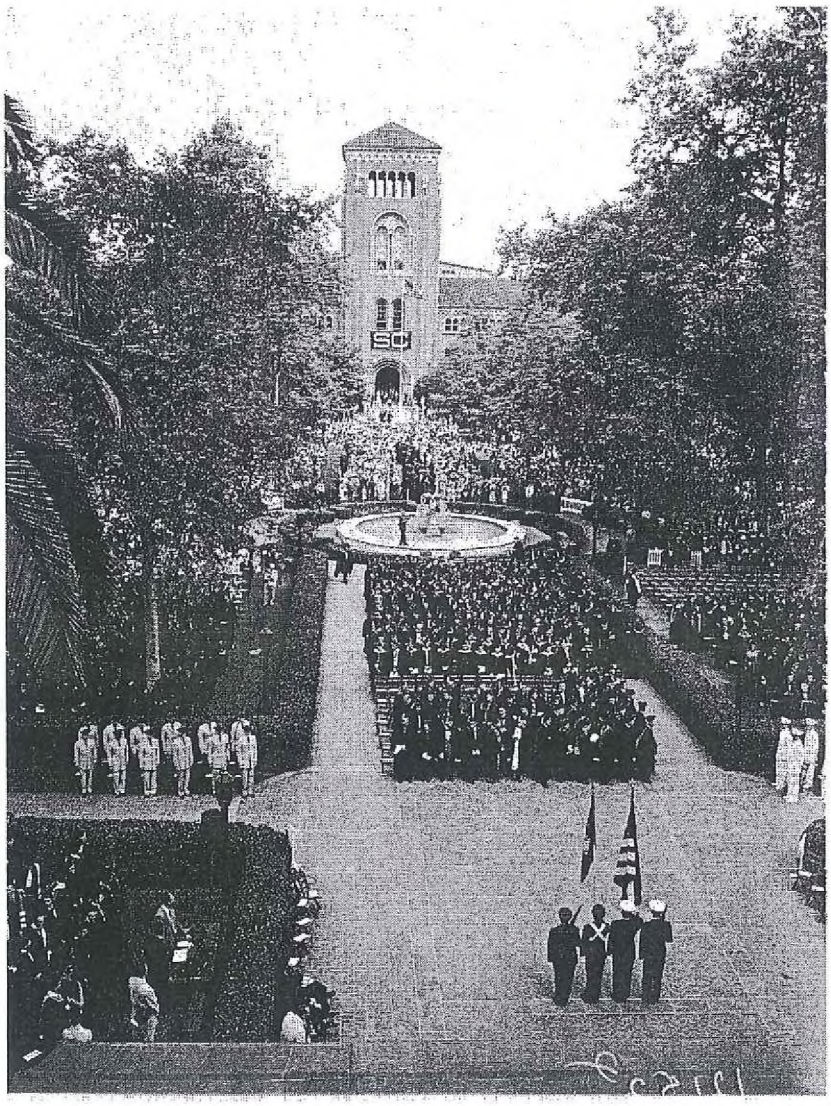


ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

Historic Overview: USC Planning and Architecture 1880-1976



ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

HISTORIC OVERVIEW: USC PLANNING AND ARCHITECTURE 1880-1976[5]

The University of Southern California was founded in 1880. Four major development periods have been identified which encompass the construction of Widney Hall, the first campus building, through the completion of the 1976 Annenberg School of Communication:

- Early Development: 1880-1918
- Parkinson Master Plan: 1919-1945
- Gallion Master Plan: 1946-1959
- Pereira Master Plan and Update: 1960-1976

Early Development: 1880-1918

Historic Overview

The concept of a Methodist college in Southern California was realized in the 1870s under the direction of Judge Robert Maclay Widney who, with an active group of local citizens and a board of trustees, secured the location of the future University south of downtown Los Angeles.

The University of Southern California (USC) was established in 1880 and contained a single building, Widney Hall, which housed all the needs of a combined student and faculty population of sixty-three. Although now an integral part of Los Angeles' metropolitan center, its location was originally considered remote.

For the first few decades, USC was confined to a relatively small campus with only a handful of small buildings. The early university was centered on an approximately one-block area between 34th Street to the north, 35th Place to the south, Hoover Street to the west, and University Avenue to the East. The Administration Building was located on the corner of University Avenue and 35th Place (see Sanborn Map on page 12).

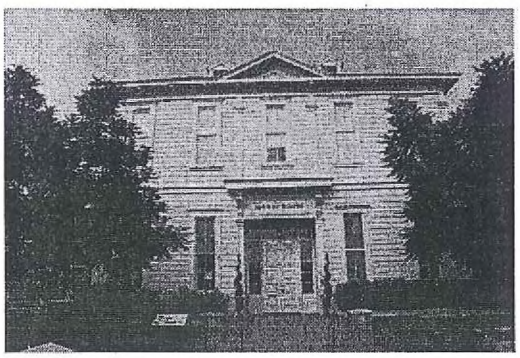
As the University grew, buildings were constructed on nearby streets among neighboring residences and businesses. In the late nineteenth century, USC began to establish schools outside of the University Park campus, with the College of Fine Arts and the College of Medicine located on land adjacent to downtown Los Angeles.

The land to the west and south of campus was primarily composed of ranchland in the 1880s. By the 1890s the area had become part of the rapidly growing city core through in its urbanization and residential growth. This growth was spurred in part by the development of the University Line of

[5] This development history is adapted from Architectural Resources Group. "USC Historic Resource Evaluation," December 18, 2009.

the Los Angeles Electric Railway, which was completed in 1894 and led south out of Los Angeles to Agricultural Park, which is now known as Exposition Park.

The neighborhood's early residents were some of the city's most prestigious, who lived primarily in the West Adams neighborhoods. Middle-class suburbs were developed in surrounding neighborhoods into the twentieth century.



Widney Alumni House

Associated Buildings

USC's first building, Widney Alumni House, was constructed in 1880 and served as the University's sole academic facility for several years. Although this two-story Italianate building has been moved from its original location, it is still in use as an educational facility on campus (Widney Alumni House, ALM).

A second academic building, known as "Old College," was constructed on campus between 1884 and 1887 and housed most of the University's functions until the major construction campaign of the 1920s. It was demolished in 1948.

Other buildings on USC's campus that are associated with the residential development of the neighborhood include the Freshman Writing House (CLH), the Joint Educational Project House (JEP), and the Dosan Ahn Chang Ho Family House (AHN). These buildings, which all date to circa 1905, are residual neighborhood residential buildings that have been acquired and adapted for campus use. The University acquired the Freshman Writing House and the Joint Educational Project House in 1965 and 1955, respectively. The Dosan Ahn Chang Ho Family House was moved to its current location in 2004.[6]

[6] The Dosan Ahn Cho House has been identified as potentially individually significant due to its cultural associations; it is not a contributor to the USC Historic District. The Freshman Writing House is a non-contributor to the Historic District due to integrity.

Sanborn Map 1922

ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

Parkinson Master Plan: 1919-1945

Historic Overview

The University Park campus continued to expand with growing enrollment and academic programming, and by the first decade of the twentieth century, USC officials realized that a cohesive plan was needed to guide future development of the burgeoning University. In 1919, they enlisted local architect John Parkinson to draft a campus plan. The implementation of the Parkinson Plan led to a campus building boom in the 1920s, particularly along the east and west sides of University Avenue.

Parkinson's plan for USC drew heavily on the Beaux Arts tradition and brought the campus into the age of modern campus planning. Under his guidance, the new campus had a linear arrangement along University Avenue (now Trousdale Parkway), a broad street that connected Exposition Park to downtown Los Angeles.

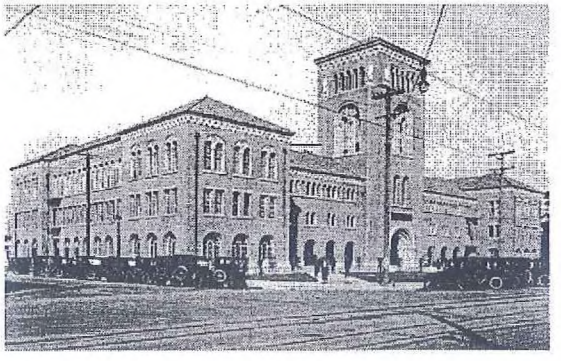
The arrangement of University buildings along a busy street created an automobile, rather than a pedestrian, oriented campus, considered appropriate for Los Angeles' ascent into the automobile age. Imposing campus buildings were situated adjacent to University Avenue, their facades fronted by broad plazas crisscrossed with lawns and diagonal walkways. The Parkinson campus is still identifiable today along Trousdale Parkway, and serves as USC's historic core.

Associated Buildings & Architectural Styles

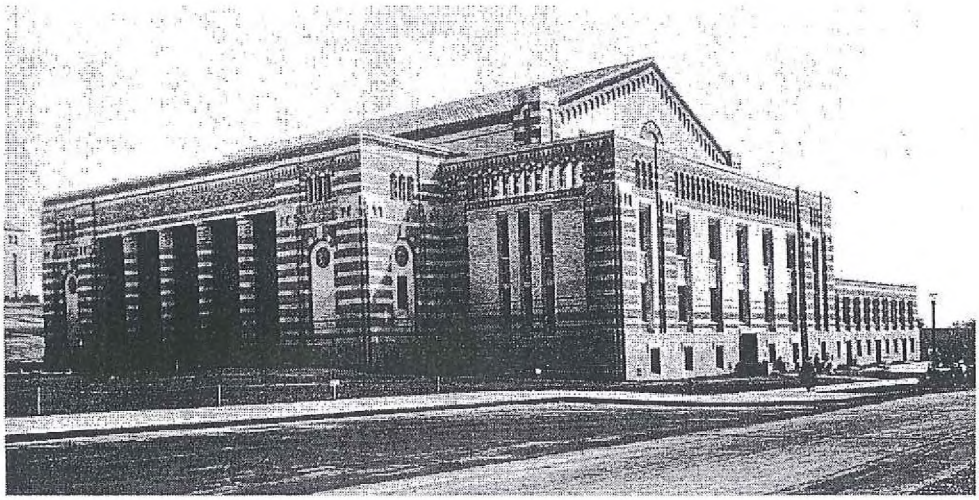
The implementation of the Parkinson Plan represents the first prolific building campaign of USC's history, and it was during this time that an overarching campus architectural style began to take hold.

In addition to drafting the campus plan, Parkinson served as architect of many of the new campus buildings, working alongside his son, Donald. The Parkinson firm designed six buildings during this period. Parkinson & Parkinson were well respected Los Angeles architects who were responsible for a number of the City's landmark buildings, including the Los Angeles Memorial Coliseum (1921-23), Bullocks Wilshire Department Store (1928), and Union Station Passenger Terminal (1934-39).

Fluent in a number of architectural styles, John Parkinson chose the Romanesque Revival style for his buildings at USC, which was well suited to the formality of the Beaux Arts plan of the campus while adhering to the Mediterranean themes that prevailed in regional architecture at the time.



Bovard Administration Building



Physical Education Building

The first building to be constructed as part of the campaign was the Bovard Administration Building (ADM), a three-story brick and concrete building with a complex, symmetrical plan. Dominated by a massive central tower, Bovard's facade is ornamented with a number of large sculptures of heroic figures by Casper Gruenfeld.

Additional buildings from the 1919 campus plan and building campaign include the Colonel Seeley Wintersmith Mudd Memorial Hall of Philosophy (MHP, 1929), Bridge Hall (BRI, 1928), Physical Education (PED, 1930), and Zumberge Hall (ZHS, 1928), all dedicated in a 1930 ceremony commemorating USC's fiftieth anniversary.

Also installed at this time was the Trojan Shrine, an eight-foot bronze sculpture of a Trojan warrior by Roger Noble Burnham. Located in the courtyard adjacent to the Bovard Administration building, this monument quickly became better known by its nickname, "Tommy Trojan."

In addition to Parkinson & Parkinson, a number of other notable Los Angeles architects designed campus buildings during this period. Ralph C. Flewelling designed the Mudd Hall of Philosophy, which has been called the best example of the Lombardy Romanesque on campus. Its campanile was the tallest vertical element on campus until the construction of Edward Durell Stone's Von Kleinsmid Center in 1966. Flewelling would go on to design the Harris Hall of Architecture and Fine Arts in 1939, for which he employed a modernist vocabulary while adhering to the scale and material theme of his earlier building on campus.

The Methodist Episcopal University Church (now known as the United University Church, UUE) was designed

in 1931 by C. Raimond Johnson. One year later, the Edward L. Doheny Jr. Memorial Library was designed by the preeminent architectural firm of Cram & Ferguson with Samuel E. Lunden. The Doheny Library to the east and the Bovard Administration building to the west create the centerpiece of Parkinson's Beaux Arts campus, with a large courtyard featuring sycamore trees, a central fountain and crisscrossing pedestrian pathways.

A second pre-World War II building campaign resulted in the construction of four additional major buildings, including Biegler Hall of Engineering (BHE, 1940), Harris Hall and Fisher Museum of Art (HAR, 1939), and Hancock Foundation (AHF, 1940). These buildings continued to adhere to an Italian Romanesque vocabulary while employing elements of contemporary styles such as the Public Works Administration (PWA) Moderne. Construction of permanent buildings came nearly to a standstill with the commencement of World War II. In the years during the war, USC constructed temporary barracks on campus to house members of the United States Armed Forces, and the University's curriculum was expanded to include wartime subjects such as international relations and engineering. However, it was not until the conclusion of the war that construction resumed on a large scale.

Gallion Master Plan: 1946-1959

Historic Overview

In the years following the conclusion of World War II, it was clear that a new campus plan was an essential step in leading the University into the postwar era. USC leaders began to think creatively about ways to not only absorb a swelling student population, but also to expand and update the current University Park Campus.

Recognizing the need for a solution to this problem, President von KleinSmid initiated a master plan to update the 1919 campus plan. Henry C. Burge, Arthur B. Gallion and C. Raimond Johnson, the latter two University architects, were selected to prepare the new campus plan and provide guidance in the broader geographic expansion of the University.

As part of this plan an analysis of required space needs was undertaken, and based on the projected space deficit, recommendations were offered to both expand the total area of the campus and construct new facilities. Rather than predetermine the physical form, the 1946 Campus Plan emphasized flexibility in the design and siting of new facilities, with little guidance as to how new space should be divided between departments.

The plan offered generalized recommendations, such as locating certain facilities in a specific campus region, or expanding a particular

building, but other than recommending an adherence to the red brick aesthetic, it did not provide detail regarding how these buildings should look and how their design should interact with existing buildings and spaces.

The 1946 Campus Plan also undertook a basic analysis of parking demands for the campus. It proposed utilizing portions of land acquired in the proposed campus boundary expansion for use as surface parking lots. The plan also recommended closing the internal campus street network to through traffic, resulting in the closure of Trousdale Parkway to public traffic in 1953. A pedestrian-oriented campus became more fully realized in the subsequent master plans authored in the1960s.

As recommendations made in the 1946 Campus Plan came to fruition, the University Park campus began to take on a new appearance. No longer simply a core linear campus with educational facilities scattered among neighboring residential buildings, by the end of the 1950s, the expanding campus had begun to adopt clear boundaries: Exposition Boulevard to the south, Figueroa Street to the east, Jefferson Boulevard to the north, and McClintock Avenue to the west.

Associated Buildings & Architectural Styles

The post-World War II era was a pivotal time in the development of USC's campus. Advances in campus planning and changing trends in architectural styles signaled a departure from the Beaux Arts Parkinson plan, and USC was faced with the challenge of expanding its campus while maintaining a cohesive appearance.

The 1946 Campus Plan, which was approved by University Trustees in 1950, marked the point of departure from the use of traditionalist or "revival" architectural styles at USC, to Modernist designs. The Plan also specifically directed the use of concrete and brick as building materials in order to maintain a sense of coherence among disparate architectural styles on an expanding campus.

Arthur B. Gallion, co-author of the 1946 Campus Plan, was instrumental in guiding the University into this new era. Arthur Gallion was named dean of the School of Architecture at USC in 1945 and quickly began recruiting some of the area's most innovative and celebrated architects to teach and lecture at the School. Among others, Gallion enlisted A. Quincy Jones, Gregory Ain, Robert Alexander, Harwell Hamilton Harris, Garret Eckbo, Carl Maston, Edward Killingsworth, William Pereira, Craig Elwood, Richard Neutra, and Pierre Koenig.

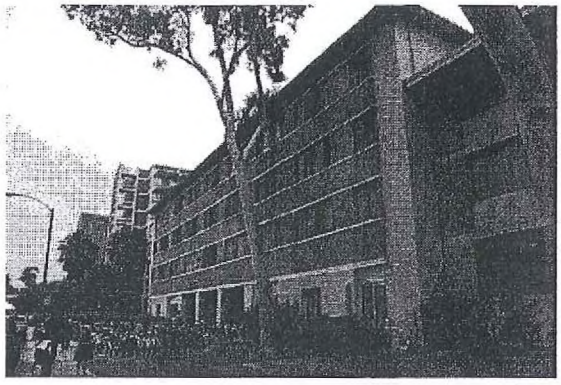
The confluence of so many of the country's leading Modem masters had a profound effect on the School of Architecture and, consequently, the region's architecture. Graduates of the program had such a profound influence on architecture in the area that historian

Esther McCoy was prompted to coin the term "USC style" Modernism in reference to the regional style that was permeating the Los Angeles and Pasadena landscape.

Although Gallion's ideas for future development on USC's campus as delineated in the 1946 Campus Plan were reflective of his interest in Modern architecture and planning, he was sensitive to the notion that new buildings should be constructed with a similar vocabulary to those of the historic core of campus. His recommendation of brick and concrete as campus-wide building materials helped maintain a uniform aesthetic and consequently created a USC vernacular that continues in the present day.

Buildings such as Mark Taper Hall (THH) and the Elizabeth Von KleinSmid Memorial Residence Hall (EVK) were among the first constructed in the postwar period. Taper Hall was designed by Marsh, Smith and Powell in 1950. This building employs elements of the International Style, and features horizontal bands of white concrete that break up the red-brick facade.

The Von KleinSmid Residence Hall (1950), which was designed by Samuel E. Lunden, also has International Style elements such as regularly spaced fenestration framed with horizontal concrete bands. Similar to Taper Hall, the Von KleinSmid Residence Hall has a facade of red brick and concrete while adhering to an International Style vocabulary.



Von KleinSmid Memorial Residence Hall

In addition to the International Style, there are a number of New Formalist buildings on campus from this period. New Formalism (sometimes referred to as Formalism or Neo-Formalism) was a reaction to the starkness of the International Style. New Formalist buildings employ an overlay of stylized Classical elements such as projecting rooflines, columnar supports and rich materials. This style was particularly popular among institutional buildings in Los Angeles in the postwar era, and many examples can be found on the USC campus.

Pereira Master Plan and Update: 1960-1976

Historic Overview

Even with the implementation of the Gallion Master Plan, the University could not accommodate its continually

growing population. In 1960 President Topping employed preeminent architect and planner William L. Pereira to create a new master plan, which was expanded in 1966.

Unlike the 1946 Campus Plan, the two USC master plans authored in the 1960s focus more overtly on design as a means for shaping future growth. The 1960 Master Plan Report was prepared under the direction of Donald C. Cameron, with architect William L. Pereira charged with the assignment of creating a Campus Master Plan. The goals of Pereira's plan included the determination of the desirable physical size of the campus, the development of a vision for the relationship between existing and future buildings, and the determination of a proper area of University influence within the context of the surrounding community.

Like Gallion, Pereira had a link to the USC School of Architecture, having taught design and studio classes there from 1949 to 1957. By 1960, William Pereira had a reputation as one of the country's most innovative architects and planners. During the 1960s and 1970s his firm completed over 250 commissions. In addition to the USC Campus Plans, he devised master plans for the Los Angeles International Airport expansion and the City of Irvine. He was featured on the cover of *Time Magazine* in September 1963.

Pereira's plan for the University of Southern California needed to complement the existing campus and coexist harmoniously with the buildings of the Parkinson- and Gallion-era campaigns. A firm believer in the planning principles of Ebenezer Howard's Garden City, Pereira relied heavily on his landscape plan to unify the campus.

Pereira used the quadrangle as a central feature in his 1960 Master Plan. Its use as an organizing feature can be traced to the medieval English college, and was resurrected in American campus planning in the early twentieth century as a response to growing and increasingly impersonal universities. The quadrangle was viewed as a design unit that promoted more intimate educational communities. Pereira & Associates found prototypes for USC's quadrangles at Oxford, Cambridge, and Yale. Rather than focus on the "community-making" aspects of quadrangles, the Pereira plans emphasize their role in creating "places," public spaces that were functional and memorable.

The plans emphasize that the architecture of buildings should serve to create and define the outside space, as well as to make it memorable by creating a "jewel" that acts as a focal point in the space. The quadrangles act as nodes, places that become memorable both for their concentration of activity, as well as physical definition by the surrounding buildings.

In his *Master Plan Report* for the University of Southern California,

Pereira cites the importance of creating a sense of place on the modem university campus. He writes: "The university is more than a place to teach and learn. It should be a place that is pleasant, memorable and inspiring. The high purpose and responsibility of the university should be matched in its setting."

Despite the use of traditional quadrangles, the Pereira & Associates plans for USC were also a product of their time, with an emphasis on automobile and pedestrian circulation, parking, and the use of projections in enrollment, housing, and parking needs as a basis for planning. They are also particularly reflective of important movements in 20th century city planning, relying on the principles of the Garden City Movement, concepts of urban renewal, and increasingly automobile-oriented design.

Pereira concentrated academic functions at the core of the site and surrounded them with ample public space. He called for a "ring road" that separated the core from a peripheral band of non-academic functions. The plans' call for landscaped, radiating boulevards that extend from the campus to provide pedestrian links to the surrounding community is garden city in origin, as is the plans' particular emphasis on separating vehicular and pedestrian traffic, with dedicated pedestrian-only rights-of-way with the closure of Hoover Avenue and streets inside the proposed ring road area.

The1960 plan update (completed in 1966) provided redevelopment recommendations for the surrounding neighborhoods, proposing to close off streets to create "super blocks" where internal streets are primarily for pedestrian circulation, and the larger blocks serve to rapidly move automotive traffic. The 1960 and 1966 Master Plans called for the expansion of the campus's western boundary to include all property to the east of Vermont Avenue, increasing the size of the campus from 95 to 153 acres.

The plan's implementation depended largely on the cooperation of the Community Redevelopment Agency of the City of Los Angeles, which would enable the acquisition of property for the campus's expansion. The City was concurrently working on the Hoover Redevelopment Project, which targeted areas of "blight" for urban renewal and in part paved the way for the expansion of USC's campus.

The Hoover Redevelopment Project facilitated the acquisition by USC of parcels bounded by McClintock Avenue, Exposition Boulevard, Vermont Avenue and Figueroa Street, as well as parcels fronting west on Figueroa Street between Jefferson and Exposition Boulevards. These acquisitions allowed for the next wave of expansion of the USC University Park core campus boundaries illustrated in the 1966 Master Plan.

Since USC's founding, campus growth had been characterized by incremental

development on prior commercial and residential parcels as lands were acquired and funds became available for new construction. As such, the campus grew out of its surrounding neighborhood. Under Pereira's vision, the campus was shut off from the external vehicular traffic and access to the interior of the campus was limited to four entrances, or "gateways." Large parking structures were constructed near each of the gateways, with a desire to keep vehicular traffic on the campus periphery.

Working with an existing campus and disparate architectural styles, Pereira relied heavily on landscaping and pedestrian pathways to create a unified park-like campus within an urban setting. According to historian James Steele, "Pereira's vision of an integral, tranquil park-like setting within the campus was crucial to the appearance of the University today."

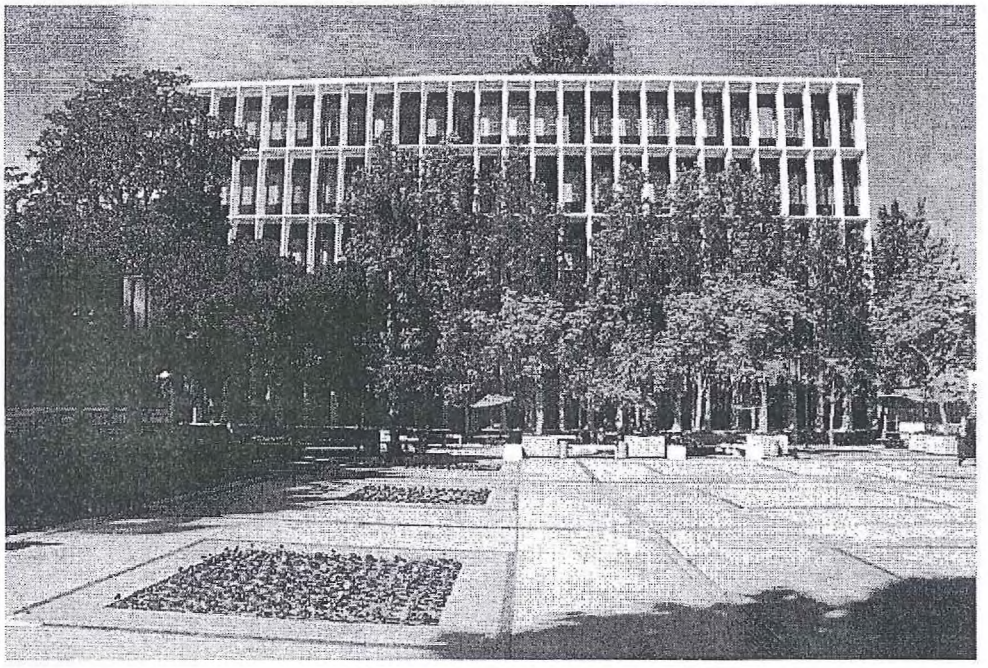
The aesthetic of today's University Park Campus owes much to the concepts and goals set forth in the 1960s master plans authored by William Pereira. A striking example can be seen in the park-like atmosphere surrounding the School of Music and the Liberal Arts Quad. Although constructed ten years after the drafting of the 1966 Master Plan, this quadrangle is a direct product of the plan's principles. Located just off Trousdale Parkway and north of the 1920s Physical Education and Bovard Administration buildings, its buildings are situated among undulating lawns and large, shady trees. Meandering pedestrian pathways connect the buildings, and students use the lawns and scattered benches as places to read and rest. This quadrangle has a distinct and memorable sense of place, different from the formality of Parkinson's 1920s campus, but integral to understanding Pereira's vision of a unified campus.

Pereira believed that landscape treatments could establish individual identity for different parts of campus and yet connect existing facilities to new ones with a network of park-like lawns and pathways. His vision of the USC campus was one that "in the future could present the same green, shady, cool and cared-for quality to passers-by, visitors, students, faculty and staff." With the implementation of the 1960s Master Plans came an increase in the campus's acreage and a massive expansion of its physical plant.

Associated Buildings & Architectural Styles

The use of common building materials and architectural features, which many of the architects worked to integrate into their designs, created a cohesive collection of buildings from this period on the USC campus.

More than twenty buildings were constructed in the 1960s alone, with an additional thirty new buildings or complexes completed after 1970. USC was able to recruit some of the country's leading architects to design new buildings on campus. Each worked



Olin Hall of Engineering

to create designs that were modem and innovative while adhering to the USC vernacular of Romanesque arches and brick and concrete facades.

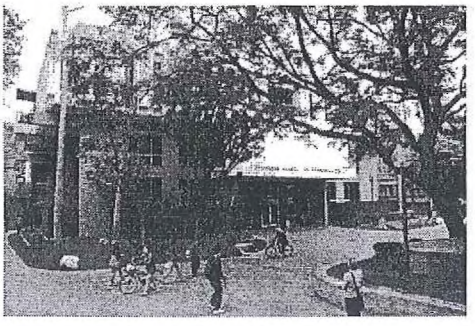
In addition to drafting the master plans of 1960 and 1966, William Pereira designed a number of buildings on campus and much of its landscape plan. Pereira's buildings dating between 1960 and 1966 include the Ahmanson Center (ACB, 1964), Olin Hall (OHE, 1963), Stauffer Hall (SHS, 1965), Stauffer Science Lecture Hall (SLH, 1965), Vivian Hall of Engineering (VHE, 1966), and Booth Ferris Rehearsal Hall (BMH, 1965). He went on to design several more buildings on campus in the 1970s.

Pereira's designs generally displayed the characteristics of New Formalism, a style that was well suited to the task of drawing on historic precedents while appearing thoroughly modem. One of his most successful complexes on campus is Olin Hall of Engineering, which is a series of buildings connected by a network of elevated walkways and landscaping treatments. The dynamic nature of these buildings draws from their various facade treatments – uninterrupted expanses of thin red brick veneer sit adjacent to buildings clad with a vast grid of projecting window shades of white concrete. Pedestrians make their way from building to building on concrete pathways that are elevated above outdoor courts with plantings. The Olin Hall complex is

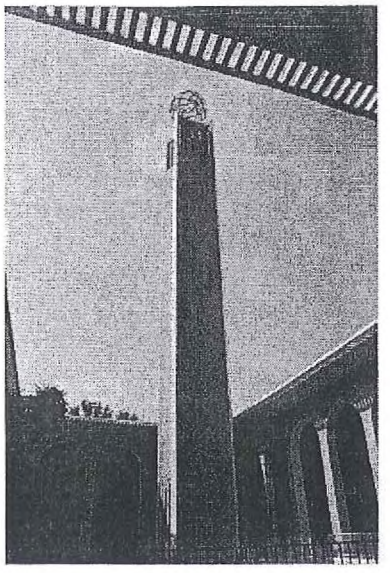
particularly illustrative of Pereira's belief that spaces on campus can be interesting and memorable through their utilization of well-designed buildings, integrated landscaping treatments and pedestrian pathways.

Contemporary to Pereira's work on campus is that of California architect A. (Archibald) Quincy Jones. Jones taught architecture at USC from 1951-67, and returned in 1975 to serve as Dean of the School of Architecture and Fine Arts. Jones, who was trained in architecture at the University of Washington, would become one of Southern California's most important early modernists. He had a particular interest in postwar housing, and believed that modem buildings could be produced on a large scale without compromising style or design.

A. Quincy Jones & Associates is responsible for the 1976 Annenberg School of Communication, which he designed while serving as the Dean of the School of Architecture and Fine Arts.



Annenberg School of Communication



Von KleinSmid Center Courtyard

Edward Durell Stone was another renowned architect who made large contributions to the postwar USC campus. In fact, the University Park campus boasts the largest concentration of E. D. Stone buildings on the West Coast. Like much of his work around the country, Edward Durell Stone's USC buildings were emblematic of New Formalism. His design for the Von KleinSmid Center (VKC, 1964) is one of the campus's most distinctive buildings and has been celebrated by Gebhard and Winter as "the finest of the post-World War II group of buildings on campus." The U-shaped complex is capped by a wide overhanging flat roof and is set off by a globe-topped tower rising from its interior courtyard.

Stone's Andrus Gerontology Center (GER, 1972), is a monumental brick building characterized by its repetitive arches and wide, overhanging roof.

The post-1960 building campaign continued to feature New Formalist and International Style designs. In addition, there are several buildings designed in the Brutalist style, which is characterized by its weighty massiveness; rough-surfaced, exposed concrete walls; broad, expansive wall surfaces; and deeply recessed windows.

An example of Brutalism is the Watt Hall of Architecture and Fine Arts (WAH), constructed in 1973 by Killingsworth, Brady and Associates. This building is a rare departure from the brick and concrete vocabulary of the other buildings on campus with its rough-surfaced, concrete walls. It received a rooftop addition in 2006.[7]

Summary of Significance

Within the University's core campus is an identified Historic District that is potentially eligible for the listing in the California Register. The period of significance for the historic district is 1880-1976. The period represents the founding of the University through each of its major phases of historic development.

There are sixty-four buildings and one set of landscape features located within the boundaries of the Historic District. Forty-seven of the buildings and the set of landscape features are classified as contributors (see Table 1).[8] Seventeen buildings are classified as non-contributors (see Table 2).

Eleven buildings have also been identified as individually eligible for listing in the California Register (see Table 3).[9]

The Historic District has been evaluated as eligible for listing in the California Register under Criterion 1 as one of the first institutions of higher education in Southern California; under Criterion 2 for its association with Judge Robert Maclay Widney, who originated the idea of founding a Methodist college

[7] Watt Hall is a non-contributor to the Historic District because of the 2006 addition.

[8] A contributor is defined as any building, structure, or object located within a Historic District which adds to the historical integrity or architectural qualities that make the Historic District significant. Contributors to historic districts are considered historic resources under CEQA.

[9] The counts vary from those listed in the Supplemental Analysis as FAC and REG were cleared for demolition in the 2010 Environmental Impact Report and therefore are not governed by the AMMA process.

that became the University of Southern California, and the Reverend M. M. Bovard, its first president; and under Criterion 3, as one of the oldest and most architecturally distinguished university campuses in Southern California with works by prominent master architects.

Individual Historic Resource Assessments

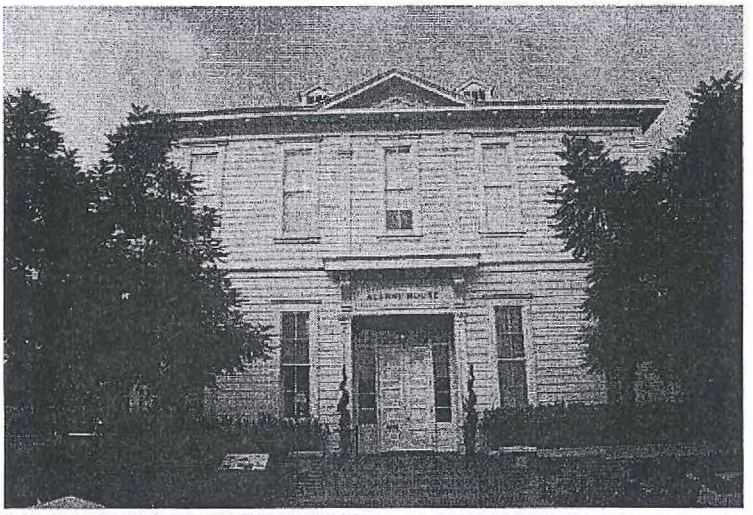
INDIVIDUAL HISTORIC RESOURCE ASSESSMENTS

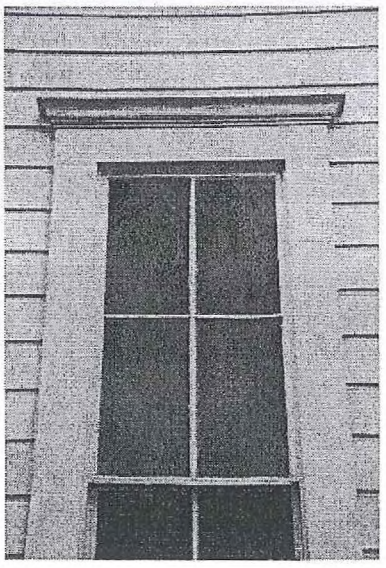
This section contains assessments for those buildings that have been identified as individually significant or contributors to the potential Historic District.[10] These assessments include:

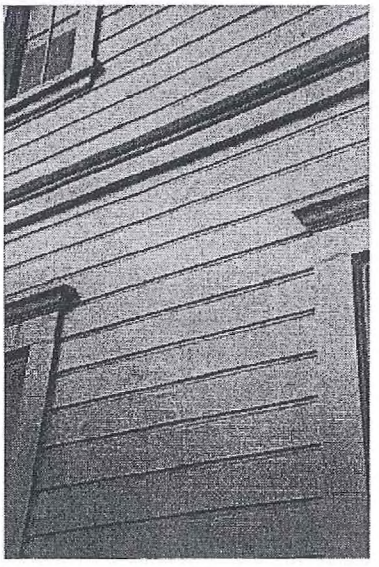
- Photographs documenting the existing appearance and state of repair of each building as of Fall 2010.
- Building description, which includes the architect, date of construction, architectural description, use, and character-defining features.
- Current conditions assessment and maintenance recommendations. The current conditions assessments are based on site visits conducted in Fall 2010.

These individual building assessments should be consulted prior to the commencement of any rehabilitation or maintenance project on an identified contributor to the Historic District or individually significant building, and should be used in conjunction with the University's Maintenance Database. The current condition of each building provides a baseline documentation to help guide future rehabilitation and maintenance efforts.

[10] Note: This section will include an individual building assessment for each contributing building in the proposed USC Historic District, as well as the individually significant buildings located outside of the district but within the Project Area. Four sample assessments are provided in this draft.







Description

The Widney Alumni House was designed by E. F. Kysor and Octavius Morgan in the Italianate style with Georgian Revival details. It was the first building constructed on the USC campus, completed on October 6, 1880. It is two stories in height, rectangular in plan, with a hipped roof. The main (south) facade is symmetrically composed with an intermediate cornice, corner pilasters, and a central main entrance featuring the building's original wood panel doors, divided-light sidelights and transom. The entrance contains a hood supported by brackets and decorated with dentil molding above the architrave. Tall, narrow, wood, double hung, four-over-four windows are located throughout. The roof contains a central dormer with a fanlight window and dentil molding. Smaller twin, gable roof dormers located closer to the ridge of the roof flank a wooden widow's walk.

The building originally contained classrooms on the first floor and a chapel on the second floor. The building has served as the School of Fine Arts, the School of Music, and currently serves as the USC Alumni Association with office and meeting space. Since its construction, the house has been moved three times, in 1907, 1955, and 1997.

Significance

The Widney Alumni House is significant as the first building constructed on campus. It is significant as a rare intact example of 19th century architecture in Los Angeles. It was formally determined eligible for the National Register both individually and as a contributor to the USC University Park Historic District in 1994. It is designated as Los Angeles Historic-Cultural Monument No. 70.

Character-Defining Features

- Rectangular massing
- Symmetrical window fenestration
- 4/4 wood sash tall, narrow rectangular windows
- Wood clapboard siding
- Hipped roof with gabled dormers and widow's walk
- Centered main entry with wood paneled double doors and divided-light sidelights and transom
- Main entry flanked by pilasters and scrolled brackets supporting a simple portico
- Overhanging eaves supported by wood brackets with a dentiled cornice decoration
- Pediments at the roofline of each façade with fan lights

Site

The grounds around this facility are in good condition, including brick plazas, seating areas, and well-maintained landscaping. The shrubs are too close to the building and have caused damaged to the wood clapboard siding.

Exterior

The relatively small area of membrane roof, as well as the pitched and hipped asphalt shingle roof, appear to have been recently replaced and are currently in good overall condition, with no signs or reports of roof leaks.

The exterior painted wood siding was reportedly cleaned, refurbished, and repainted in 2008. However, there is bubbling paint in areas and staining at the drip sills. Exterior doors appear to be in good working order. The double-hung wood sash windows need to be properly restored by scraping off the old paint, repairing and cleaning wood members, then repainting.

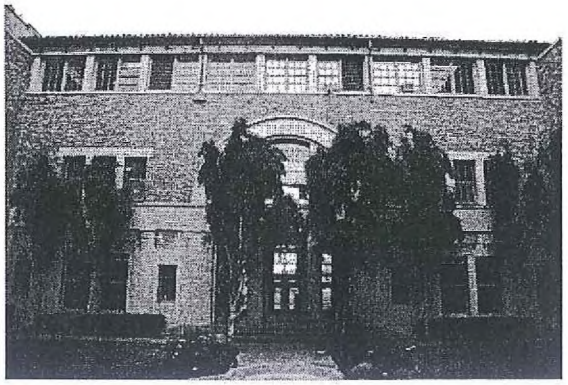
Interior[11]

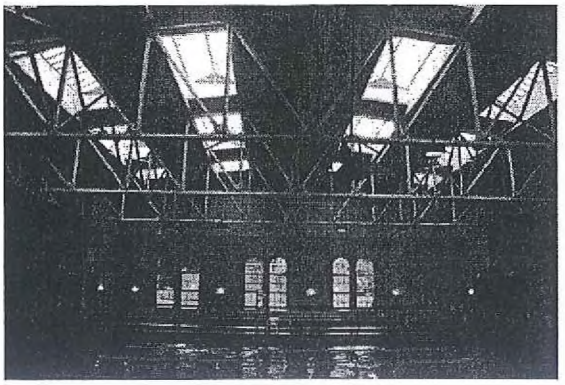
Interior painted wall finishes are in very good to excellent condition but should be renewed on a cyclical basis. Interior personnel doors are also in good working order, and original door hardware is assumed to have been maintained under historic preservation codes. In addition, the built-in cabinetry in the first floor kitchen is in good condition and considered adequate for its current use. No upgrades are currently being recommended for the ceramic tile floors in restrooms, and the hardwood floors on the first floor have been recently refurbished. Although the carpeting is presently in very good overall condition, it is recommended for low priority replacement. To maintain an appropriate interior aesthetic, replace stained or worn carpeting with new commercial-grade carpeting on an as needed basis. The ceiling systems in this facility are old and stained and do not blend well with the building's historic architecture. It is

[11] HRG did not survey the interior of this building. This narrative is from the USC assessment.

recommended that new ceiling finishes be installed that are more in keeping with the existing interior décor.

PED – Physical Education Building





ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

PED – Physical Education Building: Description

Description

The Physical Education Building is a concrete and steel-framed, three-story structure located at 3560 Watt. It was designed by John and Donald Parkinson in the Romanesque Revival style and constructed in 1930. The building is rectangular in plan, and features an interior courtyard. It has a hipped roof clad in clay tiles. The main entry surround is of cast stone with brick inlay and features a round arched doorway with tripartite fanlights with stone urns at the upper portion, and three sets of glazed entry doors topped with multi-light transoms separated by Ionic columns. Other decorative features at the main entry are carved reliefs and a sculptured head of a Trojan along the top of the arch, carved inscription, and University insignia. Wood, six-over-six, double hung windows with textured glass and multi-light, arched windows are located throughout. There are also circular, wood sash, four-light windows at the third story. A heavy, intermediate stone course runs around the perimeter of the building above the first story. The interior courtyard features a stone fountain and landscaped areas with trees and shrubbery. The building retains a high degree of integrity.

Use

The Physical Education Building is USC's oldest on-campus athletic building and is one of six Romanesque Revival buildings designed by John & Donald Parkinson for the university. It is home to the 1,000 seat North Gym as well as the campus' first indoor swimming facilities. Up until 2006, the Trojans basketball and volleyball teams held practice in the North Gym. It is the home of USC's Air Force, Army and Navy ROTC programs, and has been used as a filming location for many films.

Significance

The Physical Education Building is significant for its architectural distinction as emblematic of the Romanesque Revival style, and as embodying the design principles of master architects Parkinson & Parkinson. It was formally determined eligible for the National Register both individually and as a contributor to the USC University Park Historic District in 1994. This building also appears eligible for listing as a Los Angeles Historic-Cultural Monument.

Character-Defining Features

- Reinforced concrete structure with brick and cast stone cladding
- Rectangular massing with interior courtyard
- Hipped roof clad with clay tiles
- Divided-light double hung/fixed/awning wood sash squared and arched windows with stone lintels

- Circular divided-light wood sash fixed windows
- Decorative cast stone and brickwork
- Double-height arched entryways with wood-framed glazed-paneled double doors
- Interior gymnasiums, indoor pool, locker rooms, dance studios, classrooms, and offices for staff and faculty
- Interior finishes of terrazzo and hardwood flooring, ceramic floor and wall tile in restrooms, painted plaster walls, wood paneled doors with glazed transoms, door hardware, wood paneled partitions in offices
- Interior courtyard with stone fountain and landscaping
- Indoor pool with steel sash windows and doors and skylights

PED – Physical Education Building: Conditions Assessment & Recommendations

Site

The sidewalk and brick paving system and landscaping is in good condition.

Exterior

The exterior surfaces of the building are in generally good condition with select areas of deterioration, including surface staining, spalling, weathering, corrosion, and missing mortar.

The clay tile roof is in fair condition, with damaged sections near the edges of the weight station and the ROTC stations. Repair or replace tiles in kind as needed.

There is staining and spalling of the cast stone and brick cladding. The damaged areas should be cleaned and repaired.

There are missing mortar joints in the cast stone base. Repoint with a compatible mortar in color and composition.

The wood sash windows in the courtyard are heavily weathered with peeling paint. And, the circular windows are badly damaged. The windows should be cleaned and repaired. If replacement is necessary, they should be replaced in kind.

The steel sash windows at the indoor pool have surface corrosion which has damaged the painted surface. Some of the windows are rusted closed. The windows should be cleaned and repaired. If replacement is necessary, they should be replaced in kind.

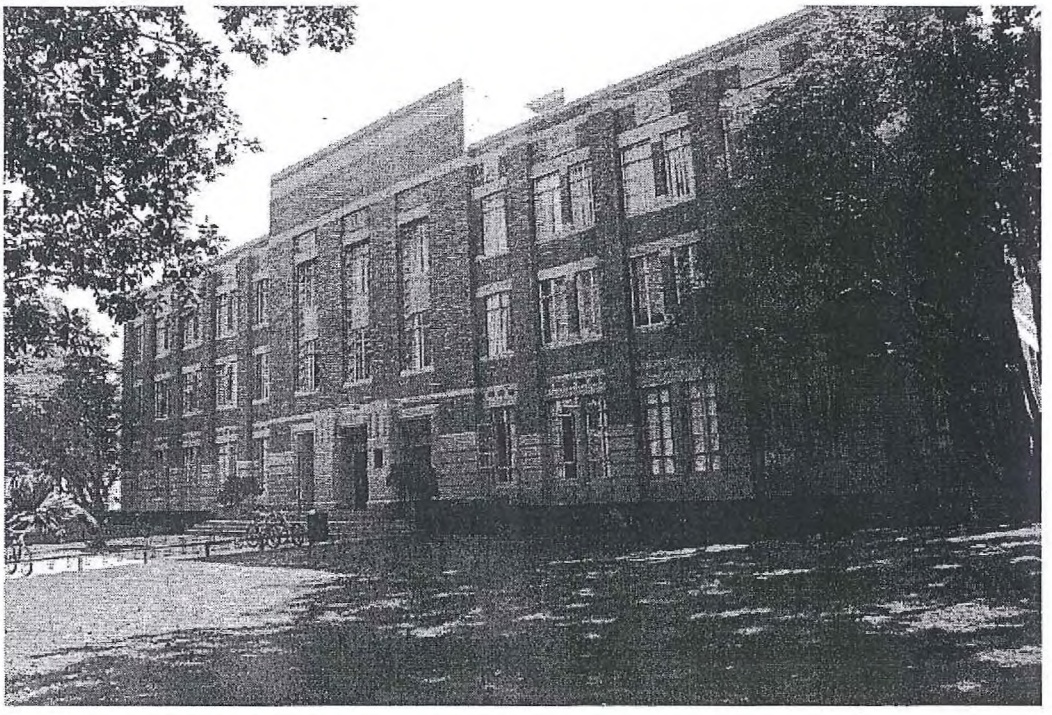
The exterior doors are in good working condition.

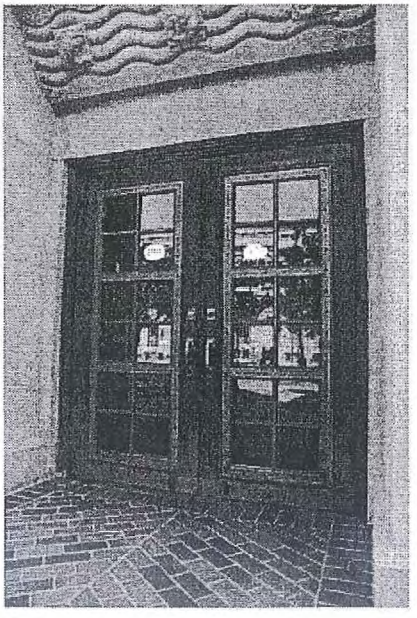
Areas where iron railings are attached to or sunk in concrete fences have corroded and caused cracks and damage to the concrete. [Best repair practice?]

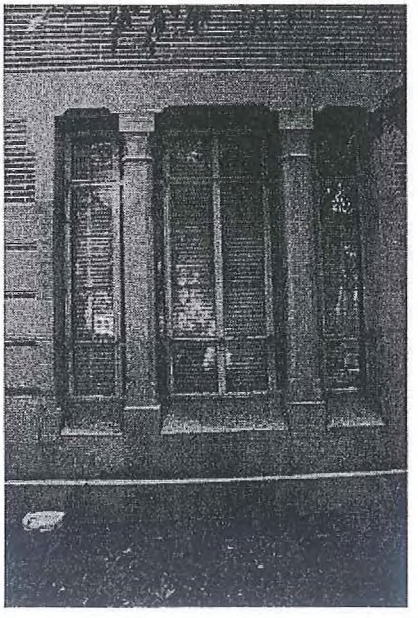
Interior

The interiors have mostly original fabric throughout the building. Retain these character-defining features through repair when possible and replacement in kind if necessary.

AHF – Allan Hancock Foundation







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AHF – Allan Hancock Foundation: Description

Description

The Allan Hancock Foundation was designed by C. Raimond Johnson and Samuel E. Lunden in the Moderne style, and constructed in 1940. It is five stories in height, I-shape in plan, and constructed of reinforced concrete, and finished in Roman brick, cast cement, and cast stone. The main (west) facade is symmetrically composed with a taller central bay and rectilinear brick pilasters decorating the flanking bays. The main entrance, accessed by a flight of concrete steps, is also arranged in three bays. Pairs of three-light, steel casement windows with fixed upper and lower portions are located throughout.

The building's most notable ornamental features include the cast-stone bas reliefs at the top of each window bay depicting various zoological specimens. A large cast relief of Pleistocene mammals discovered at La Brea Tar Pits decorates the western elevation. The bas reliefs were designed and carved by sculptor Merrell Gage. A third entrance to a lecture hall is located at the northern portion of the east façade and features a bronze sculpture of a ship mounted above the entryway. The building retains a high degree of integrity.

The building contains laboratory, office, assembly, dining, and special collection spaces. The Hancock Natural History Collection consists of approximately 78,000 rare books and serials in the field of natural history, and over 7,000 papers, films, photographs, and sound recordings associated with the work of the Hancock Foundation. In addition, the Hancock Foundation Building houses the Hancock Memorial Museum, formerly the home of Captain G. Allan Hancock. The home, known as the Villa Madama, was designed by John C. W. Austin in 1909. It was demolished in 1938 and four rooms were dismantled and relocated to the Allan Hancock Foundation building. The four rooms include the Reception Hall, the Dining Room, the Music Salon, and the Library.

Captain G. Allan Hancock was a sea captain, oilman, explorer, developer, banker, aviator, scientist, businessman, farmer, railroad engineer, musician, and philanthropist. Hancock had a long association with USC, home to the Hancock Institute of Marine Studies. He served as president and chairman of the USC board of trustees from 1939 to 1954 and later was elected as a life member of the board.

The Hancock Foundation was a leading center on the west coast for intensive research in zoology, botany, and related branches of science. Hancock Hall was also the first home to USC's radio station, KUSC, which went on air in 1946.

Significance

The Allan Hancock Foundation is significant for its architectural distinction as an example of the Moderne architectural style, and for embodying the design principles of master architects Samuel Lunden and C. Raimond Johnson. It is significant as the first home to the University's radio station, KUSC. It was formally determined eligible for the National Register as a contributor to the USC University Park Historic District in 1994.

Character-Defining Features

- Reinforced concrete structure with brick and cast stone cladding
- Symmetrical plan, facades and fenestration design
- Divided-light steel sash casement windows
- Divided-light double wood doors at entryways
- Bas reliefs sculptures carved by Merrell Gage; including animal and plant life of the Pacific basin, and Pleistocene mammals discovered in the La Brea Pits
- Lobby finishes including linoleum flooring, wood wainscot, plaster walls and decorative beamed ceiling
- Wood paneled interior doors
- Restrooms in basement have original fixtures, tile floors and wainscot
- Stained concrete flooring in basement

AHF – Allan Hancock Foundation: Conditions Assessment & Recommendations

Site

The site paving, including the decorative plaza walkway at the west main entrance, is in good condition. The landscaping is well maintained and also in good condition.

Exterior

The majority of the brick and cast stone exterior finish is in good condition. However, there are areas of damage that require repair work. The cast stone at the parapet needs the most attention where spalling has exposed the underlying corroding rebar. Check for water infiltration, clean and repair the cast stone surfaces, where necessary.

There is spalling of the concrete at the front entry steps which could be a tripping hazard. Patch and repair concrete. There is map cracking in the concrete piers at the main entry. This may not be an indication of any immediate needed repair, but rather the result of a poor concrete mixture at the time of construction. The cracking should be monitored.

The exterior brick and cast stone surfaces appear to have a rough surface texture that is an indication of past cleaning by sandblasting. It is not recommended that sandblasting be used to clean exterior surfaces in the future as it causes irreparable damage to the historic fabric.

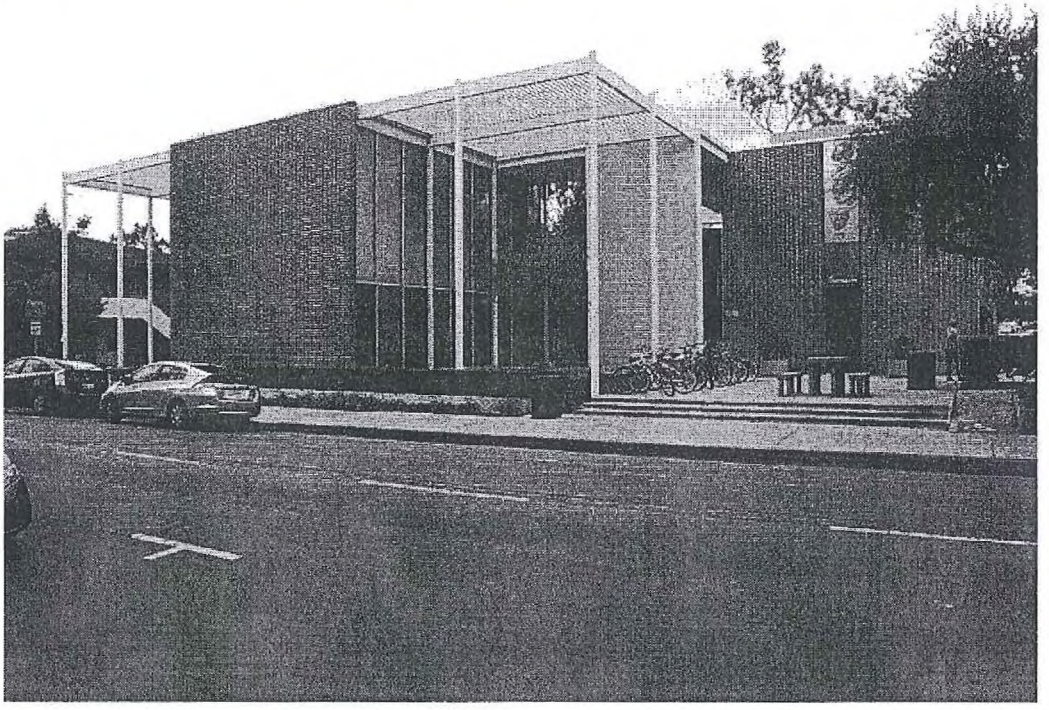
Exterior doors are in generally good condition. The solid wood main entrance doors were refinished as part of the last renovation effort and are in good condition.

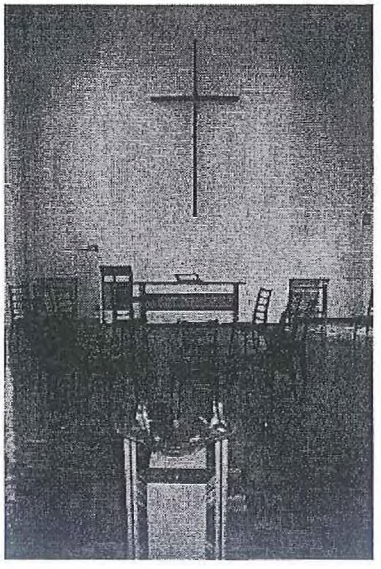
The steel sash windows have surface corrosion which has damaged the painted surface. Some of the windows are rusted closed. The windows should be cleaned and repaired. If replacement is necessary, they should be replaced in kind.

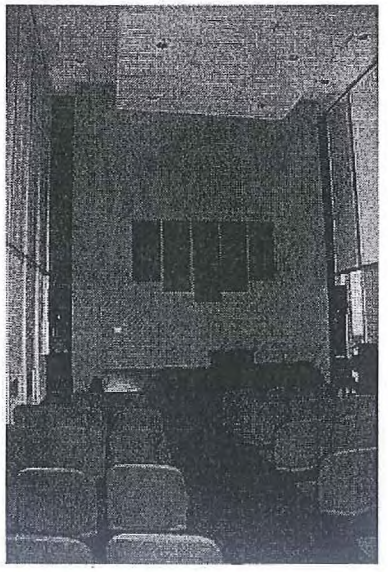
Interior

It appears most of the interiors have been upgraded over the years. The lobby and some of the bathrooms retain mostly original fabric. Retain character-defining features through repair when possible and replacement in kind if necessary.

URC – University Religious Center







ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

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URC – University Religious Center: Description

Description

The University Religious Center, located on West 34th Street, was designed by Killingsworth, Brady and Associates and constructed in 1964. It is a Modern, post and beam structure that is two-stories in height. It provides office space, meeting rooms, and a freestanding worship center. The building is clad in brick and plaster at the main (south) facade, which is symmetrically arranged with trellis-roofed open areas flanking the central chapel structure. The verticality of the building is enhanced by the steel, squared, metal supports, which extend up two-stories high. The central chapel structure is clad with brick at its south elevation, while its east and west elevations have steel framed, floor-to-ceiling glazing. Exposed "floating" stairs are located at the building's east and west elevations. The building retains a high degree of integrity.

Killingsworth, Brady and Associates designed in a Modern vocabulary and greatly influenced the course of the California Modern movement in the late 1960s. The firm's USC buildings include the University Religious Center (1964) and the Architecture and Fine Arts building (1973). The University Religious Center was featured in Arts & Architecture magazine in January 1967.

Significance

The University Religious Center is significant as emblematic of the International style, and as a good example of the design principles of significant and influential local architects Killingsworth, Brady and Associates. This building is also eligible for listing as a Los Angeles Historic-Cultural Monument due to its architectural distinction.

Character-Defining Features

- Irregular rectangular massing
- Post and beam steel structure
- Brick and plaster cladding
- Flat roof
- Floor to ceiling glazed window walls
- Floating stairs
- Chapel spaces
- Hardwood and vinyl tile flooring

URC – University Religious Center: Conditions Assessment & Recommendations

Site

The grounds around this facility are adequately landscaped, especially in the central courtyard. Associated pedestrian areas are also in acceptable condition.

Exterior

The roof system may need to be replaced to prevent further damage of interior finishes due to water infiltration.

The exterior brick and stucco cladding are in generally good condition. The exterior doors are in good working order. The aluminum framing of the window walls have minor surface corrosion. [Best repair practice?]

Interior

The interiors are in generally good condition. Most of the interior fabric is original and should be cleaned and repaired to retain the historic integrity of the building.

The acoustical tile ceiling systems are stained and sagging from water infiltration and should be replaced in kind after the source of the leak is repaired.

Principles of Rehabilitation

ADAPTIVE MITIGATION MANAGEMENT APPROACH

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PRINCIPLES OF REHABILITATION

These principles should provide the basis for all rehabilitation or maintenance projects on buildings that contribute to the Historic District or have been identified as individually significant. They should be used in conjunction with the guiding principles that have been established for the 2030 Master Plan.[12] In particular:

- Make prudent use of campus land and/or buildings with consideration for new building sites, historic preservation, infill, open space and renovation or removal/replacement of low-function building stock.
- Use architectural and landscape planning and design guidelines to extend and enhance the character of the campus.
- Identify existing physical plan characteristics and assets worthy of stewardship, enhancement and/or extension.
- Use open space (quads, courtyards and courts) and circulation (streets and pedestrian ways) as the campus planning organizing framework for campus planning.

Along with these general guidelines, the University will follow the standards for the preservation of historic properties developed by the Secretary of the Interior. *The Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Structures*[13] (the "Standards"), have been widely used to guide Federal, State, and local agencies in carrying out their historic preservation responsibilities.

According to the Standards, rehabilitation is "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural value." The Standards are included on page 47.

The guidelines in this document are to be used for rehabilitation, maintenance, repair, and alteration of contributors to the Historic District. They also apply to identified individually significant historic resources within the purview of the

[12] University of Southern California Master Plan. Website: http://www.usc.edu/community/upcmasterplan/guiding_principles/

[13] Codified in 36 Code of Federal Regulations 67.

Master Plan. They are based, in part, on the Standards and include the following principles:

1. Where maintenance, repair, and alteration of a contributing building is required, such rehabilitation should respect the historic significance and architectural character of the structure.
2. Where new uses are required, adapt contributing buildings for reuse, if feasible and appropriate to the historic integrity of the structure.
3. The ability of the campus to continue to serve the needs of the University is of utmost importance; therefore, these guidelines shall be applied in a manner which provides for operational flexibility.

Pre-Rehabilitation Assessment

Prior to commencing rehabilitation on any contributing building, the following guidelines should be followed:

1. Identify, retain, and preserve features that are important in defining the overall historic character of the building as it appeared during the period of significance. These features may include, but are not limited to, walls and surface finishes, railings, windows, doors, steps, and porches.
2. Evaluate the overall condition of the material to determine whether repairs to features are necessary.
3. If necessary, obtain rehabilitation treatments for specific materials prior to commencing any work.
4. Clean materials only when necessary to halt deterioration or remove heavy soiling.
5. The pre-rehabilitation assessment shall follow the steps identified in " Checklist for Rehabilitating Historic Buildings"[14] with particular attention to:
    - Checking available documentation;
    - Documenting existing conditions; and
    - Developing a plan for rehabilitation.

[14] National Park Service. "A Checklist for Rehabilitation Historic Buildings," 2004. Website: http://www.nps.gov/history/local-law/arch_stnds_8_2.htm

The Secretary of the Interiors Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Guidelines for Material Conservation

ADAPTIVE MITIGATION MANAGEMENT APPROACH

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This section provides general guidelines for the conservation and rehabilitation of common materials found on the USC campus.

Concrete and Masonry

Exterior features as well as exterior surfaces and their treatment (modeling, tooling, bonding patterns, joint size, and color) are important in defining the historic character of a building. Buildings that have concrete exteriors or masonry detailing may exhibit the following conditions and, therefore, require maintenance and rehabilitation: impact damage at building corners; cracks; damage due to spalling; damaged ornamentation on friezes and columns; peeling paint; inappropriate patching methods; inappropriate treatments such as sandblasting which exposes softer inner materials; and repointing of brick with non-matching tooling.

Guidelines for Concrete and Masonry

1 Repair walls and other features where there is evidence of deterioration such as spalling, damp walls, or damaged concrete or masonry.

2 Sandblasting shall not be used to prepare or clean exterior concrete or masonry. Blasting by any media, including liquids, shall not be used unless it can be demonstrated that no surface material is removed by application. Application of any liquid media shall not exceed a pressure of 150 pounds per square inch measured where the liquid leaves the application nozzle. Use non-abrasive tools, such as natural bristle brushes; do not use abrasive or gouging tools, such as wire brushes and scrapers.

3 Repair concrete or masonry features by patching, piecing-in, or consolidating the concrete or masonry. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of concrete or masonry features when there are surviving prototypes, such as brackets, pilasters or chimneys.

4 Install a new concrete or masonry feature such as steps, door pediments, detailing, or chimneys when the historic feature is completely missing. This should be an accurate reconstruction using historical, pictorial, and physical documentation when available. If documentation is not available, this may be a new design that is compatible with the size, scale, material, and color of the historic building.

5 It is recommended, but not required, that the building be repainted with colors that are identified through examination of strata by a qualified architect or conservator, or which are historically appropriate to the building.

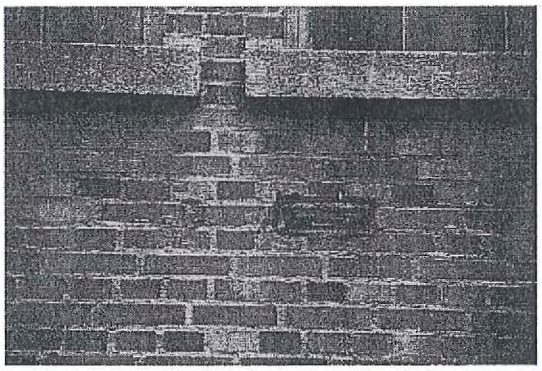
6 Testing and application of treatments to stabilize historic concrete, stone and masonry materials is encouraged, provided that any consolidants or coatings can be demonstrated to have a minimum permeability rating of 12 perms, and to have no long term detrimental effects on the historic materials.

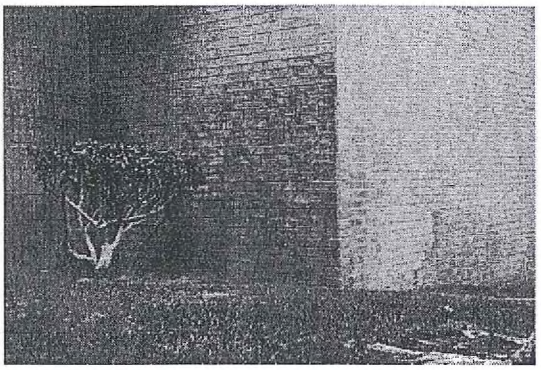
7 Repointing of historic masonry mortar joints shall utilize mortar mixes formulated to match the composition and color of historic mortar based on laboratory analysis and reporting of the composition and color of the matrix and aggregate in the historic mortar. Tooling of mortar repairs and restorations shall match historic mortar tooling as identified by the HSR or a qualified preservation architect or building materials conservator. Removal of deteriorated or inappropriate mortars prior to repair shall be accomplished with the utmost care, preferably using hand tools, and shall cause no damage or change to the historic masonry.

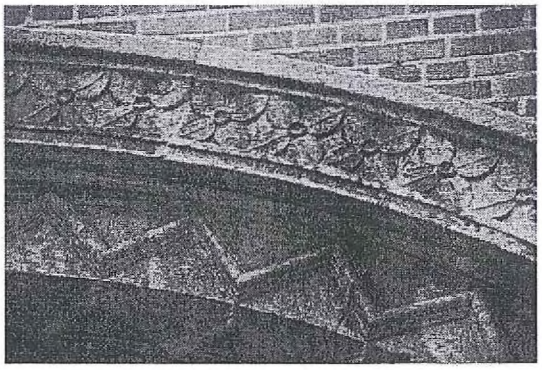
8 Do not permit plants or weeds to grow on the building. Uproot all weeds as soon as possible. Remove climbing plants from walls.

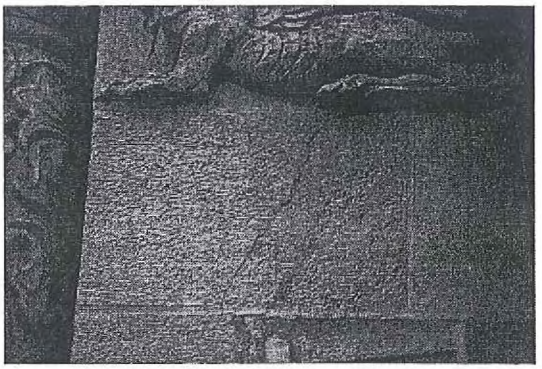
9 Provide sound roofs and flashing, and proper drainage so that water does not infiltrate, wash down, stand or accumulate. Provide inconspicuous site drainage.

Sample Conditions









ADAPTIVE MITIGATION MANAGEMENT APPROACH

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References

Preservation Brief 1: *The Cleaning and Water-Repellent Treatment of Historic Masonry Buildings*

Preservation Brief 2: *Repointing Mortar Joints in Brick Buildings*

Preservation Brief 3: *Conserving Energy in Historic Buildings*

Preservation Brief 6: *Dangers of Abrasive Cleaning to Historic Buildings*

Preservation Brief 7: *The Preservation of Historic Glazed Architectural Terra Cotta*

Preservation Brief 15: *Preservation of Historic Concrete*

Preservation Brief 16: *The Use of Substitute Materials on Historic Buildings Exteriors*

Preservation Brief 22: *Preservation and Repair of Historic Stucco*

Preservation Brief 38: *Removing Graffiti from Historic Masonry*

Preservation Brief 39: *Controlling Unwanted Moisture in Historic Buildings*

Preservation Brief 41: *The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront*

Preservation Brief 42: *The Maintenance, Repair, and Replacement of Historic Cast Stone*

Preservation Tech Notes: *Non-destructive Evaluation Techniques for Masonry Construction*

Wood

Buildings with wood features exhibit the following conditions which may require maintenance and rehabilitation: repair of deteriorating material; sealing or painting, eaves, or trim due to weathering, water damage, fungal or insect damage.

Guidelines for Wood

1 Evaluate the overall condition of the wood to determine the extent of protection and maintenance required.

2 Repair wood features by patching, piecing-in, consolidating, or otherwise reinforcing the wood using recognized preservation methods. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of features where there are surviving prototypes such as brackets, moldings, or sections of siding.

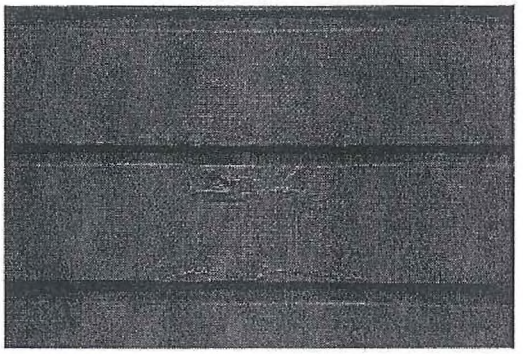
3 Use matching species wherever feasible when replacing irreparable historic painted elements. Utilize wherever possible wood which is naturally resistant or treated to be resistant to water, fungus and insect damage. Utilize wood which is naturally dried or kiln dried and relatively free of knots and checks in order to assure a longer life for replacement materials.

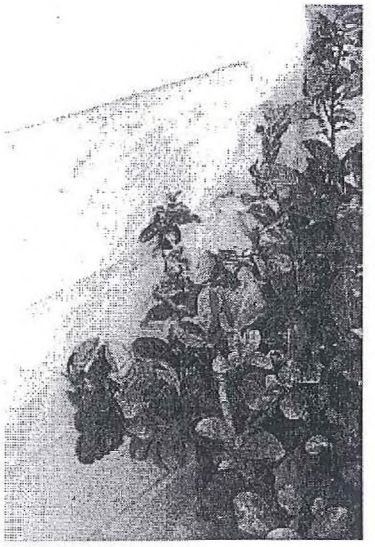
4 Design and install a new wood feature such as a cornice or doorway when the historic feature is completely missing. This should be an accurate restoration using historical, pictorial, and physical documentation. Where documentation does not exist, a new design that is compatible with the size, scale, material, and color of the historic building may be used.

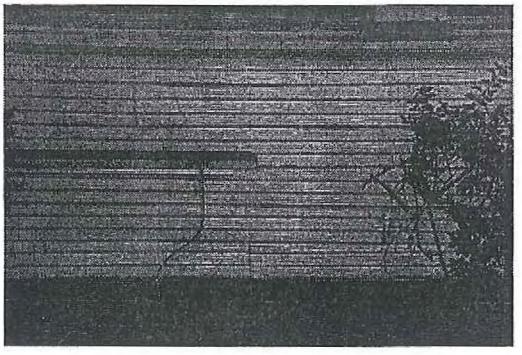
5 Apply compatible paint coating systems following proper surface preparation. Sandblasting shall not be used to prepare or clean historic wood exterior elements. Blasting by any media, including liquids, shall not be used unless it can be demonstrated that no surface material is removed by application. Application of any liquid media shall not exceed a pressure of 150 pounds per square inch measured where the liquid leaves the application nozzle. Paint shall match existing surface coating thickness. Use non-abrasive tools, such as natural bristle brushes; do not use abrasive or gouging tools, such as wire brushes and scrapers.

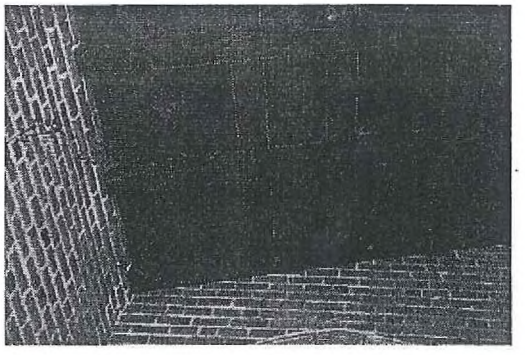
6 It is recommended, but not required, that the building be refinished with colors that are identified through examination of strata by a qualified architect or conservator, or which are historically appropriate to the building.

Sample Conditions









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HISTORIC RESOURCES GROUP

References

Preservation Brief 3: *Conserving Energy in Historic Buildings*

Preservation Brief 6: *Dangers of Abrasive Cleaning to Historic Buildings*

Preservation Brief 10: *Paint Problems on Historic Woodwork*

Preservation Brief 16: *The Use of Substitute Materials on Historic Building Exteriors*

Preservation Brief 39: *Controlling Unwanted Moisture in Historic Buildings*

Preservation Tech Note: *Exterior Woodwork, Number 1, Proper Painting and Surface Preparation*

Preservation Tech Note: *Exterior Woodwork, Number 2, Paint Removal from Wood siding*

Preservation Tech Note: *Protecting Woodwork against Decay Using Borate Preservatives*

Architectural Metals

Architectural metal features may require rehabilitation and maintenance due to weathering and corrosion.

Guidelines for Architectural Metals

1 Identify, retain, and preserve architectural metal features such as columns, capitals, window hoods, canopy cladding or fascia, stairways, light fixtures or gates that are important in defining the overall historic character of the building. Also identify and preserve their finishes and colors. If originally painted, it is recommended, but not required, that the architectural metals be repainted with colors that are historically appropriate to the building.

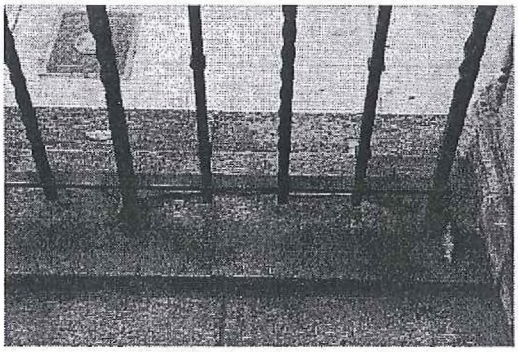
2 Clean architectural metal, when necessary, with gentle non-abrasive cleaning methods to remove corrosion. Sandblasting shall not be used to clean historic metal surfaces.

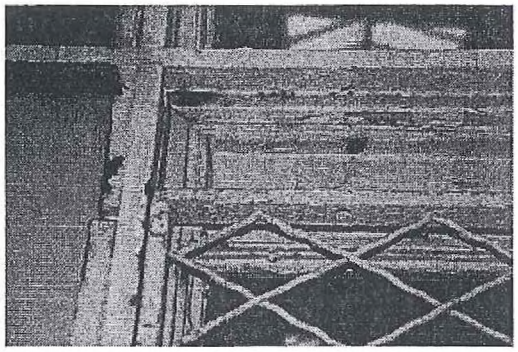
3 Apply appropriate paint or other coating systems after cleaning in order to decrease the corrosion rate of metals or alloys.

4 Repair architectural metal features by patching, splicing, or otherwise reinforcing the metal. Repairs may also include the limited replacement in kind, or with a compatible substitute material, of those extensively deteriorated or missing parts of features when there are surviving prototypes such as porch balusters, column capitals or bases, or roof ornaments.

5 Design and install a new architectural metal feature such as an entry door or sheet metal cornice when the historic feature is completely missing. It may be an accurate reconstruction using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the building.

Sample Conditions





References

Preservation Brief 16: *The Use of Substitute Materials on Historic Building Exteriors*

Preservation Brief 25: *The Preservation of Historic Signs*

Preservation Brief 27: *The Maintenance and Repair of Architectural Cast Iron*

Doors, Entrances and Porches

Doors, entrances, and porches are often the principal features of historic buildings, particularly when they occur on primary elevations. Their functional and decorative features, such as the type of door, steps, balustrades, and entrances or porches are extremely important in defining the overall historic character of a building. Their retention, protection, and repair should always be carefully considered when planning rehabilitation work.

Doors and porches are subject to weathering and deterioration and may require maintenance and rehabilitation, which could include cleaning and repair of attachments, flashing and hardware.

Guidelines for Doors, Entrances and Porches

1 Identify, retain, and preserve entrances, and their functional and decorative features that are important in defining the overall historic character of the building such as doors, transoms, sidelights, pilasters, entablatures, columns, balustrades, and stairs.

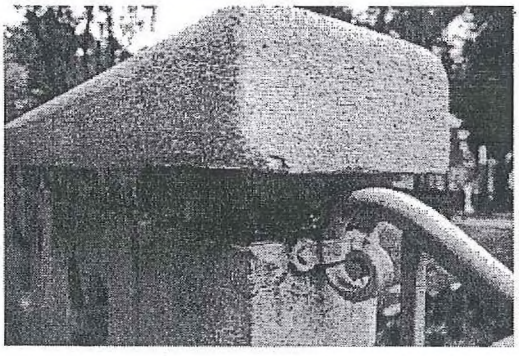
2 Protect and maintain the masonry, wood, and architectural metal that comprise entrances and porches through appropriated surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems, replacement of broken glass, and replacement of deteriorated sealants or glazing compounds.

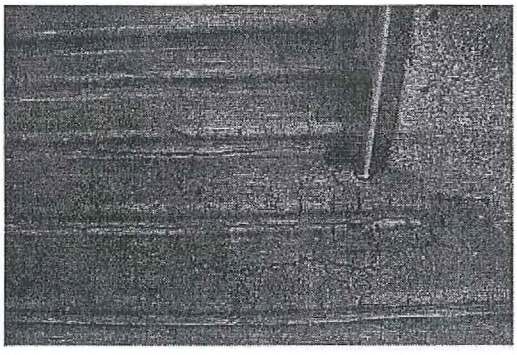
3 Repair entrances and porches by reinforcing the historic materials. Repair will also generally include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of repeated features where there are surviving prototypes such as balustrades, cornices, entablatures, columns, sidelights, and stairs.

4 Design and construct a new entrance or porch if the historic entrance or porch is completely missing. It may be a reconstruction based on historical, pictorial, and physical documentation; or be, a new design that is compatible with the historic character of the building.

5 Design and install additional entrances or porches when required for the new uses in a manner that preserves the historic character of the building. In general, such alterations should be limited to non-character defining elevations. New entrances and porches shall be compatible and may be of contemporary design provided they do not destroy character-defining features. To the extent visible, new entrances and porches shall be reversible.

Sample Conditions





References

Preservation Brief 10: *Exterior Paint Problems on Historic Woodwork*

Preservation Brief 15: *Preservation of Historic Concrete*

Preservation Brief 16: *The Use of Substitute Materials on Historic Buildings*

Preservation Brief 39: *Controlling Unwanted Moisture in Historic Buildings*

Preservation Brief 45: *Preserving Historic Wooden Porches*

Preservation Tech Note: *Exterior Woodwork, Number 1, Proper Painting and Surface Preparation*

Windows

The type and size of window openings are extremely important in defining the overall historic character of a building. Their retention, protection, and repair should always be carefully considered when planning rehabilitation work. Wood windows may deteriorate from hard use, warping, or settling, and metal windows are susceptible to water damage. Glazed openings may shatter.

Guidelines for Windows

1 Identify, retain, and preserve historic window features that are important in defining the overall historic character of the building. Such features include frames, sash, muntins, glazing, sills, heads, and hood molds.

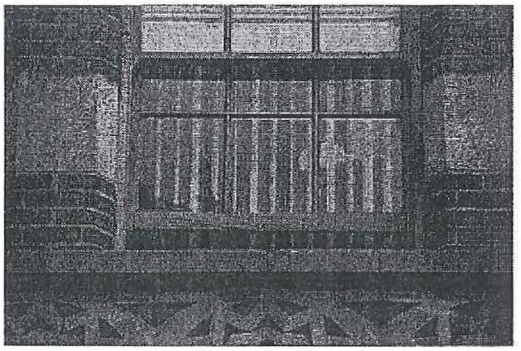
2 Protect and maintain the wood and architectural metal, which comprise the window frame, sash, muntins, and surrounds through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems.

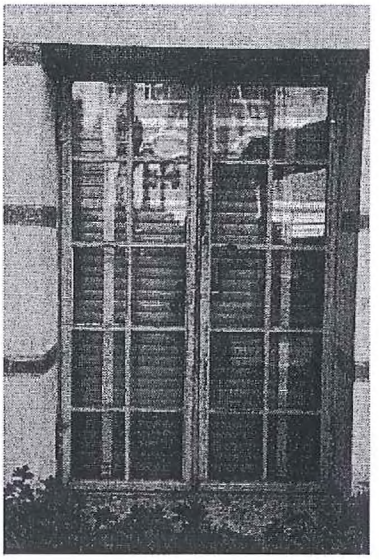
3 Make windows weather tight and improve thermal efficiency by re-caulking and replacing or installing weather stripping.

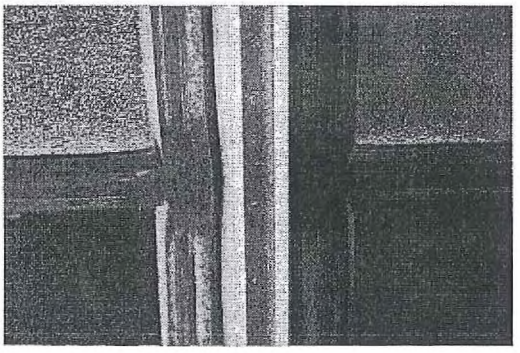
4 Construct and install new windows if the historic windows (frame, sash and glazing) are completely missing, have been replaced with non-original materials, or are too deteriorated to repair. The replacement windows shall be an accurate reconstruction using historical, pictorial, and physical documentation.

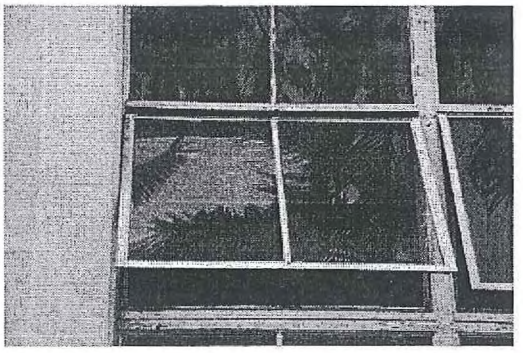
5 Replace broken clear glass with clear non-reflective glass to match historic materials and configuration.

Sample Conditions









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Preservation Brief 3: *Conserving Energy in Historic Buildings*

Preservation Brief 9: *The Repair of Historic Wooden Windows*

Preservation Brief 13: *The Repair and Thermal Upgrading of Historic Steel Windows*

Preservation Brief 33: *The Preservation and Repair of Historic Stained and Leaded Glass*

Preservation Brief 39: *Controlling Unwanted Moisture in Historic Buildings*

Preservation Tech Note: *Exterior Woodwork, Number 1, Proper Painting and Surface Preparation*

Roofs

The roof is a contributing factor in defining the building's overall historic character. In addition to the design role it plays, a weather tight roof is essential to the preservation of the entire structure. Thus, protecting and repairing the roof as a "cover" is a critical aspect of a rehabilitation project.

Guidelines for Roofs

1 Protect and maintain a roof by cleaning and refinishing coping, cleaning the gutters and downspouts, and replacing deteriorated flashing. Roof sheathing should also be checked for proper venting to prevent moisture condensation and water penetration; and to insure that materials are free from insect infestation.

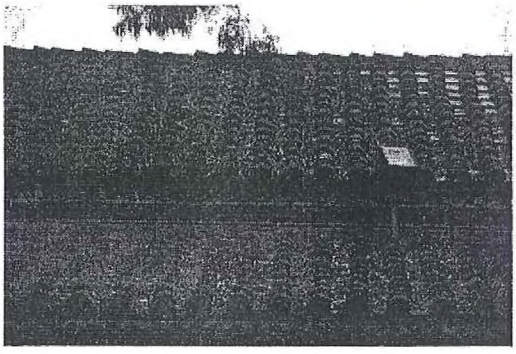
2 Provide adequate anchorage for roofing material to guard against wind damage and moisture penetration.

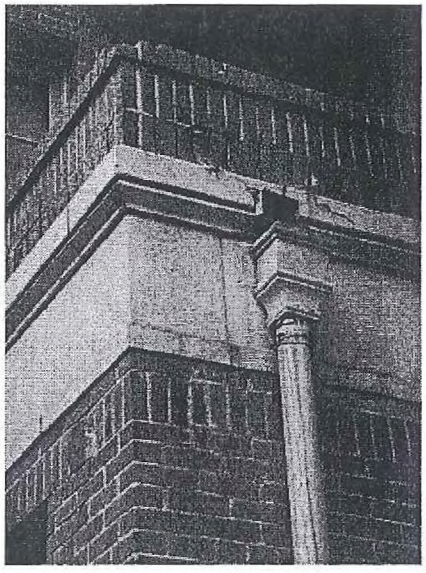
3 Repair a roof by reinforcing the historic materials which comprise roof features, including cornice lines, exposed rafter tails, brackets, and soffits. Replacement or repairs should use replacement in kind, or with compatible substitute material. When replacing the roof, remove existing membrane down to wood decking. Inspect exposed decking and replace deteriorated wood members; retain historic sheathing materials such as board sheathing.

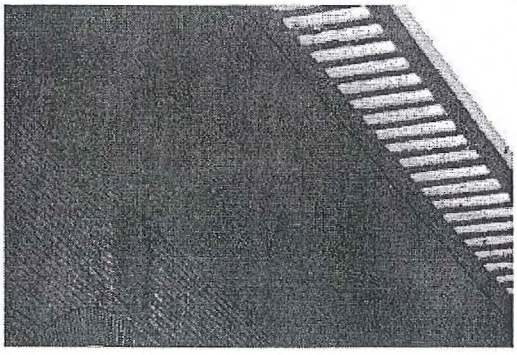
4 Install mechanical and service equipment on the roof so that they are inconspicuous from the public right-of-way and do not damage or obscure character-defining features.

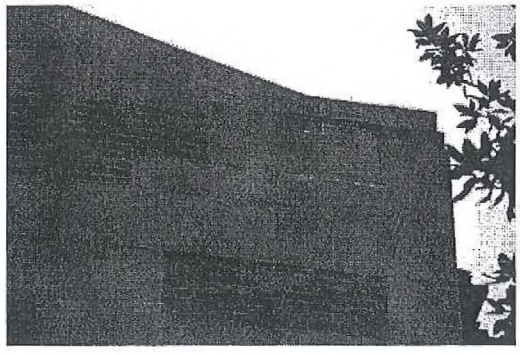
5 Repair broken gutters and downspouts. If repair is not possible, replace in kind to match existing. Re-solder broken joints. Where missing, replicate historic gutters and downspouts or provide compatible new gutters and downspouts.

Sample Conditions









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References

Preservation Brief 3: *Conserving Energy in Historic Buildings*

Preservation Brief 4: *Roofing for Historic Buildings*

Preservation Brief 19: *The Repair and Replacement of Historic Wooden Shingle Roofs*

Preservation Brief 29: *The Repair, Replacement and Maintenance of Historic Slate Roofs*

Preservation Brief 30: *The Preservation and Repair of Historic Clay Tile Roofs*

Preservation Brief 39: *Controlling Unwanted Moisture in Historic Buildings*

Structural and Mechanical Systems

Structural systems of historic buildings may need repair due to deterioration, fire, or seismic activity.

Guidelines for Structural and Mechanical Systems

1 Protect and maintain the structural system by cleaning the roof gutters and downspouts; replacing roof flashing; keeping masonry, wood, and architectural metals in a sound condition; and assuring that structural members are free from insect infestation.

2 Repair the structural system by augmenting or upgrading individual parts or features. For example, weakened structural members such as floor framing can be spliced, braced, or otherwise supplemented and reinforced.

3 Install new work as a requirement of current seismic or code requirements so as not to adversely impact exterior facades. Provide seismic reinforcements as required to an historic building in a manner that avoids damaging the structural system and character-defining features, including window and door openings.

4 Design and install new mechanical or electrical systems which minimize the number of cutouts or holes in structural members.

References

Preservation Brief 3: *Conserving Energy in Historic Buildings*

Preservation Brief 4: *Roofing for Historic Buildings*

Preservation Brief 24: *Heating, Ventilating and Cooling Historic Buildings*

Preservation Brief 39: *Controlling Unwanted Moisture in Historic Buildings*

Preservation Brief 41: *The Seismic Retrofit of Historic Buildings*

Preservation Tech Note: *Replicating Historic Elevator Enclosures*

Interior Spaces

The building retains much of its interior character-defining features and materials, such as space configurations, interior walls, painted finishes, wood trim, and decorative elements.

Guidelines for Interior Spaces

1 Interior character-defining spaces and features should be retained.

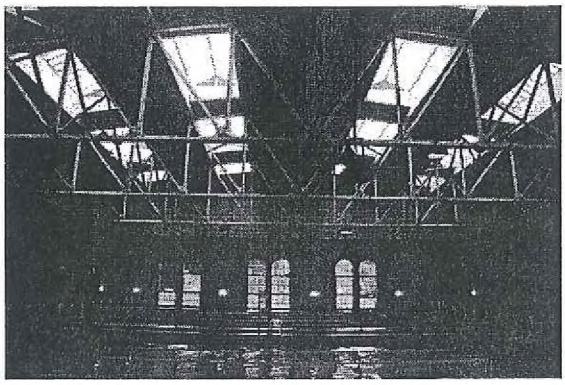
2 Construction of new interior floor plans or arrangement of spaces shall not adversely impact the exterior historic character of the building facade, i.e. infill of window or door openings, or the creation of new inappropriate openings. Where doors or windows are no longer needed, the existing doors and windows should be retained in place, and if necessary made inoperable in a reversible manner which would allow for later reuse. If in the reuse of existing spaces, the covering of door and window openings cannot be avoided by alternate uses or interior space design, then interior coverings shall be added in such a manner that any glazed openings match the appearance of uncovered glazed openings in both daylight and at night.

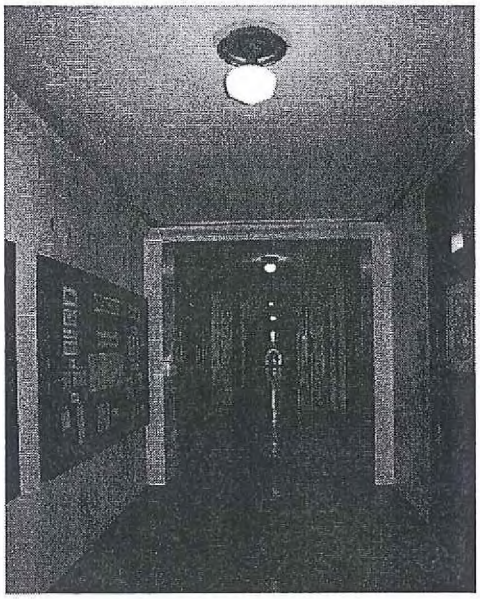
3 Retention, protection, and repair should be given prime consideration and caution exercised in pursuing any plan that would radically change character-defining spaces or obscure, damage or destroy interior features or finishes.

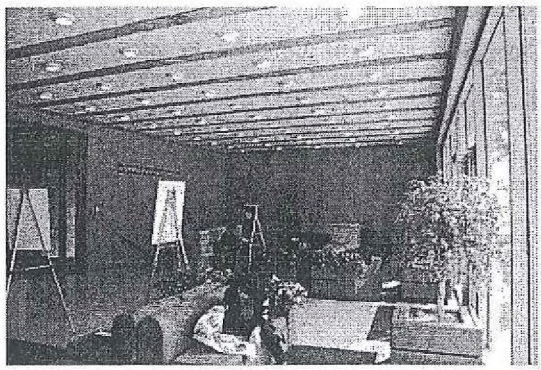
4 Materials, surfaces and finishes on ceilings, walls, floors and trim shall be retained in the course any alterations or additions.

5 It is recommended, but not required, that the building be repainted with colors identified through examination of strata by a qualified architect or conservator, or which are historically appropriate to the building.

Sample Conditions







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References

Preservation Brief 6: *Dangers of Abrasive Cleaning to Historic Buildings*

Preservation Brief 10: *Paint Problems on Historic Woodwork*

Preservation Brief 18: *Rehabilitating Interiors in Historic Buildings*

Preservation Brief 21: *Repairing Historic Flat Plaster – Walls and Ceilings*

Preservation Brief 28: *Painting Historic Interiors*

Preservation Tech Note: *Preserving Historic Corridor Doors and Glazing in High-Rise Buildings*

Preservation Tech Note: *Replicating Historic Elevator Enclosures*

Decorative Arts

The presence of decorative arts adds to the character and significance of a building by providing rare and unique elements of artistic creation. These decorative arts can represent the work of a master artisan, the development of important artistic techniques, and the depiction of cultural taste at a particular period in time. Retaining, repairing, and protecting decorative arts requires careful work and proper documentation.

Guidelines for Decorative Arts

1 If significant decorative painting or wall papering is discovered during the course of work on the buildings, then those elements should be protected, and stabilized to retard or prevent future deterioration, preferable left visible for display and interpretation, or documented if covered by reversible finishes.

2 The element shall be photo-documented and the location described precisely.

3 Surface dust shall be removed. Excess dirt and grease shall be removed only where necessary and only using gentle methods. General cleaning shall occur, if at all, after assessment and specification of methods and materials by a qualified art or materials conservator.

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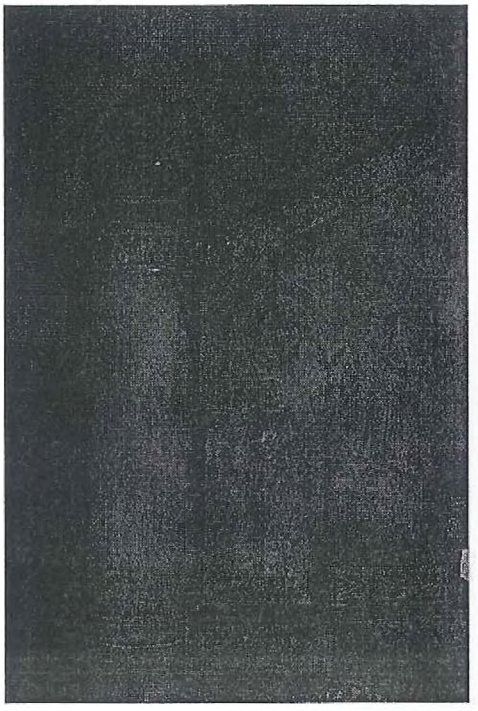

References

Preservation Brief 23: *Preserving Historic Ornamental Plaster*

Preservation Brief 33: *The Preservation and Repair of Historic Stained and Leaded Glass*

Preservation Brief 34: *Preserving Historic Composition Ornament*

Preservation Brief 40: *Preserving Historic Ceramic Tile Floors*

Site Characteristics

The relationship between historic buildings and landscape features helps to define historic character and should be considered an integral part of planning for rehabilitation project work.

Guidelines for Site Characteristics

1 Identify and evaluate building site features important in defining its historic character. Site features can include walkways, lighting, fencing, signage, fountains, plants, trees, paving, sidewalks, and curbs.

2 Retain the historic relationship between buildings, landscape features, and open space to the extent feasible.

3 New plantings shall be compatible with the historic landscape character of the site and may be of contemporary design provided such alterations and additions do not destroy character-defining features. Important resources, such as healthy large specimen trees, shall be retained if feasible. All planted areas shall reflect the need for water conservation.

4 In general, the existing streets and their elements (curbs, sidewalks, and street paving) should be retained where possible. Where changes are made, the new design shall reflect the traditional elements of the existing streets by referencing elements of street, curb, and sidewalk. These references may be made by delineating materials, colors, or texture of paving.

5 New paving, if any, should not overwhelm or detract from the colors and architectural features of the building. Use of street furniture and movable landscaping are appropriate for enhancing the setting and pedestrian use of the site.

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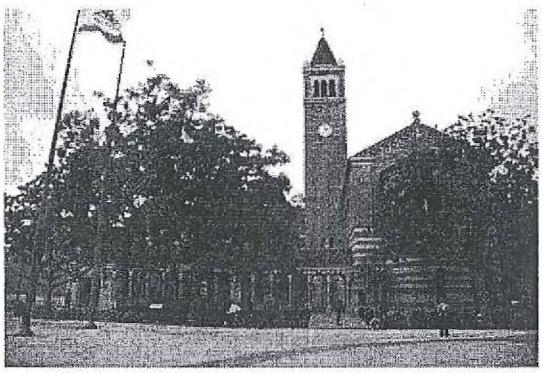
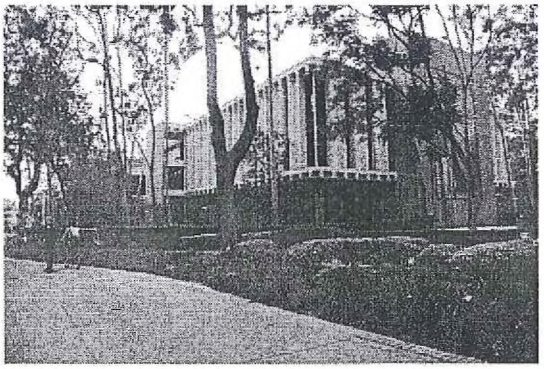
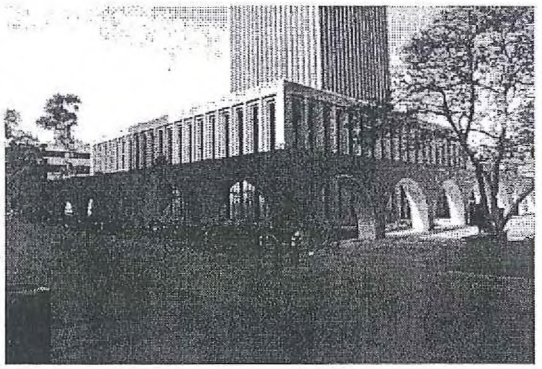


References

Preservation Brief 36: *Planning, Treatment and Management of Historic Landscapes*

Health and Safety Code Compliance

It is often necessary to make modifications to a historic building so that it can comply with current health, safety and code requirements. Such work needs to be carefully planned and undertaken so that it does not result in a loss of interior or exterior character-defining spaces, features, and finishes.

The *Americans with Disabilities Act* (ADA) applies to employment, as well as access to public structures and services or public accommodations owned or operated by private entities. In general, there are special rules and minimum access requirements where an alteration would threaten or destroy the historic significance of an historic building. To use the minimum requirements, consultation is required with the State Office of Historic Preservation. The California Historical Building Code offers alternative measures for application to qualified historical structures that help avoid the loss of historic character. It is mandatory that local and state building and fire safety officials recognize the code where applicants utilize relevant provisions.

Guidelines for Code Compliance

1 Identify the historic building's character-defining spaces, features, and finishes so that code-required work will not result in their damage or loss.

2 Comply with health and safety codes, including seismic codes and barrier-free access requirements, in such a manner that character-defining spaces, features, and finishes are preserved.

3 If alterations for code compliance result in the loss of historic character due to the substantial alteration of character-defining features and spaces, study alternatives to demonstrate whether or not there are other designs that would provide both code compliance and retention of historic character.

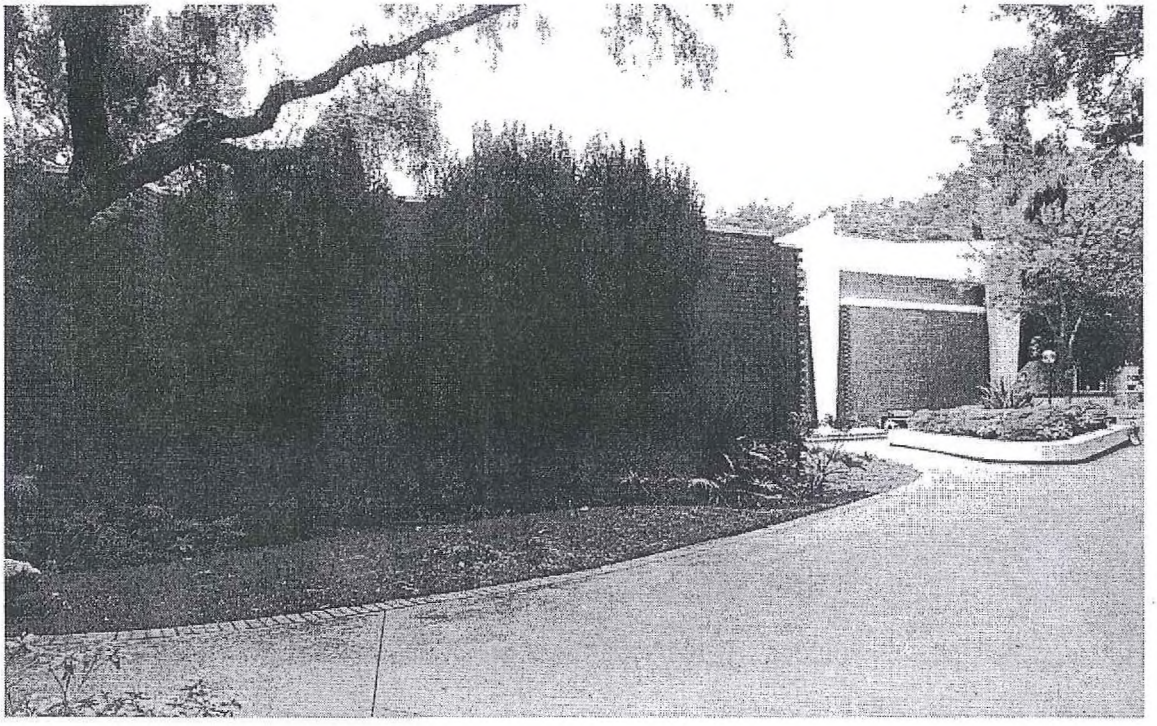
4 If there are not alternatives under general application codes allowing historic character to be retained, use of the State Historical Building Safety Code shall govern code requirements. Study alternatives to demonstrate whether or not there are other designs which would provide both compliance and retention of historic character using this code.

5 New structural or seismic reinforcement members, including anchor bolts, shall be hidden from view whenever possible.

References

Preservation Brief 32: *Making Historic Properties Accessible*

Guidelines for New Construction



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As the USC Master Plan is implemented, the built form of the campus will be altered by new construction. The integrity of the Historic District and any individually significant resources can be retained through the application of appropriate criteria for new construction. The purpose of these criteria is to:

- Ensure that new construction within the Historic District is compatible with the historic character of the district and its contributing resources;
- Ensure that the integrity of the Historic District is maintained; and
- Mitigate any potential impact on the Historic District from new construction to a level of insignificance under the CEQA.

Historic District Features

In order to determine appropriate guidelines and criteria for new construction within the Historic District, the existing resources and character-defining features of the district should be considered.

The Historic District consists of contributors that represent each period of the of the University's development:

- Early Development
- Parkinson Master Plan
- Gallion Master Plan
- Pereira Master Plan and Update

Contributors to the district also represent the significant property types that comprise a historic educational institution. These are: administration; classroom facility; laboratory facility; student/faculty support facility; library; auditorium/theater; and residence hall.

Therefore, it is important that guidelines for new construction are sympathetic to and compatible with the Historic District as a whole, including the periods of development, range of architectural styles, and range of property types.

In addition to the character-defining features for the individual buildings identified in the "Individual Buildings Assessments" above, the Historic District as a whole exhibits the following overall character-defining features:

- A historic core primarily composed of buildings from the 1920s and 1930s.
- Later periods of development that were located outside of the historic core to maintain visual continuity.
- Commonality of building materials and architectural features.
- Primary building materials of brick and concrete.

- Uniform aesthetic despite a variety of architectural styles.
- Network of lawns and pathways uniting different parts of the campus.
- Open space and circulation patterns, including quadrangle organizational principle.

Existing Design Guidelines

In 2004 the University adopted the *University Park Core Campus Planning and Design Guidelines* ("Design Guidelines").[15] The overall goal of these guidelines is to ensure that new campus development would harmonize with the Romanesque style exemplified in the campus's historic core. Selected requirements include:

- Buildings should be urban types that align on the streets, courts, and quadrangles of campus.
- Buildings should generally be not less than three stories or more than five stories in height. Greater height may be achieved on the interior of the block by stepping back from the public street.
- Principal building entrances should be legible and located along public spaces such as streets and quadrangles.
- The architectural vocabulary of all new buildings must be compatible with, inspired by, and reflective of the Romanesque style of the historic core of the University Park Campus, and in particular of the four paradigmatic buildings of the UPC (Bovard Administration Building, Doheny Memorial Library, Mudd Memorial Hall of Philosophy, and Gwynn Wilson Student Union).
- Buildings should generally be of masonry construction (brick, stone, concrete, etc.) with punched windows and be in a color range compatible with the Campus environment. Brick should be a blended mix rather than a single color.
- Both flat and sloped red tile roofs should be utilized.
- Buildings should have a base, middle, and top.
- The ground floors of the buildings should be articulate and distinct, and where feasible, the interior spaces should be organized as extensions of the public space

[15] University of Southern California, "University Park Core Campus Planning and Design Guidelines," 2004. Website: http://www.usc.edu/community/upcmasterplan/background/history/2004/

outside. Utilize colonnades and loggias where feasible.

Additional Criteria for New Construction

The 2004 Design Guidelines provide a baseline for the review of new construction within the Historic District. However, because these Design Guidelines could be revised in the future, the *Secretary of the Interior's Standards for Rehabilitation* (the Standards) and the general guidelines listed below should be consulted by the project team when considering any new construction within the Historic District.

Secretary of the Interior's Standards

The Secretary of the Interior's Standards for Rehabilitation provide the underlying principals for review of any proposed new construction that may impact historic resources. In particular, Standards 9 and 10 are written for additions to existing buildings and therefore are relevant to an approach for new construction within historic districts. Standards 9 and 10 state:[16]

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. (Standard 9)

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. (Standard 10)

General Guidelines

In the event that the existing Design Guidelines are revised in the future, the following broad principles should be considered for any proposed new construction within the Historic District:

- Maintain open space and historic circulation patterns.
- Select sites for new construction that minimize loss of historic character.

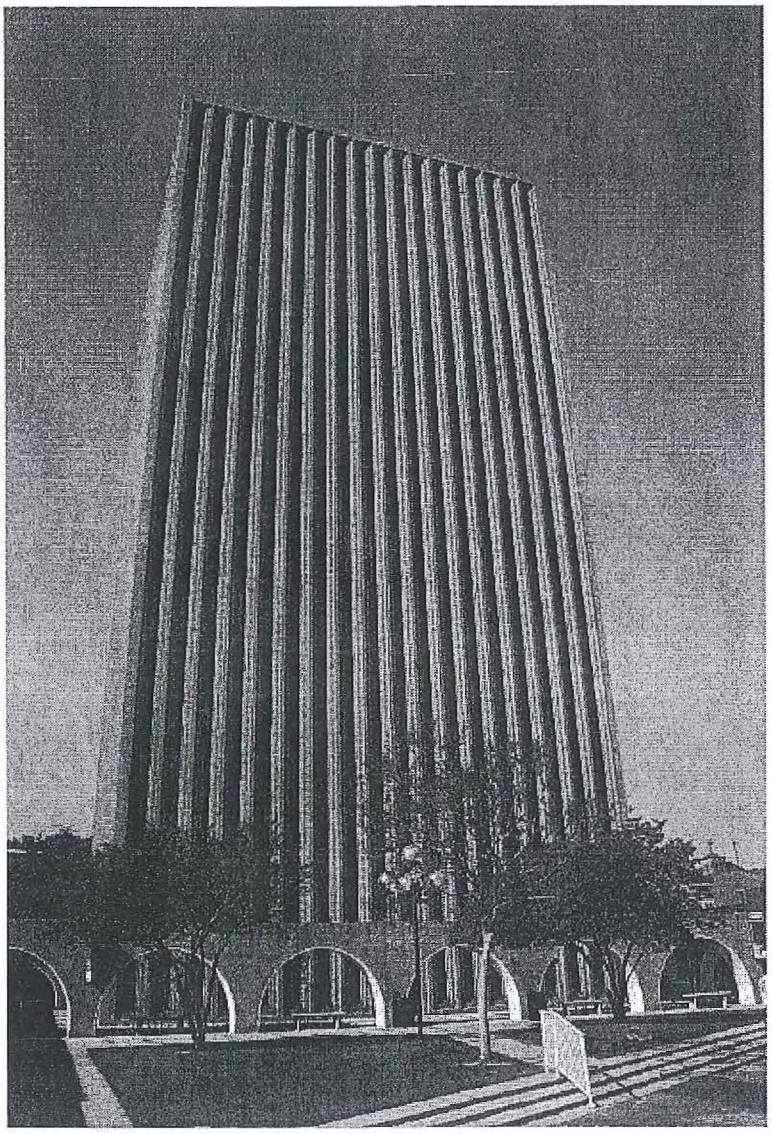
[16] The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings, U.S. Department of the Interior, National Park Service, Cultural Resources, Preservation Assistance Division, Washington, D.C. 1992.

- Ensure that new construction is compatible in size, scale, and massing to adjacent historic buildings.[17]
- Maintain visual continuity through the continued use of the predominant building materials found on the campus.
- Construct attached exterior additions so that they are reversible and do not result in substantial loss of the physical integrity of a contributing building.
- Design new buildings to substantially recall the character of adjacent predominant building types.

These criteria should be used by planners, architects, designers, owners, and users as a reference to successfully integrate new buildings, landscape, circulation and any other additions within the Historic District while meeting the functional and programmatic requirements of continued, adaptive, and new uses.

[17] See Grimmer, Anne E. and Kay D. Weeks, "Preservation Brief 14: New Exterior Additions to Historic Buildings" Washington, DC: National Park Service, 2010.

Procedure for Project Implementation



ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

Introduction

The Procedure for Project Implementation establishes the specific process for project review for the rehabilitation, reuse, demolition, or adjacent new construction of buildings or sites within the Historic District. This process requires the services of a qualified historic preservation consultant, and includes review by the Office of Historic Resources and public participation.

The goals of this approach are to:

- Ensure that the Historic District's eligibility for the California Register is maintained following implementation of the USC Master Plan;
- Provide appropriate guidance for the rehabilitation[18] of historic buildings, structures, and sites (both within the Historic District and the larger Project Area identified in the USC Master Plan);
- Establish basic criteria for new construction within the Historic District in order to maintain its historic character; and
- Limit the amount of demolition and/or new construction within the identified Historic District.

The process requires a thorough investigation and analysis to determine whether district contributors can be retained, rehabilitated, and re-used as part of any proposed new development project. The Historic District's continued eligibility for the California Register will be assessed prior to any significant change or demolition of a contributing building or site, and new development projects proposed for sites that contain contributing buildings will need to demonstrate the infeasibility of rehabilitation.

Overview

In order to mitigate any future potential adverse affects on historic resources located on the USC campus, the proposed construction, alteration, addition, demolition, reconstruction, relocation, or removal of any building, object, or site that has been:

- identified as an *individual* resource;

[18] Rehabilitation is defined by the National Park Service as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."

- identified as a *contributor* to the Historic District;
- identified as a resource that is both an *individual* resource and a *contributor* to the Historic District[19];
- identified as a *non-contributor* to the Historic District; or
- is a potential development site located within the Historic District that is currently vacant or otherwise does not contain a building

will be required to go through the approval process outlined below. This process assumes that a qualified historic preservation consultant will be retained by the University to monitor and assist in the conception and design of projects that affect historic resources.

Five potential project categories have been defined:

1) Minor construction to an existing building.
2) Rehabilitation of an existing building that meets the Secretary of the Interior's Standards.
3) Rehabilitation of an existing building that potentially conflicts with the Secretary of the Interior's Standards.
4) Extensive alteration or demolition of an existing building.
5) New construction, either infill or replacement of an existing building.

Procedure

Minor Construction to Existing Building

Projects involving minor changes or alterations are assumed to have no permanent impact to the identified character-defining features of the resource and will not result in any visually discernable change in the appearance of the resource. Examples of such projects include routine maintenance, minor system upgrades, changes to secondary spaces (i.e. restrooms or storage spaces), or changes to spaces that as an existing condition contain no character-defining features.

In general, minor construction projects will follow the standard procedure for obtaining a building permit. For properties that are district contributors, individually significant resources, or both, the applicant can receive a ministerial permit provided the submitted plans demonstrate that no character-defining features will be removed, altered or changed. The application will include a memo from a qualified preservation consultant. If the project requires the temporary removal

[19] The Ahn House is considered an individual resource located in the historic district but not considered a contributor to the district.

of character-defining features, the applicant must include a plan for the removal, storage, and reinstallation of the feature(s) with their permit application. No special consideration will apply to minor alterations or changes to district non-contributors.

Rehabilitation of Existing Building per the Secretary of the Interior's Standards

Rehabilitation projects that comply with the Secretary of the Interior's Standards for Rehabilitation ("Standards") will be reviewed by a qualified historic preservation consultant to ensure that the proposed rehabilitation conforms to the Standards. Examples of such projects include alterations to accommodate changes in use or additional new uses, and building additions.

Rehabilitation of properties per the Standards will require review by the Office of Historic Preservation (OHR). Submitted plans must include a report from a qualified historic preservation professional demonstrating that the project meets the Standards. If the project requires the temporary removal of character-defining features, the applicant must include a plan for the removal, storage, and reinstallation of the feature(s) with their permit application.

If OHR concurs that the project meets the Standards, the project will proceed under a categorical exemption.

Rehabilitation of district non-contributors will also require a review by OHR. Submitted plans must demonstrate that the proposed project will not affect the eligibility of the Historic District and adheres to the University's Design Guidelines.[20]

Rehabilitation of Existing Building That May Not Meet the Standards

Rehabilitation projects that as designed do not comply with the Standards will be reviewed by a qualified historic preservation consultant. The consultant will opine that the resource maintains sufficient integrity to retain its overall eligibility as a historic resource, even if the project does not strictly conform to the Standards. Examples of such projects might include major alterations of interior spaces that require the loss or removal of important character-defining features, and large building additions that alter a secondary facade.

Rehabilitation that may not meet the Standards will require review by OHR. Submitted plans must include a report from a qualified historic preservation professional demonstrating that the project will not diminish the integrity of

[20] University of Southern California, "University Park Core Campus Planning and Design Guidelines," 2004.

the resource such that the resource can no longer convey its historic significance. If the project requires the temporary removal of character-defining features, the applicant must include a plan for the removal, storage, and reinstallation of the feature(s) with their application.

If OHR concurs that the resource will continue to convey its historic significance after the proposed project has been implemented, the project will proceed under a Mitigated Negative Declaration.

Rehabilitation of district non-contributors will also require a review by OHR. Submitted plans must demonstate that the proposed project meets the compatibility requirements and adheres to the Design Guidelines.

Extensive Alteration or Demolition of Existing Building

Any project that requires either extensive alteration (such that the resource will no longer convey its historic significance) or demolition of a resource will require a focused EIR that includes analysis of all impacts to historic resources (district, individual resource, or both) and analysis of preservation alternatives. The focused EIR will be circulated for public review and comment prior to any demolition decision.

Extensive alteration or demolition of non-contributors will require a review by OHR. The applicant must demonstrate that the proposed project adheres to the design guidelines for new construction within the historic district. For a project involving demolition, submitted plans must include a mitigation plan to protect the Historic District during demolition and new construction.

New construction, either Infill or Replacement of an Existing Building

All new construction within the historic district will be required to conform to Design Guidelines and the Secretary of the Interior's Standards for infill compatibility.

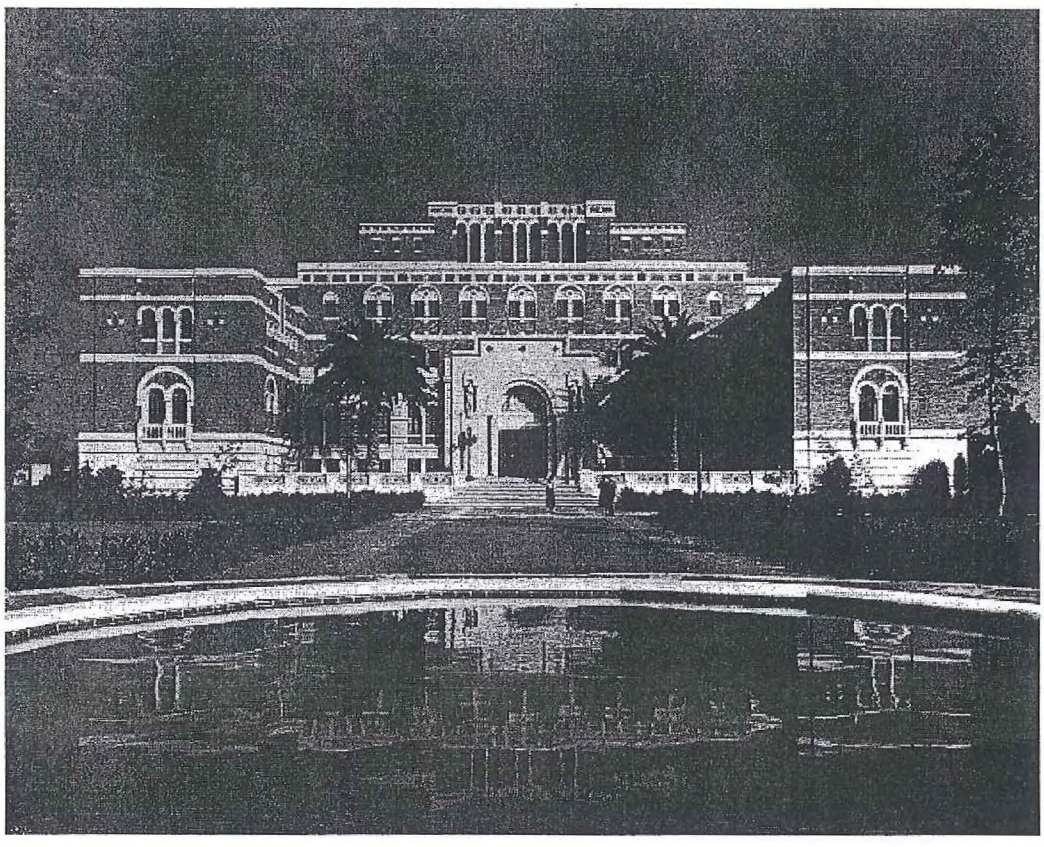
Procedure for Project Implementation Matrix

	CONTRIBUTOR AND/OR INDIVIDUAL RESOURCE (IN DISTRICT)	CONTRIBUTOR (IN DISTRICT)	NON-CONTRIBUTOR (IN DISTRICT)	INDIVIDUAL RESOURCE (NOT IN DISTRICT)	VACANT/ DEVELOPMENT SITE (IN DISTRICT)
Project Anticipates Minor Construction to Existing Building *Example: systems upgrades, changes to secondary spaces, etc.*	Permit *Review by qualified consultant to ensure protection of character-defining features.*	Permit *Review by qualified consultant to ensure protection of character-defining features*	Permit *Regular process for permit.*	Permit *Review by qualified consultant to ensure protection of character-defining features*	Not Applicable
Project Anticipates Rehabilitation of Existing Building per the Secretary of the Interior's Standards *Example: major upgrade, change of use, addition, etc.*	Categorical Exemption *Review by qualified consultant for potential impacts to individual resource and historic district.* *Finding that project meets the Secretary of the Interior's Standards.* *Requires OHR review.*	Categorical Exemption *Review by qualified consultant for potential impacts to historic district.* *Finding that project meets the Secretary of the Interior's Standards* *Requires OHR review.*	Permit *Review by qualified consultant for potential impacts to the historic district.* *Finding that project meets the Secretary of the Interior's Standards.* *Requires OHR review.*	Categorical Exemption *Review by qualified consultant for potential impacts to individual resource.* *Finding that project meets the Secretary of the Interior's Standards* *Requires OHR review.*	Not Applicable

	CONTRIBUTOR AND/OR INDIVIDUAL RESOURCE (IN DISTRICT)	CONTRIBUTOR (IN DISTRICT)	NON-CONTRIBUTOR (IN DISTRICT)	INDIVIDUAL RESOURCE (NOT IN DISTRICT)	VACANT/ DEVELOPMENT SITE (IN DISTRICT)
Project Anticipates Rehabilitation of Existing Building that may not meet Secretary of the Interior's Standards *Example: major change of primary interior spaces, major addition, etc.*	MND *Review for potential impacts to individual resource and historic district.* *Finding that the individual resource and district retain historic significance.* *Requires OHR review.*	MND *Review for potential impacts to the historic district.* *Finding that the district retains its historic significance.* *Requires OHR review.*	Categorical Exemption *Review by qualified consultant for potential impacts to the historic district.* *Finding that the district retains its historic significance.* *Requires OHR review.*	MND *Review for potential impacts to individual resource.* *Finding that the resource retains its historic significance.* *Requires OHR review.*	Not Applicable
Project Anticipates Extensive Alteration or Demolition of Existing Building	Focused EIR *Full analysis of all impacts to individual resource.* *Full analysis of all impacts to historic district.* *Analysis of preservation alternatives.* *Public review and comment.*	Focused EIR *Full analysis of all impacts to historic district.* *Analysis of preservation alternatives.* *Public review and comment.*	MND *Review for potential impacts to historic district.* *Mitigation to protect historic district during demolition.* *Requires OHR review.*	Focused EIR *Full analysis of all impacts to individual resource.* *Analysis of preservation alternatives.* *Public review and comment.*	Not Applicable

	CONTRIBUTOR AND/OR INDIVIDUAL RESOURCE (IN DISTRICT)	CONTRIBUTOR (IN DISTRICT)	NON-CONTRIBUTOR (IN DISTRICT)	INDIVIDUAL RESOURCE (NOT IN DISTRICT)	VACANT/ DEVELOPMENT SITE (IN DISTRICT)
New Construction *Replacement of existing building or Infill.*	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Permit *Review by qualified consultant that project meets the Secretary of the Interior's Standards for infill compatibility.* *Requires OHR review.*

Appendices



ADAPTIVE MITIGATION MANAGEMENT APPROACH

University of Southern California 2030 Master Plan

HISTORIC RESOURCES GROUP

APPENDIX A: CONTRIBUTORS TO THE HISTORIC DISTRICT[21]

Bldg	Name	Date	Architect	Style	Individually Eligible	Potential Development Site
ACB	Ahmanson Center for Biological Research	1964	William Pereira	Modern		YES
ACC	Leventhal School of Accounting	1926	Parkinson & Parkinson	Romanesque Revival		NO
ADM	Bovard Administration Building	1921	John Parkinson	Romanesque Revival	X	NO
AHF	Hancock Memorial Hall	1940	C. Raimond Johnson & Samuel E. Lunden	Moderne	X	NO
ALM	Widney Alumni House	1880	E.F. Kysor & Octavius Morgan	Georgian Revival	X	NO
ASC	Annenberg School of Communications	1976	A. Quincy Jones & Associates	Modern	X	NO
BHE	Biegler Hall of Engineering	1939	Parkinson & Parkinson	Moderne		NO
BIT	Bing Theater	1976	William Pereira	Modern		NO

[21] Note that FAC and REG were cleared for demolition as part of the 2010 Environmental Impact Report for the USC Master Plan, and therefore are not included on this list of district contributors.

Bldg	Name	Date	Architect	Style	Individually Eligible	Potential Development Site
BMH	Booth Ferris Memorial Hall	1964	William Pereira	Modern		YES
BRI	Bridge Memorial Hall	1928	Parkinson & Parkinson	Romanesque Revival		NO
BSR	Birnkrant Residence Hall	1962	A.C. Martin & Associates	Modern		NO
COL	College Residence Hall	1963	A.C. Martin & Associates	Modern		NO
DCC	Davidson Conference Center	1976	Edward Durell Stone	New Formalist		NO
DML	Doheny Memorial Library	1932	Samuel E. Lunden	Italian Renaissance Revival	X	NO
EDL	Stoops Education Library	1923	L.H. Hubbard, H.S. Gerity & H.A. Kerton	Romanesque Revival		NO
EVK	Elisabeth von KleinSmid Residence Hall	1950	Samuel E. Lunden	International		NO
GER	Andrus Gerontology Center	1972	Edward Durell Stone	New Formalist		NO
HAR	Harris Hall and Fisher Gallery	1939	Ralph Carlin Flewelling	Romanesque Revival/Streamline Moderne		NO
HER	Heritage Hall	1969	Grillias, Savage & Alves	Modern		NO
HOH	Hoffman Hall of Business Administration	1966	I.M. Pei	Modern		NO

Bldg	Name	Date	Architect	Style	Individually Eligible	Potential Development Site
HRH	Harris Residence Hall	1950	Samuel E. Lunden	International		NO
HSH	Hazel and Stanley Hall	1976	Samuel E. Lunden & Joseph L. Johnson	New Formalist		YES
JEP	Joint Education Project House	1905c	Unknown	Classic Box		NO
JHH	John Hubbard Hall	1925	William Lee Woollett	Romanesque Revival		NO
MHP	Mudd Memorial Hall of Philosophy	1929	Ralph Carlin Flewelling	Romanesque Revival	X	NO
MUS	Raubenheimer Music Faculty Building	1975	William Pereira & Associates	Modern		NO
NCT	Norris Cinema Theatre	1976	A.C. Martin & Associates	New Formalist		NO
OHE	Olin Hall of Engineering	1963	William Pereira	Modern	X	NO
PCE	Neely Petroleum & Chemical Engineering Building	1958	Smith, Powell & Morgridge	Modern		NO
PED	Physical Education Building	1930	Parkinson & Parkinson	Romanesque Revival	X	NO
PHE	Charles Lee Powell Hall	1973	William Pereira	Modern		YES
RHM	Virginia Ramo Hall of Music	1974	William Pereira	Modern		NO

Bldg	Name	Date	Architect	Style	Individually Eligible	Potential Development Site
SAL	Henry Salvatori Computer Science Center	1976	William Pereira	Modern		NO
SHS	Stauffer Hall of Science	1965	William Pereira	Modern		YES
SOS	Social Sciences Building	1966	Edward Durell Stone	Modern		NO
SSC	Seaver Science Center	1970	William Pereira & Associates	Modern		NO
SSL	Seaver Science Library	1970	William Pereira & Associates	Modern		NO
STO	Stonier Hall	1927	William H. Mead	Romanesque Revival		YES
STU	Gwynn Wilson Student Union	1928	Parkinson & Parkinson	Romanesque Revival	X	NO
TGF	Town & Gown Building	1929	William Lee Woollett	Romanesque Revival		NO
URC	University Religious Center	1965	Killingsworth, Brady & Associates	Modern	X	NO
URH	University Residence Hall	1963	A.C. Martin & Associates	Modern		NO
UUC	University United Church	1931	C. Raimond Johnson	Romanesque Revival		NO
VHE	Vivian Hall of Engineering	1966	William Pereira	Modern		NO
VKC	Von KleinSmid Center	1965	Edward Durell Stone	New Formalist	X	NO

Bldg	Name	Date	Architect	Style	Individually Eligible	Potential Development Site
WPH	Waite Phillips Hall of Education	1968	Edward Durell Stone	Modern		NO
ZHS	Zumberge Hall of Science	1928	Parkinson & Parkinson	Romanesque Revival		NO
	Landscape Features (1 site): Trojan Shrine, Trousdale Parkway, Alumni Park, Associates Park, open space encompassed by Hancock and Hubbard, between Childs Way and Downey					NO

APPENDIX B: NON-CONTRIBUTORS TO THE HISTORIC DISTRICT

Bldg	Name	Date	Architect	Individually Eligible
AHN	Dosan Ahn Chang Ho Family House	Pre-1907	Unknown	YES
BKS	Perusati University Bookstore	1989	Grillas, Pirc, Rosier & Alves	NO
CAS	College Academic Services	1955	Stanton & Stockwell	NO
CEM	Center for Electron Microscopy	1943	C. Raimond Johnson	NO
CLH	College House	c. 1905	Unknown	NO
EEB	Hughes Aircraft Electrical Engineering Center	1990	Grillas, Pirc, Rosier & Alves	NO
HED	Hedco Petroleum and Chemical Engineering	1982	Samuel E. Lunden	NO
LHI	Loker Hydrocarbon Institute	1979/ 1995	William Pereira	NO
LVL	Leavey Library	1993	Shepley, Bulfinch, Richardson & Abbott	NO
OCW	Moulton Organic Chemistry Wing	1951	Heitschmidt & Matchum	NO
RRB	Rapp Engineering Research Building	1957	Smith, Powell & Morgridge	NO
SLH	Stauffer Science Lecture Hall	1965	William Pereira	NO
TCC	Tutor Campus Center	2009	A.C. Martin Partners	NO
THE	Ronald Tutor Hall of Engineering	2003	A.C. Martin Partners	NO
THH	Mark Taper Hall of Humanities	1950	Marsh, Smith & Powell	NO

Bldg	Name	Date	Architect	Individually Eligible
WAH	Watt Hall of Architecture	1973	Killingsworth, Brady & Associates	NO
YWC	YWCA Building	1951	Vincent Palmer & Associates	NO

APPENDIX C: INDIVIDUALLY SIGNIFICANT BUILDINGS WITHIN THE HISTORIC DISTRICT

Within the identified Historic District there are eleven buildings which also appear to be individually eligible for listing in the California Register.[22]

Bldg	Name	Date	Architect	Architectural Style
ADM	Bovard Administration Building	1921	John Parkinson	Romanesque Revival
AHF	Hancock Memorial Hall	1940	C. Raimond Johnson & Samuel E. Lunden	Moderne
ALM	Widney Alumni House	1880	E.F. Kysor & Octavius Morgan	Georgian Revival
ASC	Annenberg School of Communications	1976	A. Quincy Jones & Associates	Modern
DML	Doheny Memorial Library	1932	Samuel E. Lunden	Italian Renaissance Revival
MHP	Mudd Memorial Hall of Philosophy	1929	Ralph Carlin Flewelling	Romanesque Revival
OHE	Olin Hall of Engineering	1963	William Pereira	Modern
PED	Physical Education Building	1930	Parkinson & Parkinson	Romanesque Revival
STU	Gwynn Wilson Student Union	1928	Parkinson & Parkinson	Romanesque Revival
URC	University Religious Center	1965	Killingsworth, Brady & Associates	Modern
VKC	Von KleinSmid Center	1965	Edward Durell Stone	New Formalist

[22] The Supplemental Analysis identified thirteen potentially individually significant buildings on the campus. Of those, FAC and REG were cleared for demolition as part of the 2010 Environmental Impact Report for the USC Master Plan. Therefore they are not governed by the AMMA and are not included on this list.

APPENDIX D: INDIVIDUALLY SIGNIFICANT BUILDINGS OUTSIDE OF THE HISTORIC DISTRICT

There are four buildings located outside of the boundaries Historic District but within the Project Area for the Master Plan that have been identified as individually significant and potentially eligible for listing in the California Register.[23]

Bldg	Name	Date	Architect	Style	Individually Eligible	Potential Development Site
AHN	Dosan Ahn Chang Ho Family House	Pre-1907	Unknown		YES	NO
_	Downtown Shopping News/ National Guard Building (East Library)	1927	Morgan, Walls, & Clements	Art Deco	YES	NO
_	Fisk Tire Company/Dept. of Motor Vehicles	1928		Art Deco	YES	NO
_	Fire Station No. 15	1949		Late Moderne	YES	YES (will be retained in place and rehabilitated)

[23] The Dosan Ahn Chang House is geographically located within the Historic District, but does not contribute to the context of the University Park Historic District. It is, however, significant for its cultural association and therefore is individually eligible for listing in the California Register.

Section. 17. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, **by a vote of not less than two-thirds** of all of its members, at its meeting of DEC 11 2012.

JUNE LAGMAY, City Clerk

By _____ Deputy

Approved DEC 18 2012

_____ Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By _____
Edward C. Young
Deputy City Attorney

Date 12/10/2012

Pursuant to Charter Section 559, **I disapprove** this ordinance on behalf of the City Planning Commission . . . . .

December 10, 2012

See attached report.

_____
Michael LoGrande
Director of Planning

File No(s). 12-0968; CPC-2011-927-GPA-ZC-HD-SP-CA

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