MEMORANDUM

TO: Robert Duenas, Los Angeles Department of City Planning
   Milena Zasadzien, Los Angeles Department of City Planning
   Tom Carranza, Los Angeles Department of Transportation

CC: Brian League and Laurie Stone, University of Southern California
    Dale Goldsmith, Armbruster Goldsmith & Delvac LLP

FROM: Patrick A. Gibson, P.E., PTOE, and Sarah M. Drobis, P.E.

DATE: July 15, 2013

RE: Shared Parking Analysis for the Student Housing Project
    and the University of Southern California Health Sciences Campus
    East Los Angeles, California

Ref: J1140

1. EXECUTIVE SUMMARY

This memo discusses the parking management program as well as the existing and future
parking code requirements and shared parking demand patterns (Campuswide Conditions)
for the University of Southern California Health Sciences Campus (USC HSC). In addition,
the memo analyzes the shared parking impacts of a proposed student housing development
(Project) on campus.

Campuswide Conditions

- On a campuswide basis, USC controls and manages a parking supply of 5,681 off-
  street parking spaces in a combination of surface parking lots and parking structures.

- In addition, within the campus, there are a total of 597 on-street curb spaces
  available to the public. Most of these spaces are controlled by parking meters or
  time limits.

- The campus population of students, physicians, research scientists and research
  assistants are not assigned to specific buildings within the campus, but spend their
  time at multiple buildings, labs, or hospitals. They park once and utilize campus
  shuttles or walk between buildings and, therefore, their parking permits are not
  necessarily assigned to a specific building.

- Campus employees and students may purchase parking permits on a semester or
  annual basis and the cost of these permits decreases as the distance from the center
  of campus increases. Visitors to the campus may park in the on-street curb spaces
or in the visitor spaces in the USC HSC lots and garages. The USC-controlled visitor spaces are typically covered by an hourly parking fee.

- The parking lots/garages on campus are linked by an internal shuttle bus system that allows campus users to park in any lot/garage and move conveniently within the campus.

- Because of the ability of campus users to purchase parking permits in any lot and to travel conveniently within the campus, the entire campus is treated as one shared parking zone. Faculty, staff, students, and visitors can choose to purchase parking permits or hourly spaces close to their destination or they can reduce their parking fees and park further away from their final destination, using the shuttle bus system to move between their parking space and their destination.

- On a campuswide basis, USC HSC exceeds the current City of Los Angeles Municipal Code (LAMC) parking requirements, and parking occupancy studies show that the available parking supply exceeds the maximum parking demand during all times of the day.

- USC plans to add parking supply over time as new buildings are developed in order to stay in conformance with the LAMC and to provide sufficient supply to meet actual demand.

- Consistent with the certified 2005 Environmental Impact Report for USC HSC (ENV-2004-1950-EIR) (2005 EIR) and subsequent Addendum, parking would continue to be provided at USC HSC on a campuswide basis and would be managed accordingly. Parking requirements for USC HSC, including future development projects, would continue to be satisfied by existing and future parking facilities throughout the campus.

- The near-term parking supply for the campus would increase to 5,693 off-street parking spaces after the completion of the proposed Student Housing Project and the construction of two new surface parking lots. The peak parking demand during the busiest hour of the day is projected to be 4,891 spaces, indicating that the proposed supply can accommodate the existing campuswide demand, the proposed Student Housing Project, Healthcare Consultation Center Three (HCC III) building and the loss of the on-street curb parking spaces eliminated as part of the Campus Beautification Project.

**Student Housing Project**

- The Project intends to add 178 dwelling units for graduate student housing on campus on the northeast corner of San Pablo Avenue & Alcazar Street. The Project would also include a 10,500 square foot (sf) child care center to serve employees and students of USC HSC.

- The Project would be constructed on a portion of an existing 824-space surface parking lot located north of Alcazar Street, so one of the purposes of this study is to make sure that the remaining parking supply after the construction of the Project has enough capacity to accommodate the existing and future parking demand.
Consistent with the 2005 EIR and subsequent Addendum, the Project is an academic-related use that would serve the existing student population and employees/affiliates at USC HSC. It is not student enrollment enhancing and, thus, would not increase weekday daytime trip generation or parking demand at the campus.

On weekdays, student parking demand is already accounted for within the existing overall campus parking demands. Thus, the net effect of the Project related to campus parking demand during the weekday peak period would be negligible. Although the future residents of the Project are students who are currently included in the weekday parking demand at the campus, the Project may result in an increase in parking demands at the campus during nights and weekends.

A total of 266 parking spaces are required for the Project based on the LAMC. However, this parking requirement does not consider shared parking opportunities, nor does it account for the difference between existing and future Project parking demand.

USC HSC provides a pool of parking in structures and surface lots that are shared by many uses on the campus. As the Project would be integrated within USC HSC, it would also share parking within the adjacent surface parking lots and other parking facilities on campus.

To further assess and confirm the potential shared parking opportunities within the adjacent parking area, parking occupancy surveys at the adjacent 1650 San Pablo surface parking lot were conducted on a weekday and Saturday.

Based on the comparison of parking occupancy surveys, Project shared parking demand and future parking supply of the San Pablo lot, the remaining parking supply is sufficient to accommodate the current weekday parking demand, including the student parking demand, as well as more than accommodate the potential increase in parking demand during nights and weekends.

Removal of existing spaces in the San Pablo lot to accommodate the Project and the phased removal of metered on-street parking spaces over time would not result in a shortage of parking for the Project or for the remaining buildings on the campus.

2. **USC HEALTH SCIENCES CAMPUS**

USC HSC covers approximately 79 acres in East Los Angeles, approximately three miles east of downtown Los Angeles, approximately one-half mile north of the I-10 Freeway and roughly one-half mile east of the I-5 Freeway. The campus is generally bordered by Valley Boulevard to the north, Soto Street to the east, Zonal Avenue to the south, and Mission Road to the west. Figure 1 shows the location of the campus and the Project.

USC HSC provides educational and medical research facilities, as well as medical office, hospital and clinical facilities, including the USC Keck School of Medicine, the School of Pharmacy, the divisions of Physical Therapy and Occupational Therapy, the Herman Ostrow School of Dentistry, faculty researchers, the USC Norris Comprehensive Cancer Center, and the Keck Hospital of USC and Norris Cancer Hospital.
The 2005 EIR permits the development of academic and medical research facilities, as well as medical clinic facilities. The Addendum modified the envisioned development to include a range of land uses, including graduate student housing, hotel, the Healthcare Consultation Center Four (HCC IV) building, medical research and development/non-clinical facilities, as well as medical clinic facilities. Additionally, the Addendum addressed the Campus Beautification Project, which includes streetscape improvements such as pedestrian enhancements and aesthetic improvements throughout the campus.

USC HSC Campuswide Parking Management

Parking facilities are provided throughout the campus and are managed and operated by USC. USC currently provides a tram/shuttle service on the campus, as well as a service between the University Park Campus, Union Station, Children's Hospital Los Angeles, downtown Health Center, Alhambra campus, and USC HSC. Stops are provided throughout campus, including at the Keck Hospital, Doheny Eye Institute, Ambulatory Care Center, Clinical Sciences, USC Norris Comprehensive Cancer Center, USC Keck School of Medicine and School of Pharmacy, and the numerous parking lots. Campus shuttle service that provides service throughout the campus, including the buildings and parking lots located north of Valley Boulevard, includes the following routes, with headways ranging from 12 to 20 minutes:

- Soto Route: 6:00 AM to 8:50 PM, Monday-Friday
- Circuit Shuttle Service: 9:00 AM to 4:00 PM, with direct service from Keck to Busway at 4:00 PM, 4:15 PM and 4:30 PM

Detailed transit/shuttle bus route maps and schedules are provided in Appendix A.

USC has implemented a parking permit system to facilitate the management of parking demand of its students, faculty, staff, doctors, visitors, patients, etc. Parking on the campus is controlled by permits or by hourly fees. The permits for parking spaces closer to the core of campus are more expensive and permits for the lots further away are less expensive. However, all lots/garages are connected to all portions of campus through the shuttle system as described above. This system allows the campus to be treated as a unified parking supply from a shared parking perspective because any campus employee, student, or visitor can park anywhere on campus and travel conveniently within the campus.

3. STUDENT HOUSING PROJECT

Project Description

The Project is a graduate student housing building with 178 dwelling units, as well as an approximately 10,500 sf child care center on a portion of an approximately 7.64 acre parcel on the northeast corner of San Pablo Avenue & Alcazar Street on the USC HSC campus. The Project is intended to serve the existing graduate student population and the child care center would serve those working at USC HSC. The Project is envisioned to accommodate students who would otherwise live in housing adjacent to the campus or students who would commute to campus. The proposed child care center would be limited to children of employees, students and affiliates working at USC HSC.
Thus, the Project would not result in an increase in student enrollment or employment or in weekday campus parking demand. A shared parking analysis, detailed below, demonstrated that the campuswide change in peak parking demand as a result of the Project is negligible.

Pursuant to LAMC Section 12.24.X.20, USC requested approval from the City of Los Angeles to allow shared parking for the Project.

**Student Housing Code Parking Requirement**

The LAMC identifies parking space requirements for residential uses based on the number of rooms provided in each unit. Units with fewer than three rooms require 1 parking space, units with three rooms require 1.5 spaces, and units with more than three rooms require 2 parking spaces. Additionally, a small child care facility constructed within the building would require parking at a rate of 1 space per 500 sf of floor area.

Based on these rates, the proposed Project would require a total of 266 parking spaces, as shown below:

| Residential units with fewer than 3 rooms: | 84 units | 84 spaces |
| Residential units with 3 rooms: | 55 units | 83 spaces |
| Residential units with more than 3 rooms: | 39 units | 78 spaces |
| Childcare facility: | 10,500 sf | 21 spaces |
| **Total:** | **266 spaces** |

**Student Housing Project Parking Demand**

As previously mentioned, the graduate student housing component would serve the existing student population at HSC and is not envisioned to increase student enrollment. Consistent with the certified 2005 EIR and subsequent Addendum, this academic-related use is not student enrollment enhancing and, thus, would not increase weekday trip generation or parking demand at the campus. Similarly, the proposed child care center that would be provided as part of the Project would not result in an increase in trip generation or parking demand as enrollment in the child care facility would be limited to children of employees and affiliates working at USC HSC.

Currently, there is very little graduate student housing at USC HSC. The vast majority of students commute to the campus via automobile and park within the existing parking supply. A portion of students also commute to campus using transit, bicycle, carpooling or other non-single auto driver modes. Those who drive themselves to campus currently park on campus during the school day and add to the peak hour of parking demand on campus (1:00 p.m. on a weekday, according to historical studies of parking occupancy at USC HSC). The students that would reside in the proposed Project either live on campus today or commute by personal automobile or alternative travel mode.

The parking needs of those residents who currently live within the existing student housing on campus would not change as a result of the Project. Those who currently own a car and park it on campus likely would continue to do so, and those who do not own a car likely would continue to not own one because of the good transit connections available to campus residents and
employees. This would result in no change to the overall campus parking demand because the overall number of students living on campus would not change.

The parking needs of those students who currently commute to campus by car are met by the on-campus parking supply during the school day, which includes the weekday peak parking period. It is anticipated that most of these students would keep their cars, parking them not only during the school day but at night and on weekends as well. Although these students are currently included in the weekday parking demand at the campus, they may result in an increase in parking demand at the campus during nights and weekends. The Project would likely result in a shift of parking demand on campus as student-residents move their vehicles from their current daytime parking locations to the lot close to the Project.

It is important to note that graduate students, especially those in the medical fields at USC HSC, generally are on campus throughout the entire day on every day of the week. This is different than an undergraduate college campus where commuter students come to campus only a few days per week or only a few hours per day. Therefore, it is appropriate to assume that students who commute to USC HSC by car would generally occupy a parking space every day during the peak hour of parking demand, whereas commuting students at an undergraduate campus may only occupy a parking spot during the peak hour on two or three days each week.

On weekdays, student parking demand is already accounted for within the overall campus parking demands. Thus, the net effect of the Project related to campus parking demand during the weekday peak period would be negligible. However, as described above, the primary change in parking demand resulting from the Project would be during the nighttime periods and on weekends. Because these students would be living on campus, their vehicles would be parked on campus not only during day, but also during evenings and weekends. Thus, the student parking demand during evenings and on weekends may increase the existing parking demand at the campus. During these periods, however, parking demand at USC HSC is minimal with available parking supply both within the adjacent surface lot and other parking facilities throughout campus.

**Student Housing Project Future Parking Demand**

USC HSC provides a pool of parking in structures and surface lots that are shared by many uses on the campus. As the Project would be integrated within USC HSC, it is anticipated to also share parking within the adjacent surface parking lots and other parking facilities on campus. As mentioned, USC controls the use and operation of the campus parking supply through a parking management program that includes a parking permit system by lot, paid parking, etc.

The nearest supply of parking to the Project with shared parking opportunities is the San Pablo surface parking lot, which currently provides a total of 824 spaces, including 43 handicapped stalls and 23 carpool spaces. The lot is only available to students, faculty, and employees who purchase permits.

Although the Project is not anticipated to result in an increase in overall weekday parking demand at the campus, in order to further assess the potential shared parking opportunities within the adjacent parking area, parking occupancy surveys at the San Pablo lot were
conducted on Thursday, April 4, 2013 and Saturday, April 6, 2013 to determine the hourly variation in parking demand, and the results are shown in Table 1. As shown, the peak weekday parking demand within the San Pablo lot occurred at noon and 1:00 PM, when approximately 490 of the 824 spaces were occupied. The peak parking demand in this lot was approximately 60% of its capacity even during the busiest hours of the mid-day time period. During evening hours, the parking occupancy fell to the less than 10% after the dinner hour. The surveys indicated that the parking lot is virtually unused on Saturdays.

With the development of the Project, the capacity of the San Pablo lot would be reduced to provide a parking supply of 484 spaces, approximately 340 fewer than the current parking supply in the lot.

Given the mix of dwelling unit size in the Project, the residential portion of the Project would require 245 parking spaces and the child care center would require 21 spaces, per the LAMC. The total Project requirement is 266 spaces. If all of that parking demand transferred from other areas of the campus to the San Pablo lot, there would be 218 spaces remaining to accommodate the current parking demand on the San Pablo lot. With a peak parking demand of 492 vehicles now parked on the San Pablo lot, it is clear that some of the current parking demand on the San Pablo lot would have to be relocated in order to accommodate the Project.

A total of 274 vehicles (492 current demand – 218 remaining available spaces = 274 spaces) would have to be relocated out of the reconfigured San Pablo lot into other USC HSC parking lots/garages. With 245 student vehicles and 21 child care vehicles moving from other areas of the campus to the San Pablo lot, the relocated vehicles could infill these spaces vacated by the student residents and the result would be almost equal.

In the near term, USC plans to construct additional parking facilities at USC HSC. The two most immediate changes are:

1. The Edmondson & Valley Surface Lot located on the north side of Valley Boulevard east of Soto Street, which would provide a surface parking lot with 275 spaces.
2. Resurfacing and restriping the area along south and east sides of the Valley Warehouse Building to provide 381 spaces.

These two immediate changes would yield approximately 655 spaces to the DBS campus parking supply. Both new lots would be connected to the campus via the current shuttle bus system, making them accessible to all campus users. These additional spaces are more than adequate to offset the loss in parking spaces within the San Pablo lot due to the Project.

4. **USC HSC CAMPUSWIDE PARKING CONDITIONS**

**Existing Campuswide Code Parking Requirement**

The City of Los Angeles Department of Building and Safety (DBS) generally determines parking requirements for an environment such as USC HSC on a campuswide basis, rather than a building-by-building or lot-by-lot basis. For example, a parking space located on one portion of
the campus may be considered to satisfy the LAMC parking requirement for a building located across campus – primarily because the shuttle system links all buildings to all parking spaces.

The 2005 EIR and subsequent Addendum envisioned that campus parking requirements would continue to be satisfied by existing and future parking facilities throughout the campus and would be managed accordingly. In addition, those documents recognized that as the campus continues to be developed over time, parking within some of the existing lots may be removed to accommodate the future development and that parking would be added when new buildings were constructed that resulted in an increase in the on-campus parking demand.

As documented in the 2005 EIR, the baseline for the LAMC parking requirements and parking supply for the HSC was established in a parking analysis dated January 31, 1991, prepared by Gin Wong Associates, that was approved by DBS on March 21, 1991. At that time, the baseline campuswide LAMC parking requirements totaled 2,129 spaces and the parking "pool" (parking supply) was 3,160 spaces, resulting in a surplus of 1,031 spaces. A summary of the LAMC parking requirements determined by DBS is provided in Appendix B. As shown in Appendix B, USC and DBS tracked each parking supply change and each new building constructed on campus. The current parking requirement totals 4,625 spaces. In March 2012, the DBS parking supply for the campus was 5,340 parking spaces, resulting in a surplus of 715 spaces. In August 2012, changes were made associated with 2011 Soto Street, which increased the Code parking requirement for the campus by nine spaces. In May 2013, the total parking requirement was changed to reflect an additional 222 spaces for the Doheny Eye Institute building located at 1450 N. San Pablo Street. With these changes, the total Code parking requirement for the campus is 4,856 spaces, with a total parking supply of 5,340 spaces. Based on an inventory of the parking supply in the USC parking structures and lots since the DBS census, a total of 5,681 spaces are provided on the HSC campus, increasing the surplus to 825 spaces.

A summary of the Code parking requirements for the campus buildings is provided in Appendix C. Figure C-1 highlights the Code parking requirements for the buildings on campus, which total 4,856 spaces.

**Existing Campuswide Parking Supply**

The existing parking supply at USC HSC was documented by conducting an inventory of the spaces provided in each of the campus parking structures and lots. The inventory was conducted to verify and validate the number of spaces provided in the parking facilities. A total of 5,681 parking spaces are provided for the campus in both surface parking lots and structures. A summary of the existing parking facilities and supply is described in Table 2 and shown in Figure 2.

Parking on campus is managed through parking permit programs for faculty, staff, students, and employees that are facilitated by the USC Transportation Department staff. Daily and hourly parking fees are charged at several of the parking lots and structures to accommodate visitor parking. Hourly and permit parking fees vary depending on the length of stay, the location of the parking, and the type of permit.
Although not included as part of the campus parking pool, on-street parking spaces are controlled by meters at a cost of $1 per hour, with limits ranging from four to 10 hours. As shown in Table 2, approximately 597 on-street public parking spaces are provided on campus, based on inventories conducted in September 2010. The on-street parking supply is shown in Figure 3.

**Existing Campuswide Parking Demand**

To document actual parking demand at the campus, detailed parking occupancy surveys were conducted as part of the 2005 EIR for the campus and again in 2010 and for selected lots in 2013. At the time of the parking surveys, a total of 5,311 spaces were available for the campus, including surface lots and structures. This total differs from the existing parking supply in that it accounts for spaces that were not available due to on-going construction activities, loading or other reasons.

Figure 4 shows the lot-by-lot peak parking demand for the September 2010 count at 1 pm. Approximately 80% or 4,235 spaces of the available 5,311 off-street spaces surveyed were occupied. Table 3 shows the parking supply and demand on a lot-by-lot basis for the same time period.

The hour-by-hour parking occupancy surveys showed that the peak parking demand for the campus occurred in the early afternoon time period when the medical facilities were busy, the students were on campus, and the hospital visitors began to arrive. Even during the peak time of the day for parking demand, the campus had 1,076 empty parking spaces.

The campus is also served by 597 on-street curb parking spaces controlled by the City of Los Angeles. Figure 5 shows the usage patterns of these curb spaces during the busiest hour of the day. The curb parking spaces are 77% or 460 spaces filled during the 1 pm peak hour. As shown in Figure 5, the spaces closer to the core of the campus are clearly more heavily utilized than the outlying spaces.

**Future Campuswide Parking Requirement**

The future Code parking requirement for USC HSC will be modified based on continued development on campus. Since the preparation of the 2005 EIR and Addendum, one project – the HCC III building – has recently completed the site plan review approval process with the City of Los Angeles. The approximately 98,000 sf HCC III building includes medical clinic and non-clinical facilities and is estimated to have a parking requirement of 196 spaces. It should be noted that the actual parking demand is likely to be less based on the existing parking demand surveys conducted on the campus. With the HCC II building, the total Code parking requirement for the campus would increase to 5,052 spaces.
**Future Campuswide Parking Supply**

As previously mentioned, approximately 340 spaces in the San Pablo surface lot would be removed to accommodate the Student Housing Project. Thus, the San Pablo lot would have a remaining parking supply of 484 spaces. With the development of the Project, some of the current users of the San Pablo lot would be relocated to other lots and structures within the campus parking pool.

The HSC Campus Beautification Project includes the removal of a portion of existing on-street metered parking spaces in phases that would be coordinated with the streetscape improvements. A summary of the anticipated phasing of on-street parking meter removals is provided in Table 4. The Beautification Project would ultimately remove approximately half of the curb parking supply (308 of the 597 curb parking spaces). The first and second phases of the streetscape improvements, which are anticipated to occur within the next two-three years, would involve the removal of up to 195 metered parking spaces.

In the near term, USC plans to construct additional parking facilities on the campus, including surface parking at the Edmondson & Valley Surface Lot located on the north side of Valley Boulevard east of Soto Street. The Edmonson & Valley Surface Lot includes the construction of a new surface parking lot with 275 spaces and resurfacing and restriping the area along south and east sides of the Valley Warehouse Building to provide an additional 381 spaces, which yields approximately 650 additional spaces to the DBS campus parking supply. These additional spaces are more than adequate to offset the loss in parking spaces within the San Pablo Lot due to the Project, as well as the removal of on-street metered parking.

In addition, along San Pablo Street between Valley Boulevard and Alcazar Street, a new parking structure and surface lots would provide approximately 1,200 parking spaces as future buildings are developed on campus (e.g., Hotel and HCC IV), resulting in a net increase of 400 parking spaces in the San Pablo lot.

These new planned parking facilities would result in an increase of over 1,050 net additional spaces to the campus parking pool, which would continue to meet the future parking requirements of the campus after the development of new buildings (e.g., the Project, hotel, medical office, clinical, research and development space).

5. **CAMPUSWIDE SHARED PARKING DEMAND ANALYSIS**

A shared parking demand analysis of the entire campus was performed to verify the appropriate amount of parking needed to adequately serve the peak parking demand generated by the “Existing plus Proposed Student Housing Project” condition.

The parking analysis was performed using the Urban Land Institute (ULI) model as described in *Shared Parking, 2nd Edition* (ULI and the International Council of Shopping Centers [ICSC], 2005). ULI describes shared parking as follows:
Shared parking is defined as parking space that can be used to serve two or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season)
- Relationships among land use activities that result in people’s attraction to two or more land uses on a single auto trip to a given area or development

Most zoning codes provide peak parking ratios for individual land uses. While this appropriately recognizes that separate land uses generate different parking demands on an individual basis, it does not reflect the fact that the combined peak parking demand, when a mixture of land uses shares the same parking supply, can be substantially less than the sum of the individual demands. For example, office uses peak in the early to mid-afternoon of a weekday while a cinema peaks in the evening hours and on weekends.

Shared Parking Assumptions

The shared parking model utilizes a series of assumptions, in addition to the base ULI data, to develop the parking demand model. This discussion explains the assumptions used in this USC HSC analysis and describes the background documentation used for each of these factors.

Parking Ratio. The ULI methodology requires that each land use select parking ratios; that is, the parking ratio for each land use if used independently. The base parking demand ratios were developed through an extensive research and documentation effort by the ULI; these base rates reflect a national average. For the purposes of this analysis, the base rates were adjusted to local conditions based on field observed conditions and occupancy surveys conducted at the existing Campus in September 2010.

Time of Day. The time of day factor is one of the key assumptions of the shared parking model. This factor reveals the hourly parking pattern of the analyzed land uses; essentially, the peak demands are indicated by this factor. ULI’s research efforts have yielded a comprehensive data set of time of day factors for multiple land uses. As the demand for each land use fluctuates over the course of the day, the ability to implement shared parking emerges. Adjustments were made to the base time of day factors for the campus hourly parking demand based on parking occupancy surveys contained in Traffic Impact Study, Health Sciences Campus Project, University of Southern California, City of Los Angeles California (Linscott, Law & Greenspan Engineers, May 5, 2005).

Weekday vs. Weekend. Each shared parking analysis measured the parking demand on a weekday as well as on a weekend day. In the case of the USC HSC, the parking demand on a weekday is much higher than on a weekend when the medical office buildings and the research and development facilities are basically dark.

Seasonal Variation. The shared parking analysis is based on the peak period of the year, mainly when school is in session. The total parking demand of the Project was compared over the course of the year; the peak period’s demand is reported.
Mode Split and Captive Market. One factor that affects the overall parking demand at a particular development is the number of visitors and employees that arrive by automobile. It is common that mixed-use projects and districts have patrons/visitors captured within the site itself based on the mixed-use nature of the project. The mode split accounts for the number of visitors and employees that do not arrive by automobile or are internally captured (transit, walk, and other means). Due to the fact that the peak parking demand rates for this shared parking analysis are based on actual field observed conditions, all of the alternate modes of travel are built into the peak demand rates, as such, no additional mode split or captive market was assumed for this analysis.

Auto Occupancy. The Project’s shared parking analysis used the national averages for auto occupancy, i.e., the typical number of passengers in each vehicle parking at the site, for all land uses. No changes were made to the ULI average rates.

Reserved Parking. Typically, the residential portions of mixed-use projects offer at least one reserved space per dwelling unit. The remaining spaces are generally shared within the pool of unreserved parking for the rest of the project; guest parking spaces are commonly included within this shared pool of residential parking. For the purposes of this analysis, the spaces for the Project were treated as reserved spaces in the San Pablo lot. This is the most conservative analysis approach in that it assumes that the full LAMC parking requirement for the Project is reserved 24 hours per day.

The shared parking model applies these assumptions/inputs and considers the campuswide demand, the on-street parking demand, and the Project demand separately in order to identify the peak parking demands of each component individually and the overall peak parking demand of the campus.

Campuswide Existing Conditions

Tables 5 and 6 detail the input assumptions and summary of the Existing Conditions shared parking analysis. For each existing campus parking supply component (i.e., on-street and off-street parking), the tables show the base parking demand ratio for a weekday and a Saturday, the mode adjustment (mode split), the non-captive ratio (internal capture), and the peak hour and peak month adjustment ratios (the shared parking model calculates the peak demand to occur at 1:00 PM on a weekday when classes are in session, the busiest hour of the day for parking demand).

Charts 1 and 2 illustrate the peak hour parking demand occurring during each month of the year for the weekday and weekend, respectively. Chart 3 illustrates the hourly parking demand pattern when classes are in session.

By component, the model estimates that the busiest hour of the year would experience an off-street demand of 4,235 spaces and on-street demand of 460 spaces. The peak parking demand totals 4,695 spaces. Compared to the existing off-street parking supply of 5,681 parking spaces, the existing demand does not exceed the existing off-street parking supply; a surplus of 986 off-street parking spaces currently exists – even if all 460 on-street parked vehicles were transferred to off-street lots and garages.
Campuswide Proposed Conditions

Future parking demand for USC HSC accounts for the existing campus parking demand, as well as parking demand associated with other pending projects such as the Project and the HCC III building, which is currently in the City’s review approval process. The HCC III building includes medical clinic and non-clinical facilities and has a parking requirement of 196 spaces, although the parking demand is less based on the existing parking demand surveys conducted on the campus, which includes other similar buildings.

Tables 7 and 8 detail the input assumptions and summary of the Project shared parking analysis. For each land use in the Project, the tables show the base parking demand ratio for a weekday and a Saturday, the mode adjustment (mode split), the non-captive ratio (internal capture), and the peak hour and peak month adjustment ratios. The shared parking model calculates the peak demand to occur at 1:00 PM on a weekday when classes are in session, the busiest hour of the day for parking demand.

Charts 4 and 5 illustrate the peak hour parking demand occurring during each month of the year for the weekday and weekend, respectively. Chart 6 illustrates the hourly parking demand pattern when classes are in session.

By component, the model estimates that the busiest hour of the year would experience an off-street demand of 4,431 spaces and on-street demand of 460 spaces. The peak parking demand totals 4,891 spaces. The proposed off-street parking supply of 5,693 parking spaces (prior to the development of the San Pablo lot garage) would total:

- 5,681 Existing Spaces
- -340 San Pablo Lot Reduction
- +208 Edmonson & Valley Lot (Net New = 275 spaces less 67 existing)
- +144 Valley Warehouse Lot Expansion (Net New = 381 spaces less 237 existing)
- 5,693 Total Near-term Future Parking Supply

The proposed campuswide demand of 4,891 spaces does not exceed the proposed off-street parking supply of 5,693 spaces; a surplus of 802 off-street parking spaces would exist after the construction of the proposed Project, HCC III and the completion of the new lots as listed above. Again, these numbers assume that the entire 460-space demand that now takes place among the metered curb parking is transferred to the off-street lots.

Campuswide Shared Parking Summary

As illustrated by the shared parking analysis, the projected peak parking demand for the Project, along with the new parking lot development proposed by USC, could be fully accommodated after Project development. In fact, a surplus of 802 off-street parking spaces is anticipated during the busiest hour of the day when compared to the projected campuswide parking supply of 5,693 parking spaces. These numbers assume that all 460 vehicles parked along the curbs within the campus are accommodated in the off-street campus lots.
USC Health Sciences Campus

PERCENT OCCUPANCY

- > 90%
- 80% - 90%
- 70% - 80%
- < 70%

Lot 71 - 488(632)
Lot 70 - 64(106)
Biggy Lot - 38(40)
Biggy Structure - 870(1,016)
Lot O - 44(100)
Lot 70 - 64(106)
Keith - 7(46)
Norris - 8(9)
Bishop - 6(14)
Parkview - 5(7)
UHT - 2(13)
Clinical Sciences - 121(194)
UHP Structure / UHP Structure A - 1,380*(1,461)
Edmonson - 27(67)
1520 San Pablo - 191(305)
1650 San Pablo - 556(824)
Eastlake - 88(100)
Soto - lot closed due to construction
Valley Warehouse - 227(237)
Playground - 29(38)
Lot O - 44(100)

(#) - Occupied Spaces (Capacity)

* - Valet / Stacked Parked

Total Occupied Spaces: 4,235

USC HSC PARKING STRUCTURE OCCUPANCY
SEPTEMBER 22, 2010 - 1:00 PM

FIGURE 4
### TABLE 1
**SUMMARY OF SAN PABLO LOT PARKING OCCUPANCY SURVEY**

<table>
<thead>
<tr>
<th>Day</th>
<th>12pm</th>
<th>1pm</th>
<th>2pm</th>
<th>3pm</th>
<th>4pm</th>
<th>5pm</th>
<th>6pm</th>
<th>7pm</th>
<th>8pm</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Weekday</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occupied Spaces</td>
<td>492</td>
<td>490</td>
<td>480</td>
<td>443</td>
<td>379</td>
<td>263</td>
<td>108</td>
<td>46</td>
<td>14</td>
</tr>
<tr>
<td>Percent Occupancy</td>
<td>60%</td>
<td>59%</td>
<td>58%</td>
<td>54%</td>
<td>46%</td>
<td>32%</td>
<td>13%</td>
<td>6%</td>
<td>2%</td>
</tr>
<tr>
<td>Remaining Spaces</td>
<td>332</td>
<td>334</td>
<td>344</td>
<td>381</td>
<td>445</td>
<td>561</td>
<td>716</td>
<td>778</td>
<td>810</td>
</tr>
<tr>
<td><strong>Weekend</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occupied Spaces</td>
<td>8</td>
<td>n/a</td>
<td>6</td>
<td>n/a</td>
<td>1</td>
<td>n/a</td>
<td>1</td>
<td>n/a</td>
<td>1</td>
</tr>
<tr>
<td>Percent Occupancy</td>
<td>1%</td>
<td>n/a</td>
<td>1%</td>
<td>n/a</td>
<td>0%</td>
<td>n/a</td>
<td>0%</td>
<td>n/a</td>
<td>0%</td>
</tr>
<tr>
<td>Remaining Spaces</td>
<td>816</td>
<td>n/a</td>
<td>818</td>
<td>n/a</td>
<td>823</td>
<td>n/a</td>
<td>823</td>
<td>n/a</td>
<td>823</td>
</tr>
</tbody>
</table>

Note: The San Pablo Lot currently provides a total of 824 parking spaces, including 43 handicapped and 23 carpool-reserved stalls.

[b] The weekday parking occupancy survey was conducted on Thursday, April 4, 2013 each hour from 12pm to 8pm.

[c] The weekend parking occupancy survey was conducted on Saturday, April 6, 2013 every two hours from 12pm to 8pm.
# TABLE 2
## CAMPUS PARKING SUPPLY

<table>
<thead>
<tr>
<th>Off-Street Lot/Structure</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 71 - P14 Lot</td>
<td>632</td>
</tr>
<tr>
<td>Biggy Parking Lot</td>
<td>40</td>
</tr>
<tr>
<td>Biggy Parking Structure</td>
<td>1,016</td>
</tr>
<tr>
<td>Keith Parking Lot</td>
<td>46</td>
</tr>
<tr>
<td>Norris Parking Lot</td>
<td>9</td>
</tr>
<tr>
<td>Lot 70</td>
<td>106</td>
</tr>
<tr>
<td>Bishop Parking Lot</td>
<td>14</td>
</tr>
<tr>
<td>Eastlake Parking Lot</td>
<td>196</td>
</tr>
<tr>
<td>Parkview Parking Lot</td>
<td>7</td>
</tr>
<tr>
<td>1520 San Pablo Street</td>
<td>305</td>
</tr>
<tr>
<td>UHP Parking Structure /A</td>
<td>1,461</td>
</tr>
<tr>
<td>Clinical Sciences Lot - P2 Lot</td>
<td>194</td>
</tr>
<tr>
<td>Playground Parking Lot</td>
<td>38</td>
</tr>
<tr>
<td>O’Neill Parking Lot</td>
<td>100</td>
</tr>
<tr>
<td>Edmonson Parking Lot</td>
<td>67</td>
</tr>
<tr>
<td>Norfolk Parking Lot</td>
<td>102</td>
</tr>
<tr>
<td>1650 San Pablo Street</td>
<td>824</td>
</tr>
<tr>
<td>UHT Parking Surface Parking Lot</td>
<td>13</td>
</tr>
<tr>
<td>UNH Surface Parking Lot</td>
<td>10</td>
</tr>
<tr>
<td>Soto Parking Lot</td>
<td>264</td>
</tr>
<tr>
<td>Valley Warehouse</td>
<td>237</td>
</tr>
<tr>
<td><strong>Off-Street Total</strong></td>
<td><strong>5,681</strong></td>
</tr>
<tr>
<td><strong>On-Street Parking Total</strong></td>
<td><strong>597</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>6,278</strong></td>
</tr>
</tbody>
</table>

Note: Off-street parking supply numbers are according to official University parking survey and do not account for current variances due to construction. On-street parking supply is based on survey conducted by Gibson Transportation Consulting in September 2010.
<table>
<thead>
<tr>
<th>Off-Street Lot/Structure</th>
<th>Capacity</th>
<th>Peak Occupancy</th>
<th>Percent Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 71</td>
<td>632</td>
<td>488</td>
<td>77%</td>
</tr>
<tr>
<td>Biggy Structure</td>
<td>1,016</td>
<td>870</td>
<td>86%</td>
</tr>
<tr>
<td>Biggy Lot</td>
<td>40</td>
<td>38</td>
<td>95%</td>
</tr>
<tr>
<td>Lot 70</td>
<td>106</td>
<td>64</td>
<td>60%</td>
</tr>
<tr>
<td>Keith Lot [a]</td>
<td>46</td>
<td>7</td>
<td>15%</td>
</tr>
<tr>
<td>Bishop Lot</td>
<td>14</td>
<td>6</td>
<td>43%</td>
</tr>
<tr>
<td>Norris Lot</td>
<td>9</td>
<td>8</td>
<td>89%</td>
</tr>
<tr>
<td>Eastlake Lot [b]</td>
<td>100</td>
<td>88</td>
<td>88%</td>
</tr>
<tr>
<td>1650 San Pablo</td>
<td>824</td>
<td>556</td>
<td>67%</td>
</tr>
<tr>
<td>1520 San Pablo</td>
<td>305</td>
<td>191</td>
<td>63%</td>
</tr>
<tr>
<td>UHP Structure /A</td>
<td>1,461</td>
<td>1,380</td>
<td>94%</td>
</tr>
<tr>
<td>Clinical Sciences</td>
<td>194</td>
<td>121</td>
<td>62%</td>
</tr>
<tr>
<td>Norfolk Lot</td>
<td>102</td>
<td>84</td>
<td>82%</td>
</tr>
<tr>
<td>Playground Lot</td>
<td>38</td>
<td>29</td>
<td>76%</td>
</tr>
<tr>
<td>UNH Lot [c]</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>UHT Lot</td>
<td>13</td>
<td>2</td>
<td>15%</td>
</tr>
<tr>
<td>Parkview Lot</td>
<td>7</td>
<td>5</td>
<td>71%</td>
</tr>
<tr>
<td>O’Neill Lot</td>
<td>100</td>
<td>44</td>
<td>44%</td>
</tr>
<tr>
<td>Soto Lot [d]</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Edmonson Lot</td>
<td>67</td>
<td>27</td>
<td>40%</td>
</tr>
<tr>
<td>Valley Warehouse</td>
<td>237</td>
<td>227</td>
<td>96%</td>
</tr>
<tr>
<td><strong>Off-Street Total</strong></td>
<td>5,311</td>
<td>4,235</td>
<td>80%</td>
</tr>
<tr>
<td><strong>On-Street Parking Total</strong></td>
<td>597</td>
<td>460</td>
<td>77%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>5,908</td>
<td>4,695</td>
<td>79%</td>
</tr>
</tbody>
</table>

[a] Keith Lot is a service and loading area. Actual capacity is much less than 46 spaces.
[b] Eastlake Lot was partially closed due to construction. Remaining capacity of 100 spaces.
[c] UNH Lot is a service and loading area. Actual capacity is negligible.
[d] Soto Lot was fully closed due to construction.
### TABLE 4
SUMMARY ON-STREET PARKING METER REMOVAL PHASING

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Norfolk Extension</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Between Playground St and Soto St</td>
<td>North Side</td>
<td>n/a</td>
<td>$ -</td>
<td></td>
</tr>
<tr>
<td></td>
<td>South Side</td>
<td>n/a</td>
<td>$ -</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Phase 1</strong></td>
<td></td>
<td></td>
<td>0</td>
<td>$ -</td>
</tr>
<tr>
<td>Alcazar Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Between Eastlake Ave and San Pablo St</td>
<td>North Side</td>
<td>25</td>
<td>$ 250,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>South Side</td>
<td>22</td>
<td>$ 220,000</td>
<td></td>
</tr>
<tr>
<td>Between San Pablo and Soto Street</td>
<td>North Side</td>
<td>40</td>
<td>$ 400,000</td>
<td>With Completion of HCCIII and IV</td>
</tr>
<tr>
<td></td>
<td>South Side</td>
<td>28</td>
<td>$ 280,000</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Phase 2</strong></td>
<td></td>
<td></td>
<td>195</td>
<td>$ 1,950,000</td>
</tr>
<tr>
<td>Eastlake Avenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Between Alcazar St and Biggy St</td>
<td>North Side</td>
<td>12</td>
<td>$ 120,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>South Side</td>
<td>n/a</td>
<td>$ -</td>
<td></td>
</tr>
<tr>
<td>Between Biggy St and San Pablo St</td>
<td>North Side</td>
<td>20</td>
<td>$ 200,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>South Side</td>
<td>12</td>
<td>$ 120,000</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Phase 3</strong></td>
<td></td>
<td></td>
<td>63</td>
<td>$ 630,000</td>
</tr>
<tr>
<td>Playoord Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Phase</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Between Alcazar St and Norfolk St</td>
<td>East Side</td>
<td>16</td>
<td>$ 160,000</td>
<td>Future Playground St Development</td>
</tr>
<tr>
<td></td>
<td>West Side</td>
<td>10</td>
<td>$ 100,000</td>
<td></td>
</tr>
<tr>
<td>Norfolk Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Between San Pablo St and Playground St</td>
<td>North Side</td>
<td>24</td>
<td>$ 240,000</td>
<td>Future Hospital Development</td>
</tr>
<tr>
<td><strong>Subtotal Future Phase</strong></td>
<td></td>
<td></td>
<td>50</td>
<td>$ 500,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td>308</td>
<td>$ 3,080,000</td>
</tr>
</tbody>
</table>

[1] Consistent with City policy the removal of a parking meter requires payment to LADOT in the amount of the average annual revenue over a ten year period (currently estimated at $10,000 per space)
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Project Data</th>
<th>Base Rate</th>
<th>Mode Adj</th>
<th>Non-Captive Ratio</th>
<th>Project Rate</th>
<th>Unit</th>
<th>Base Rate</th>
<th>Mode Adj</th>
<th>Non-Captive Ratio</th>
<th>Project Rate</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>ULI base data have been modified from default values.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>USC HSC - Off-Street Parking</td>
<td>campus</td>
<td>0.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.90</td>
<td>seat</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.90</td>
<td>seat</td>
</tr>
<tr>
<td>Employee</td>
<td></td>
<td>0.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td>seat</td>
<td>0.00</td>
<td>1.00</td>
<td>0.00</td>
<td>0.00</td>
<td>seat</td>
</tr>
<tr>
<td>USC HSC - On-Street Parking</td>
<td>campus</td>
<td>460.00</td>
<td>1.00</td>
<td>1.00</td>
<td>460.00</td>
<td>/seat</td>
<td>230.00</td>
<td>1.00</td>
<td>1.00</td>
<td>230.00</td>
<td>/seat</td>
</tr>
<tr>
<td>Employee</td>
<td></td>
<td>0.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td>seat</td>
<td>0.00</td>
<td>1.00</td>
<td>0.00</td>
<td>0.00</td>
<td>seat</td>
</tr>
</tbody>
</table>

Projected Parking Supply: 5681 Stalls

PEAK MONTH: JANUARY -- PEAK PERIOD: 11 AM, WEEKDAY
### TABLE 6
PEAK MONTH SHARED PARKING SUMMARY - EXISTING CONDITION

#### J1140 - USC HSC Parking Study

**Weekday Estimated Peak-Hour Parking Demand**

|                | Overall % | 6 AM | 7 AM | 8 AM | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | 12 AM | 11 AM | 11 AM | 1 PM | 6 PM |
|----------------|-----------|------|------|------|------|-------|------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|------|------|
| USC HSC - Off-Street Parking | 100% | 1,271 | 1,694 | 2,156 | 3,248 | 4,068 | 4,235 | 4,102 | 2,960 | 2,118 | 1,694 | 1,271 | 1,271 | 1,271 | 1,271 | 1,271 | 1,271 | 1,271 | 1,271 | 1,271 | 1,271 | 1,271 |
| Customer | 1,409 | 1,878 | 2,458 | 3,594 | 4,515 | 4,695 | 4,544 | 4,695 | 4,447 | 4,082 | 3,634 | 2,790 | 2,348 | 1,878 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 |
| Employee | 100% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Demand by User Type | 1,409 | 1,878 | 2,458 | 3,594 | 4,515 | 4,695 | 4,544 | 4,695 | 4,447 | 4,082 | 3,634 | 2,790 | 2,348 | 1,878 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 |
|GRAND TOTAL DEMAND | 1,409 | 1,878 | 2,458 | 3,594 | 4,515 | 4,695 | 4,544 | 4,695 | 4,447 | 4,082 | 3,634 | 2,790 | 2,348 | 1,878 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 | 1,409 |

*All base data have been modified from default values.*

---

**Weekend Estimated Peak-Hour Parking Demand**

|                | Overall % | 6 AM | 7 AM | 8 AM | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | 12 AM | 11 AM | 11 AM | 1 PM | 6 PM |
|----------------|-----------|------|------|------|------|-------|------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|------|------|
| USC HSC - Off-Street Parking | 100% | 327 | 436 | 540 | 700 | 1,050 | 1,050 | 436 | 891 | 1,050 | 436 | 891 | 1,050 | 436 | 891 | 1,050 | 436 | 891 | 1,050 | 436 | 891 | 1,050 | 436 |
| USC HSC - On-Street Parking | 100% | 69 | 92 | 92 | 115 | 161 | 230 | 207 | 230 | 1,050 | 92 | 69 | 92 | 92 | 92 | 92 | 92 | 1,050 | 92 | 69 | 92 | 92 | 92 |
| Customer | 396 | 528 | 528 | 660 | 924 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 |
| Employee | 100% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Demand by User Type | 396 | 528 | 528 | 660 | 924 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 |
|GRAND TOTAL DEMAND | 396 | 528 | 528 | 660 | 924 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 | 991 | 1,320 | 1,320 |

*All base data have been modified from default values.*

---

**Notes:**
CHART 1
EXISTING WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND

Parking Supply: 5681 Stalls
CHART 2
EXISTING WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND

Parking Supply: 5681 Stalls
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Project Data</th>
<th>Weekday</th>
<th>Weekday</th>
<th>Weekend</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quantity</td>
<td>Unit Rate</td>
<td>Mode Adj</td>
<td>Non- Captive Rate</td>
<td>Project Rate</td>
</tr>
<tr>
<td>USC HSC - Off-Street Parking</td>
<td>1 campus</td>
<td>3,970.00</td>
<td>1.00</td>
<td>1.00</td>
<td>3,970.00</td>
</tr>
<tr>
<td>Employee</td>
<td>0.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td>/seat</td>
</tr>
<tr>
<td>USC HSC - On-Street Parking</td>
<td>1 campus</td>
<td>460.00</td>
<td>1.00</td>
<td>1.00</td>
<td>460.00</td>
</tr>
<tr>
<td>Employee</td>
<td>0.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td>/seat</td>
</tr>
<tr>
<td>USC Graduate Student Housing</td>
<td>175 units</td>
<td>1.50</td>
<td>1.00</td>
<td>1.00</td>
<td>1.50</td>
</tr>
<tr>
<td>Employee</td>
<td>0.20</td>
<td>1.00</td>
<td>1.00</td>
<td>0.20</td>
<td>/ksf GLA</td>
</tr>
<tr>
<td>Healthcare Consultation Center</td>
<td>98,000 sf GLA</td>
<td>1.80</td>
<td>1.00</td>
<td>1.00</td>
<td>1.80</td>
</tr>
</tbody>
</table>

*ULT base data have been modified from default values.*

<table>
<thead>
<tr>
<th>Project Data</th>
<th>Weekday</th>
<th>Weekday</th>
<th>Weekend</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer</td>
<td>4891</td>
<td>1361</td>
<td>Reserved</td>
<td>0</td>
</tr>
<tr>
<td>Employee</td>
<td>25</td>
<td>2</td>
<td>Reserved</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>4891</td>
<td>1361</td>
<td>Reserved</td>
<td>0</td>
</tr>
</tbody>
</table>
### Table 8
**PEAK MONTH SHARED PARKING SUMMARY - PROPOSED CONDITIONS**
**J1140 - USC HSC Parking Study**

#### January

|                       | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | 12 AM |                  |
|-----------------------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|       |                  |
| **Projected Supply**  | 5693 |       |       |       |      |      |      |      |      |      |      |      |      |       |       |       |                  |
| **USC HSC - Off-Stall Parking** | 100% | 794  | 1,685| 2,021| 3,045| 3,985| 3,809| 3,762| 3,458| 3,115| 2,590| 1,985| 1,588| 1,588  | 1,599  | 1,599  | 1,599  |
| **USC HSC - On-Stall Parking** | 100% | 92   | 184  | 302  | 346  | 441  | 461  | 482  | 434  | 395  | 377  | 323  | 230  | 184   | 92    | 23    | 23    |
| **USC Graduate Student Housing** | 100% | 246  | 246  | 246  | 246  | 246  | 246  | 246  | 246  | 246  | 246  | 246  | 246  | 246    | 246  | 246  | 246  |
| **Employee**          | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |

#### Subtotal Demand by User Type

|                       | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | 12 AM |                  |
|-----------------------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-------|                  |
| **USC HSC - Off-Stall Parking** | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **USC HSC - On-Stall Parking** | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **USC Graduate Student Housing** | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **Employee**          | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **Healthcare Consultation Center** | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |


### Footnotes:
- ULI base data have been modified from default values.
- Additional demand values for different user types have been included.

#### February

|                       | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | 12 AM |                  |
|-----------------------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-------|                  |
| **USC HSC - Off-Stall Parking** | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **USC HSC - On-Stall Parking** | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **USC Graduate Student Housing** | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **Employee**          | 100% | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2      | 2      | 2      | 1      |
| **Healthcare Consultation Center** | 100% | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -      | -      | -      | -      |

| **GRAND TOTAL DEMAND** | 469 | 682 | 847 | 1,096 | 1,317 | 1,359 | 1,322 | 1,309 | 1,300 | 1,212 | 1,094 | 896 | 803 | 469 | 302 | 302 | 302 | 302 | 302 | 302 | 1,359 | 1,359 | 1,322 | 803 |

### Footnotes:
- Customer base data have been modified from default values.
- Reserved demand values have been included for different user types.

**Note:** All base data have been modified from default values.
CHART 4
PROPOSED WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND

Parking Supply: 5693 Stalls
CHART 5
PROPOSED WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND

Parking Supply: 5693 Stalls

Month: Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec, Late Dec
Appendix A

USC HSC Bus Transit Information
Health Sciences Campus

HSC to Downtown Executive Health Center / Bunker Hill

Service from 9:00AM to 5:00PM, Monday-Friday
Board the shuttle at the Healthcare Consultation Center

Schedule

- 9:00 AM
- 10:20 AM
- 11:40 AM
- 1:00 PM
- 2:20 PM
- 3:40 PM
- 5:00 PM

Stops

- Healthcare Consultation Center
- Downtown Executive Health Center

Intercampus HSC to UPC

Service from 7:00AM to 10:00PM Monday-Friday.
Board the shuttle on Eastlake at the Corner of San Pablo
Shuttles that leave on the hour stop at Union Station, along with all shuttles after 3:00 pm

Schedule

- 7:00 AM
- 7:30 AM
- 8:00 AM
- 8:30 AM
- 9:00 AM
- 9:30 AM
- 10:00 AM
- 10:30 AM
- 11:00 AM
- 11:30 AM
- 12:00 PM
- 12:30 PM

- 1:00 PM
- 1:30 PM
- 2:00 PM
- 2:30 PM
- 3:00 PM
- 3:45 PM
- 3:55 PM
- 4:20 PM
- 5:10 PM
- 5:25 PM
5:45 PM
6:00 PM
6:15 PM
6:45 PM
7:45 PM
8:15 PM
8:45 PM
9:15 PM
10:00 PM

Stops
- Eastlake Ave. at San Pablo Ave.
- 34th & McClintock

HSC to Alhambra [-]

Service from 8:20AM to 5:40PM, Monday-Friday
Board the shuttle on Eastlake at the Corner of San Pablo

Schedule
- 8:20 AM
- 9:40 AM
- 11:00 AM
- 12:20 PM
- 1:40 PM
- 3:00 PM
- 4:20 PM
- 5:40 PM

Stops
- Eastlake Ave. at San Pablo Ave.
- Alhambra Campus

Circuit Shuttle Service [-]

Service from 9:00am to 4:00pm. Leaves Norris Stop every 20 minutes.
Please call (323) 442-2100 for eta's. After 4:00pm, direct service from Keck to Busway at 4:00pm, 4:15pm, and 4:30pm.

Stops
- Norris Hospital
- Doheny Eye Institute
- HCC 1
- CSC (By request only. Call (323) 442-2100)
- Outpatient (OPD)
- Busway
- HRA
- LAC/USC Medical Center
- General Hospital (GNH)
- Lot 71
- Zonal & Mission
- Biggy
**Busway**

Leaves Busway at 7:00am, 7:20am, 7:40am, 8:00am, 8:20am, and 8:40am.

From 9:00am to 4:00pm, Circuit Shuttle provides service every 20 minutes.

From 4:00pm to 4:30pm, Circuit Shuttle provides service every 15 minutes.

**CHLA Shuttle**

Service from 10:00AM to 2:30PM Monday-Friday

**Soto Route**

Service from 6:06AM to 8:48PM, Monday-Friday. Please check the schedule for times. Please check the Schedule for additional pick up times.

**Schedule**

- 6:06 AM
- 6:18 AM
- 6:48 AM
- 7:00 AM
- 7:12 AM
- 7:24 AM
- 7:36 AM
- 7:48 AM
- 8:00 AM
- 8:12 AM
- 8:24 AM
- 8:36 AM
- 8:48 AM
- 9:00 AM
- 9:12 AM
- 9:24 AM
- 9:36 AM
- 9:48 AM
- 10:00 AM
- 10:12 AM
- 10:24 AM
- 10:36 AM
- 10:48 AM
- 11:00 AM
- 11:12 AM
- 11:24 AM
- 11:36 AM
- 11:48 AM
- 12:00 PM
- 12:12 PM
- 12:24 PM
- 12:36 PM
- 12:48 PM
- 1:00 PM
- 1:12 PM
Soto to Union Station

Service from 3:30 pm to 6:24PM, Monday-Friday
Board the shuttle at 2001 Soto

Schedule

- 3:30 pm
- 4:00 pm
- 4:30 pm
- 5:00 pm
- 6:24 pm
HSC to Union Station [-]

Service from 7:00AM to 10:00PM, Monday-Friday

Board the shuttle on Eastlake at the Corner of San Pablo

Service from 7:00am through 2:00pm provided by Inter Campus Shuttle (ICS)

Schedule

- 7:00 AM (ICS)
- 8:00 AM (ICS)
- 9:00 AM (ICS)
- 10:00 AM (ICS)
- 11:00 AM (ICS)
- 12:00 PM (ICS)
- 1:00 PM (ICS)
- 2:00 PM (ICS)
- 2:45 PM
- 3:00 PM (ICS)
- 3:10 PM
- 3:20 PM
- 3:30 PM
- 3:35 PM
- 3:45 PM (ICS)
- 3:55 PM (ICS)
- 4:05 PM
- 4:15 PM
- 4:20 PM (ICS)
- 4:30 PM
- 4:40 PM
- 4:55 PM
- 5:05 PM
- 5:10 PM (ICS)

- 5:20 PM
- 5:25 PM (ICS)
- 5:35 PM
- 5:45 PM (ICS)
- 5:50 PM
- 6:00 PM (ICS)
- 6:15 PM (ICS)
- 6:45 PM (ICS)
- 7:45 PM (ICS)
- 8:15 PM (ICS)
- 8:45 PM (ICS)
- 9:15 PM (ICS)
- 10:00 PM (ICS)

Stops

- Eastlake Ave at San Pablo
- Union Station

Downtown Health Center

Downtown Executive Health Center / Bunker Hill to HSC [+]
Service from 9:20AM to 5:20PM, Monday-Friday

- 9:20 AM
- 10:40 AM
- 12:00 PM
- 1:20 PM
- 2:40 PM
- 4:00 PM
- 5:20 PM

Downtown Executive Health Center / Bunker Hill to UPC [+]

Service from 8:00AM to 5:00PM, Monday-Friday

- 8:00 AM
- 9:00 AM
- 10:00 AM
- 11:00 AM
- 12:00 PM
- 1:00 PM
- 2:00 PM
- 3:00 PM
- 4:00 PM
- 5:00 PM

Union Station

Union Station to HSC [+]

Service from 6:05AM to 2:20PM, Monday-Friday
Board the shuttle at Patsaouras Transit Plaza, Berth/Station #4

- 6:05 AM
- 6:25 AM
- 6:35 AM
- 6:50 AM
- 7:05 AM
- 7:15 AM
- 7:20 AM (ICS)
- 7:25 am (Soto)
- 7:30 AM
- 7:40 AM
- 7:50 AM
- 7:55 am (Soto)
- 8:05 AM
- 8:20 AM (ICS)
- 8:25 am (Soto)
- 8:30 AM
- 8:40 AM
- 8:55 AM
- 9:05 AM
- 9:15 am (Soto)
- 9:20 AM (ICS)
- 9:30 AM
- 9:45 AM
Union Station to UPC [+]

Service from 6:10AM to 2:12PM, Monday-Friday
Board the shuttle at Patsaouras Transit Plaza, Berth/Station #4

- 6:10 AM
- 6:30 AM
- 6:45 AM
- 7:00 AM
- 7:12 AM (ICS)
- 7:25 AM
- 7:35 AM
- 7:45 AM
- 7:55 AM
- 8:00 AM
- 8:10 AM
- 8:15 AM (ICS)
- 8:25 AM
- 8:35 AM
- 8:45 AM
- 8:50 AM
- 9:00 AM
- 9:15 AM (ICS)
- 9:25 AM
- 9:40 AM
- 9:55 AM
- 10:12 AM (ICS)
- 11:12 AM (ICS)
- 12:12 PM (ICS)

Union Station to Soto [+]

Service from 7:28AM to 9:10AM, Monday-Friday
Board the shuttle at Patsaouras Transit Plaza, Berth/Station #4

- 7:25 am
- 7:55 am
- 8:25 am
- 9:15 am

Alhambra
**Alhambra to HSC**

Service from 8:40 am to 6:00 pm, Monday-Friday
Service from Building 1 at Alhambra to Eastlake and San Pablo
University of Southern California / Health Sciences Campus Shuttle Service

CHLA to USC/HSC
- 10:00 AM
- 12:00 PM
- 2:00 PM

USC/HSC to CHLA
- 10:45 AM
- 12:45 PM
- 2:30 PM

Pick-up location:
In front of CHLA on the driveway

Pick-up location:
Shipping Dock (Biggy St.) between USC/Norris and Keith Adm. Bldg.
Appendix B

Department of Building and Safety
USC HSC Parking Requirements
APPLICATION FOR BUILDING PERMIT
AND CERTIFICATE OF OCCUPANCY

Owner: UNIVERSITY OF SOUTHERN CALIFORNIA

620 McCarthy Way STE 3
LOS ANGELES CA 90089

Tenant:

Applicant: (Relationship: Agent for Owner)

BRIAN LEAGUE

1. EXISTING USE

PROPOSED USE

RE-ANALYSIS PARKING POOL ANALYSIS FOR USC MEDICAL CAMPUS BASED ON DH-2WO-9984-SFR LETTER OF CLARIFICATION DATED NOV. 6TH, 2012

2. APPLICATION PROCESSING INFORMATION

Bldg. PC By: Liping Teng DAS PC By: Coord. OK: John Zafra

For inspection requests, call toll-free (888) LA-BUILD (529-2845)
Outside LA County, call (213) 482-0000 or request inspections via www.bu slin.org. To speak to a Call Center agent, call 311 or (866) 4LACITY (452-2489). Outside LA County, call (213) 482-3333

3. PROPOSED USE

BUILDING PLAN CHECK $65.81
BUILDING PLAN CHECK $32.91
PLAN MAINTENANCE $10.00
EI COMMERCIAL $0.50
ONE STOP SURCH $5.11
SYSTEMS DEVT FEE $15.33
CITY PLANNING SURCH $15.30
MISCELLANEOUS $10.00
PLANNING GEN PLAN MAINT SURCH $2.75
CA BLDG STD COMMISSION SURCHARGE $1.00
BUILDING PLAN CHECK $50.00

Sub Total: $2314.96

Permit #: 12016100003103

Printed: 01/16/13 12:03 PM

For Cashier's Use Only

W/O # 21603163

12016 - 10000 - 03103

Issued on: 01/16/2013

Status Date: 01/16/2013

Issue: 9-14

Last Status: Issued

1975 E Zonal Ave

City of Los Angeles - Department of Building and Safety
<table>
<thead>
<tr>
<th>Service Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Permit Comm</td>
<td>$146.25</td>
</tr>
<tr>
<td>Building Plan Check</td>
<td>$65.81</td>
</tr>
<tr>
<td>Building Plan Check</td>
<td>$10.00</td>
</tr>
<tr>
<td>Plan Maintenance</td>
<td>$0.50</td>
</tr>
<tr>
<td>BI Commercial</td>
<td>$5.11</td>
</tr>
<tr>
<td>One Stop Surcharge</td>
<td>$15.33</td>
</tr>
<tr>
<td>Systems Devt Fee</td>
<td>$15.30</td>
</tr>
<tr>
<td>City Planning Surcharge</td>
<td>$12.75</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$1.00</td>
</tr>
<tr>
<td>Planning Gen Plan Maint Surcharge</td>
<td>$0.00</td>
</tr>
<tr>
<td>CA Bldg Std Commission Surcharge</td>
<td>$0.00</td>
</tr>
</tbody>
</table>
## INSPECTION RECORD

**PERMIT NO:** 12016-10000-03103  
**ADDRESS:** 1975 E ZONAL AVE  
**WORK DESC:** RE-ANALYSIS PARKING POOL ANALYSIS FOR USC MEDICAL CAMPUS BASED ON DIR-2002-9884-SPR LETTER OF CLARIFICATION DATED NOV. 6TH, 2012

### INSPECTION RECORDS AND PLANS MUST BE AVAILABLE DURING INSPECTION

<table>
<thead>
<tr>
<th>GRADING INSPECTIONS</th>
<th>DATE</th>
<th>INSPECTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Grading</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toe or Bottom</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soils Report Approved</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DO NOT PLACE FILL UNTIL ABOVE IS SIGNED**

- Backfill
- Fill
- Excavation
- Drainage Devices
- Rough Grading
- Approved Compaction Report

### FOOTING INSPECTIONS

- Footing Excavation
- Forms
- Reinforcing Steel
- OK to place concrete

### GROUNDWORK INSPECTIONS

- Electrical
- Plumbing
- Plumbing Methane
- Gas Piping
- Heating & Refrigeration
- Fire Sprinklers
- Disabled Access
- Methane
- OK to Place Floor

**DO NOT PLACE FLOOR UNTIL ABOVE IS SIGNED**

### ROUGH INSPECTIONS

- Green Code
- Electrical
- Plumbing
- Fire Sprinkler
- Heating & Refrigeration
- Roof Sheathing
- Disabled Access
- Insulation
- Framing
- Suspended Ceiling
- OK to Cover

### DO NOT COVER UNTIL PREVIOUS IS SIGNED

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DATE</th>
<th>INSPECTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Lathing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior Lathing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drywall</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DO NOT COVER UNTIL ABOVE IS SIGNED**

### WORK OUTSIDE OF THE BUILDING

- Electrical Underground
- Gas
- Heating & Refrigeration
- Sewer
- Disabled Access

### POOL INSPECTIONS

- Excavation
- Reinforcing Steel
- Bonding
- Piping
- Pre-Gunite
- Deck
- Enclosure/Fence
- Pool/Spa Cover

**DO NOT FILL POOL UNTIL ABOVE IS SIGNED**

### FINAL INSPECTIONS

- Grading
- Electrical
- Plumbing
- Gas Test
- Gas
- Heating & Refrigeration
- Pressure Vessels
- Elevator
- Fire Sprinkler
- Disabled Access
- Green Building
- LAFD (Title 19 only)
- LAFD Fire Life Safety
- Pool Final
- AQMD sign-off provided
- Public Works
- Building

### PROJECT FINAL

**Certificate of Occupancy Required**  
☑ YES  ☐ NO

---

FOR INSPECTION REQUESTS, PLEASE CALL 3-1-1  
OR OUTSIDE CITY OF LOS ANGELES  
888-LA4-BUILD (888) 524-2845 or www.ladbs.org
CITY OF LOS ANGELES
Construction Site Notice

JOB ADDRESS: 1975 E ZONAL AVE
PERMIT #: 12016-10000-03103
WORK DESCRIPTION: RE-ANALYSIS PARKING POOL ANALYSIS FOR USC MEDICAL CAMPUS BASED ON DIR-2002-9984-SPR LETTER OF CLARIFICATION DATED NOV...

CONTRACTOR NAME & PHONE:

OWNER OR AGENT NAME & PHONE: UNIVERSITY OF SOUTHERN

PERMITTED CONSTRUCTION / DEMOLITION HOURS (LAMC, Chapter IV, Article 1, Sec. 41. 40)
MONDAY - FRIDAY .............................................................. 7 AM - 9 PM
SATURDAY or National Holiday .............................................. 8 AM - 6 PM
SUNDAYS .............................................................................. No Work Permitted

TO REPORT MUNICIPAL CODE VIOLATIONS DIAL 311

Per LAMC 91.106.4.8, this notice shall be displayed continuously during the construction process for: New Structures, Additions to Existing Buildings, Change of Use or Occupancy, Demolitions, Relocations, Swimming Pools or Grading work.
Discretionary Approvals:

This notice shall be posted and maintained at the construction site where it can be read by the public. This notice must be posted prior to the start of construction and displayed continuously until all permitted work is inspected and approved by LADBS. LAMC 91.106.4.8
<table>
<thead>
<tr>
<th>Bldg or Lot Name</th>
<th>Building Address</th>
<th>Bldg or Lot Number</th>
<th>Submitted Date</th>
<th>Use of Action</th>
<th>Permit No</th>
<th>Issuance Date</th>
<th>Change to Parking Lot</th>
<th>Code Required Action</th>
<th>Total Parking Lot</th>
<th>Total Parking Code Required</th>
<th>Pool Parking Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical Plant</td>
<td>1170 Biggy Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>3160</td>
<td>2129</td>
<td>1031</td>
</tr>
<tr>
<td>Physical Plant Annex</td>
<td>1461 Easteake Ave</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>3160</td>
<td>2129</td>
<td>1031</td>
</tr>
<tr>
<td>Environmental Safety</td>
<td>1411 Easteake Ave</td>
<td>8FG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>3160</td>
<td>2129</td>
<td>1031</td>
</tr>
<tr>
<td>TDC Building</td>
<td>3750 Alszor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>3160</td>
<td>2129</td>
<td>1031</td>
</tr>
<tr>
<td>Pharmacy Lot Hall</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>3160</td>
<td>2129</td>
<td>1031</td>
</tr>
<tr>
<td>Norman Topping Tower</td>
<td>1461 Easteake Ave</td>
<td>8FG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>2349</td>
<td>2349</td>
<td>551</td>
</tr>
<tr>
<td>Near Research Center</td>
<td>1901 S San Pablo</td>
<td></td>
<td>8/1/2000</td>
<td>Parking required for Near Research Center</td>
<td>00010-10000-02558</td>
<td>5/2/2001</td>
<td>0</td>
<td>225</td>
<td>2941</td>
<td>2896</td>
<td>241</td>
</tr>
<tr>
<td>San Pablo Lot</td>
<td></td>
<td>Lot 10</td>
<td>4/18/2002</td>
<td>Removed parking on San Pablo Lot</td>
<td>00010-10000-01159</td>
<td>10/18/2002</td>
<td>560</td>
<td>0</td>
<td>3429</td>
<td>2602</td>
<td>801</td>
</tr>
<tr>
<td>Warehouse</td>
<td>3700 E Valley Blvd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>23</td>
<td>3742</td>
<td>3540</td>
</tr>
<tr>
<td>Warehouse</td>
<td>3700 E Valley Blvd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>3688</td>
<td>3326</td>
<td>380</td>
</tr>
<tr>
<td>Harlin Norris Tower</td>
<td>1450 N Biggy Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>219</td>
<td>3476</td>
<td>501</td>
</tr>
<tr>
<td>Hospital Parking structure</td>
<td>1500 N San Pablo</td>
<td>Lot 12</td>
<td>1/12/2003</td>
<td>USC HHRT Parking removed from site</td>
<td>00010-10000-00068</td>
<td>12/29/2003</td>
<td>352</td>
<td>0</td>
<td>3763</td>
<td>3276</td>
<td>501</td>
</tr>
<tr>
<td>Hospital Building</td>
<td>1500 N San Pablo</td>
<td></td>
<td></td>
<td>USC Purchase of Hospital parking structure</td>
<td>00010-10000-00068</td>
<td>12/29/2003</td>
<td>352</td>
<td>0</td>
<td>3763</td>
<td>3276</td>
<td>501</td>
</tr>
<tr>
<td>Hospital Medical Office Building</td>
<td>1500 N San Pablo</td>
<td></td>
<td></td>
<td>USC Purchase of Hospital</td>
<td>00010-10000-00068</td>
<td>12/29/2003</td>
<td>352</td>
<td>0</td>
<td>3763</td>
<td>3276</td>
<td>501</td>
</tr>
<tr>
<td>Hospital Building Surface PK</td>
<td>1500 N San Pablo</td>
<td></td>
<td></td>
<td>USC Purchase of Hospital Medical Office</td>
<td>00010-10000-00068</td>
<td>12/29/2003</td>
<td>352</td>
<td>0</td>
<td>3763</td>
<td>3276</td>
<td>501</td>
</tr>
<tr>
<td>Hospital Building Surface PK</td>
<td>1500 N San Pablo</td>
<td></td>
<td></td>
<td>USC Purchase of Hospital</td>
<td>00010-10000-00068</td>
<td>12/29/2003</td>
<td>352</td>
<td>0</td>
<td>3763</td>
<td>3276</td>
<td>501</td>
</tr>
<tr>
<td>Off-Site Parking</td>
<td>1425 N San Pablo</td>
<td>Lot 10</td>
<td>6/12/2000</td>
<td>USC Broad Parking removed from site</td>
<td>00010-10000-01377</td>
<td>11/25/2008</td>
<td>0</td>
<td>150</td>
<td>5704</td>
<td>4174</td>
<td>325</td>
</tr>
<tr>
<td>Off-Site Parking</td>
<td>2271 Althea/1500 San Pablo</td>
<td></td>
<td></td>
<td>USC Parking removed from site</td>
<td>00010-10000-01377</td>
<td>11/25/2008</td>
<td>0</td>
<td>150</td>
<td>5704</td>
<td>4174</td>
<td>325</td>
</tr>
<tr>
<td>GPR List of Clarification</td>
<td>1520 North San Pablo</td>
<td></td>
<td></td>
<td>USC Parking removed from site</td>
<td>00010-10000-01377</td>
<td>11/25/2008</td>
<td>0</td>
<td>150</td>
<td>5704</td>
<td>4174</td>
<td>325</td>
</tr>
<tr>
<td>Map</td>
<td>Building/Lot Name</td>
<td>Building Address</td>
<td>Building/Lot No.</td>
<td>Submittal Date</td>
<td>Use of Action</td>
<td>Permit No.</td>
<td>Issuance Date</td>
<td>Change to Parking Lots</td>
<td>Code Required Action</td>
<td>Total Parking Pool</td>
<td>Total Parking Code</td>
</tr>
<tr>
<td>-----</td>
<td>------------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>---------------</td>
<td>--------------</td>
<td>------------</td>
<td>--------------</td>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Physical Plant</td>
<td>1410 Biggy Street</td>
<td>6230 Biggy Street</td>
<td>1410</td>
<td>8/11/2000</td>
<td>Parking required for Neuon Research Center</td>
<td>001010-10000-02865</td>
<td>5/1/2001</td>
<td>9</td>
<td>23</td>
<td>2,946</td>
<td>2,946</td>
</tr>
<tr>
<td>Physical Plant Annex</td>
<td>1411 Excelsior Avenue</td>
<td>4200 Biggy Street</td>
<td>1411</td>
<td>8/11/2000</td>
<td>Parking required for Neuon Research Center</td>
<td>001010-10000-02865</td>
<td>5/1/2001</td>
<td>9</td>
<td>23</td>
<td>2,946</td>
<td>2,946</td>
</tr>
<tr>
<td>Environmental Safety</td>
<td>1411 Excelsior Avenue</td>
<td>4200 Biggy Street</td>
<td>1411</td>
<td>8/11/2000</td>
<td>Parking required for Neuon Research Center</td>
<td>001010-10000-02865</td>
<td>5/1/2001</td>
<td>9</td>
<td>23</td>
<td>2,946</td>
<td>2,946</td>
</tr>
<tr>
<td>Pharmacy Lecture Hall</td>
<td>1411 Excelsior Avenue</td>
<td>Bldg U</td>
<td>Lot 20</td>
<td>4/18/2002</td>
<td>New Parking Lot on San Pablo Street under permit</td>
<td>03026-10000-00054</td>
<td>7/11/2003</td>
<td>264</td>
<td>0</td>
<td>3,998</td>
<td>3,998</td>
</tr>
<tr>
<td>Neuro Research Center</td>
<td>1410 Biggy Street</td>
<td>Bldg R</td>
<td>Lot 25</td>
<td>4/18/2002</td>
<td>New Parking Lot on San Pablo Street</td>
<td>02002-10000-01185</td>
<td>10/18/2002</td>
<td>560</td>
<td>9</td>
<td>3,929</td>
<td>3,929</td>
</tr>
<tr>
<td>Physical Plant Annex</td>
<td>1411 Excelsior Avenue</td>
<td>4200 Biggy Street</td>
<td>1411</td>
<td>8/11/2000</td>
<td>Parking required for Neuon Research Center</td>
<td>001010-10000-02865</td>
<td>5/1/2001</td>
<td>9</td>
<td>23</td>
<td>2,946</td>
<td>2,946</td>
</tr>
<tr>
<td>Warehouse</td>
<td>370 E Valley Boulevard</td>
<td>Portion of Bldg D</td>
<td>4/1/2001</td>
<td>Demo of 24,000 sf Warehouse under permit</td>
<td>03019-10000-00911</td>
<td>5/1/2001</td>
<td>5</td>
<td>47</td>
<td>3,828</td>
<td>3,828</td>
<td>0</td>
</tr>
<tr>
<td>Parking Lot</td>
<td>1600 N San Pablo Street</td>
<td>Lot 25</td>
<td>4/1/2001</td>
<td>Additional Parking added to San Pablo Lot under</td>
<td>03026-10000-00054</td>
<td>7/11/2003</td>
<td>264</td>
<td>0</td>
<td>3,998</td>
<td>3,998</td>
<td>0</td>
</tr>
<tr>
<td>Hospital Norris Research Tower</td>
<td>1460 N Biggy Street</td>
<td>Bldg R</td>
<td>Lot 8</td>
<td>10/10/2001</td>
<td>USC HNRT Parking removed from site</td>
<td>02002-10000-01185</td>
<td>10/18/2002</td>
<td>560</td>
<td>9</td>
<td>3,929</td>
<td>3,929</td>
</tr>
<tr>
<td>Hospital Parking Structure</td>
<td>1500 N San Pablo Street</td>
<td>Bldg U</td>
<td>Lot 2</td>
<td>USC Purchase of Hospital parking structure</td>
<td>03026-10000-00054</td>
<td>7/11/2003</td>
<td>264</td>
<td>0</td>
<td>3,998</td>
<td>3,998</td>
<td>0</td>
</tr>
<tr>
<td>Hospital Building</td>
<td>1500 N San Pablo Street</td>
<td>Bldg L</td>
<td>Lot 25</td>
<td>USC Purchase of Hospital</td>
<td>89LA3299</td>
<td>9/1/1989</td>
<td>550</td>
<td>51</td>
<td>5,187</td>
<td>5,187</td>
<td>0</td>
</tr>
<tr>
<td>Hospital Building</td>
<td>1500 N San Pablo Street</td>
<td>Bldg M</td>
<td>Lot 25</td>
<td>USC Purchase of Hospital</td>
<td>02010-10000-03482</td>
<td>8/1/1989</td>
<td>98</td>
<td>98</td>
<td>5,187</td>
<td>5,187</td>
<td>0</td>
</tr>
<tr>
<td>Hospital Medical Office Building</td>
<td>1500 N San Pablo Street</td>
<td>Bldg AA</td>
<td>Lot 25</td>
<td>USC Purchase of Hospital Medical Office</td>
<td>89LA3299</td>
<td>5/1/1989</td>
<td>500</td>
<td>51</td>
<td>5,187</td>
<td>5,187</td>
<td>0</td>
</tr>
<tr>
<td>Hospital Building Surface PK</td>
<td>1500 N San Pablo Street Lot 20A</td>
<td>USC Purchase of Hospital</td>
<td>89LA3299</td>
<td>5/1/1989</td>
<td>500</td>
<td>51</td>
<td>5,187</td>
<td>5,187</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospital Building Structure</td>
<td>1500 N San Pablo Street Lot 12</td>
<td>USC Purchase of Hospital</td>
<td>89LA3299</td>
<td>5/1/1989</td>
<td>500</td>
<td>51</td>
<td>5,187</td>
<td>5,187</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USE Broad Building</td>
<td>1450 N San Pablo Street Lot 10</td>
<td>USC Broad Parking required from site</td>
<td>89LA3299</td>
<td>5/1/1989</td>
<td>500</td>
<td>51</td>
<td>5,187</td>
<td>5,187</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot 70</td>
<td>1377 Biggy Street Lot 12</td>
<td>USC Purchase of Parking Lot from County</td>
<td>09020-10000-02137</td>
<td>11/26/2008</td>
<td>890</td>
<td>5,076</td>
<td>5,076</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site Building</td>
<td>2001 Sotelo Street Lot 23</td>
<td>USC Purchase of Office/Manufacturing Bldg</td>
<td>89LA3299</td>
<td>11/26/2008</td>
<td>890</td>
<td>5,076</td>
<td>5,076</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-site Parking</td>
<td>2210 Alcazar Street Lot 1009 N San Pablo Street</td>
<td>USC Parking required from site</td>
<td>89LA3299</td>
<td>11/26/2008</td>
<td>890</td>
<td>5,076</td>
<td>5,076</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPR LiP of Classification</td>
<td>1500 N San Pablo Street</td>
<td>Adj. Parking after LiP due to removal of tandem spaces</td>
<td>12016-10000-00058</td>
<td>1/1/2016</td>
<td>534</td>
<td>5,340</td>
<td>5,340</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPR LiP of Classification</td>
<td>1500 N San Pablo Street</td>
<td>Adj. Parking after LiP due to removal of tandem spaces</td>
<td>12016-10000-00058</td>
<td>1/1/2016</td>
<td>534</td>
<td>5,340</td>
<td>5,340</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPR LiP of Classification</td>
<td>1500 N San Pablo Street</td>
<td>Adj. Parking after LiP due to removal of tandem spaces</td>
<td>12016-10000-00058</td>
<td>1/1/2016</td>
<td>534</td>
<td>5,340</td>
<td>5,340</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPR LiP of Classification</td>
<td>1500 N San Pablo Street</td>
<td>Adj. Parking after LiP due to removal of tandem spaces</td>
<td>12016-10000-00058</td>
<td>1/1/2016</td>
<td>534</td>
<td>5,340</td>
<td>5,340</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPR LiP of Classification</td>
<td>1500 N San Pablo Street</td>
<td>Adj. Parking after LiP due to removal of tandem spaces</td>
<td>12016-10000-00058</td>
<td>1/1/2016</td>
<td>534</td>
<td>5,340</td>
<td>5,340</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix C

Summary of Parking Requirements by Building
TOTAL REQUIRED PARKING SPACES: 4,856

Building Name - Number of Required Spaces

USC Health Sciences Campus - 2,102 sp.

<table>
<thead>
<tr>
<th>Building</th>
<th>Required Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZNI</td>
<td>233 sp.</td>
</tr>
<tr>
<td>HCT</td>
<td>279 sp.</td>
</tr>
<tr>
<td>NRT</td>
<td>352 sp.</td>
</tr>
<tr>
<td>PSC</td>
<td>5 sp.</td>
</tr>
<tr>
<td>NTT</td>
<td>248 sp.</td>
</tr>
<tr>
<td>BCC</td>
<td>150 sp.</td>
</tr>
<tr>
<td>DEI</td>
<td>222 sp.</td>
</tr>
<tr>
<td>DOH</td>
<td>12 sp.</td>
</tr>
</tbody>
</table>

Keck Hospital of USC - 1,071 sp.

SSB - 142 sp.

Valley Warehouse Parking

Legend

- MMR: Mudd Memorial Research
- MCH: McKibben Hall
- BMT: Bishop Research
- RMR: Raulston Research
- HMR: Hoffman Research
- PSC: Stassler Pharmaceutical
- KAM: Keith Administration
- SRH: Seaver Residence Hall
- EFC: Edmonson Faculty Center
- NML: Norris Library
- CHP: Center for the Health Professions
- PMB: Parkview Medical Building
- CSC: Clinical Sciences Building
- CSB: Central Services Building
- EDM: Edmonson Building
- NOR: Norris Cancer Center & Hospital
- TRC: USC Kidney Center
- ZNI: Zilkha Neurogenetic Institute
- HSV: Health Sciences Telephone Vault
- HCT: Health Care Consultation Center II
- CPT: Capital Planning Trailer
- NRT: Norris Research Tower
- UHT: USC Hospital Norris Tower
- UNH: USC University Hospital
- HCC: Health Care Consultation Center
- CSA: Clinical Sciences Annex
- CCC: Child Care Center
- BCC: Broad Building
- SSB: Soto Street Building
- DOH: Doheny Vision Research Center
- DEI: Doheny Eye Institute