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**PRELIMINARY DRAFT**

**METRO RAIL  
TRANSIT CORRIDOR  
SPECIFIC PLAN**

**UNIVERSAL CITY/STUDIO CITY**

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UNIVERSAL CITY-STUDIO CITY METRO RAIL  
TRANSIT CORRIDOR SPECIFIC PLAN

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An ordinance establishing a Specific Plan, known as the Transit Corridor Specific Plan, for a portion of the General Plan.

WHEREAS, the Concept, the Citywide Plan and other elements of the General Plan, portions of the General Plan for the City of Los Angeles, provide for the development of a rapid transit system as essential to the achievement of the General Plan; and

WHEREAS, in 1980 the Southern California Rapid Transit District initiated the preliminary engineering phase of the initial segment of the 18-mile Metro Rail Project; and

WHEREAS, the Draft Environmental Impact Statement prepared for the Metro Rail project identifies specific plans for the station areas as vehicles to mitigate many of the potential adverse impacts which may result from the Metro Rail project.

WHEREAS, the development of a Specific Plan, as defined by the City Charter, has been deemed the most appropriate mechanism for preparing specific land use policies and regulations for the communities along the transit corridor; and

WHEREAS, community input has been gathered from Citizens Advisory Committees and public and private concerns; and

WHEREAS, the Specific Plan encourages the development of centers as designated in Concept Los Angeles; and

WHEREAS, the type of land uses and densities proposed by the Specific Plan are designed to promote utilization of the stations and their environs, to generate regional and community employment opportunities, to preserve uses which service community needs and to provide a variety of residential densities and housing opportunities; and

WHEREAS, policies and regulations need to be adopted to permit development which is sensitive to stable low density residential neighborhoods, to historic and architecturally significant buildings and to unique natural features; and

WHEREAS, the Sherman Oaks-Studio City-Toluca Lake District Plan designates the Universal City area and the commercial development along Ventura Boulevard as areas in need of specific plans; and

WHEREAS, the Plan recognizes and accommodates the potential of specific communities to attract tourism and to generate regional and local interest in cultural, entertainment and recreational uses; and

WHEREAS, the presence of the stations emphasizes the need to create an aesthetically pleasant and active pedestrian-oriented environment; and

WHEREAS, the City should share in the financial benefits accruing to properties adjacent to the stations to recover City costs for infrastructure improvements, specific preparation and administrative activities; and

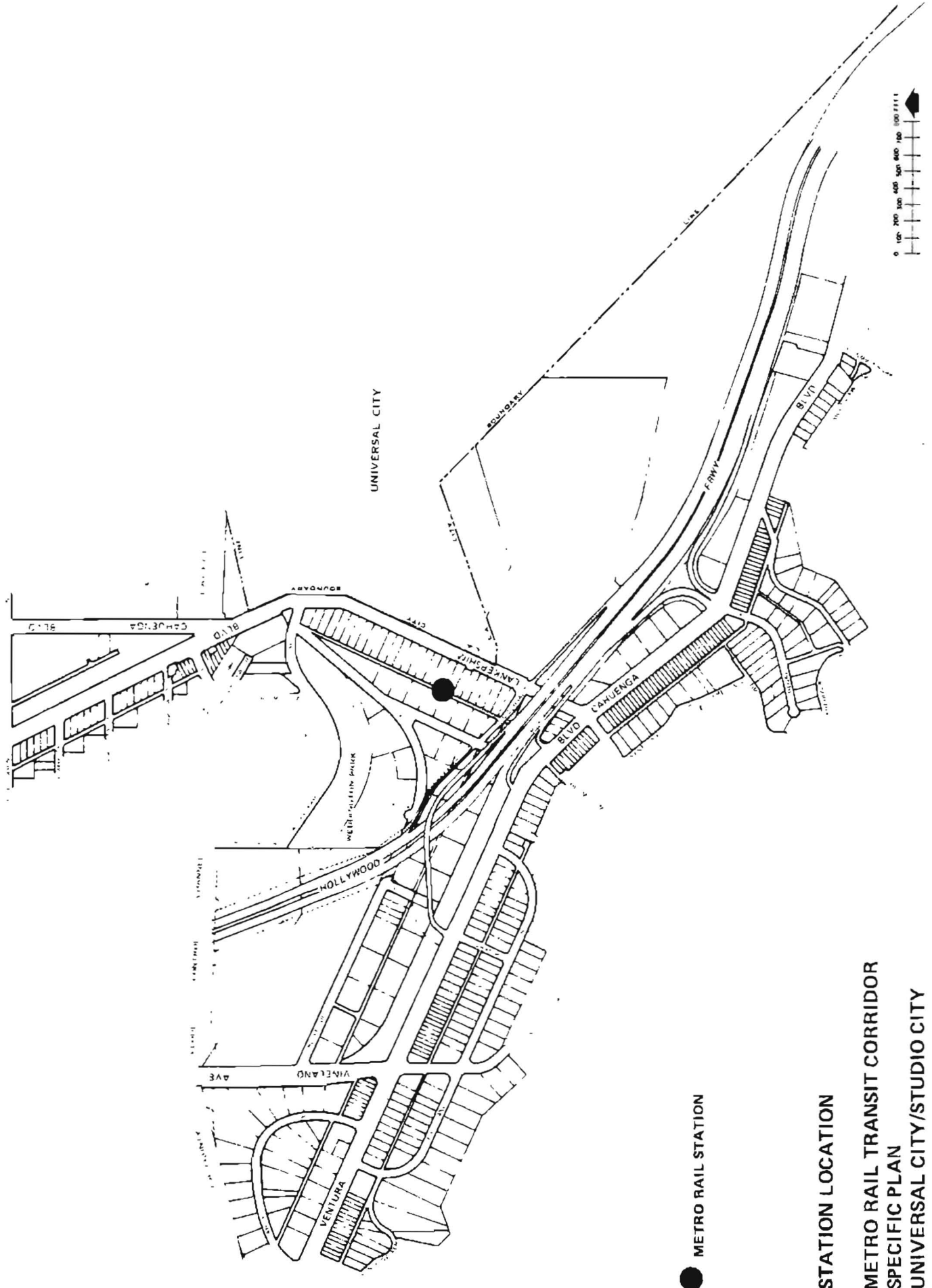
WHEREAS, in order to assure that such development proceeds in compliance with the General Plan and the above goals, it is necessary to adopt the following Specific Plan, NOW THEREFORE,

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



Section 1. Establishment of Specific Plan

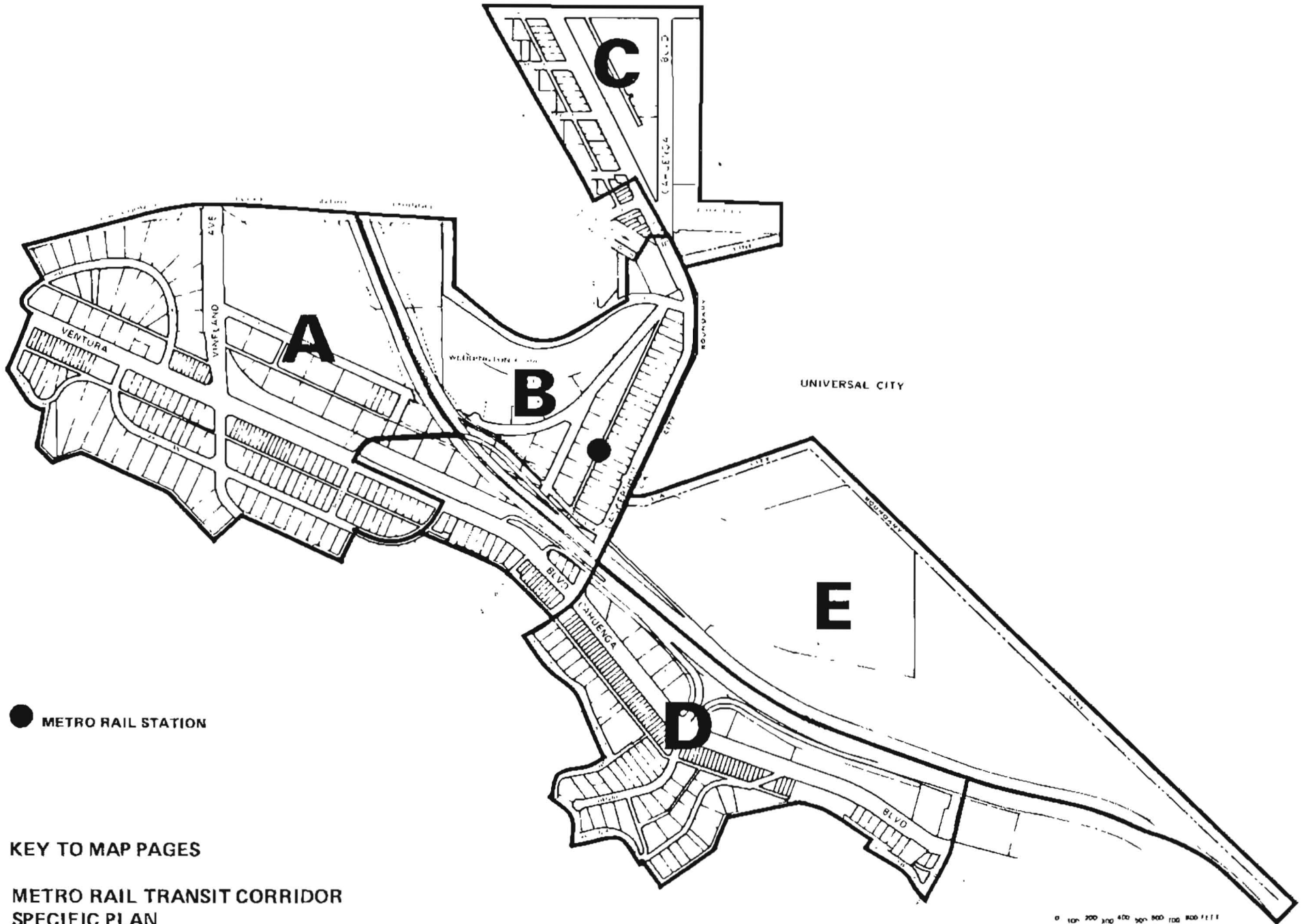
- A. The City Council hereby establishes this Specific Plan applicable to that area of the City of Los Angeles shown upon the following Maps:



● METRO RAIL STATION

STATION LOCATION

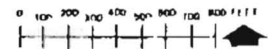
METRO RAIL TRANSIT CORRIDOR  
 SPECIFIC PLAN  
 UNIVERSAL CITY/STUDIO CITY

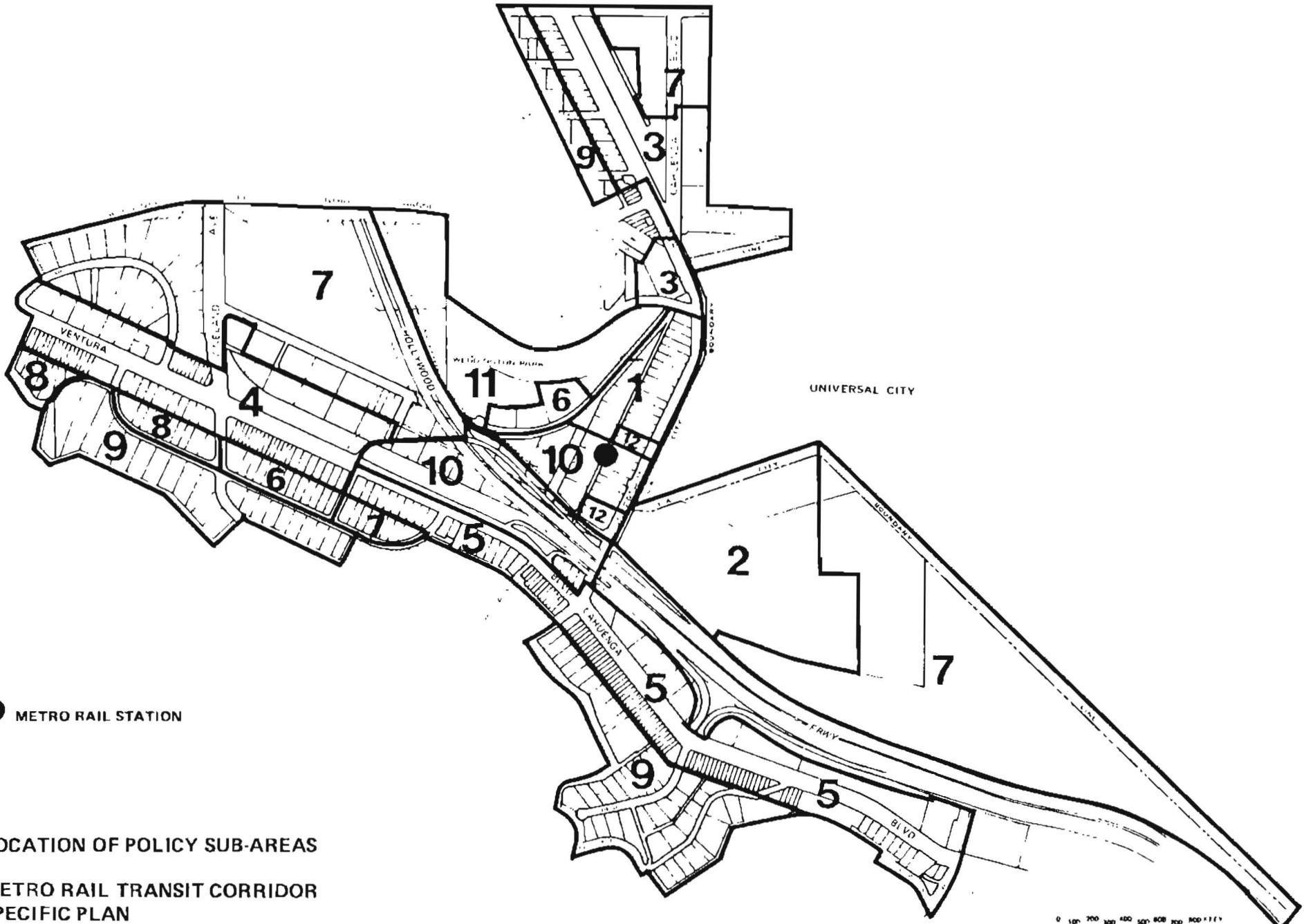


● METRO RAIL STATION

**KEY TO MAP PAGES**

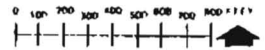
**METRO RAIL TRANSIT CORRIDOR  
 SPECIFIC PLAN  
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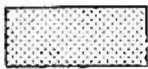
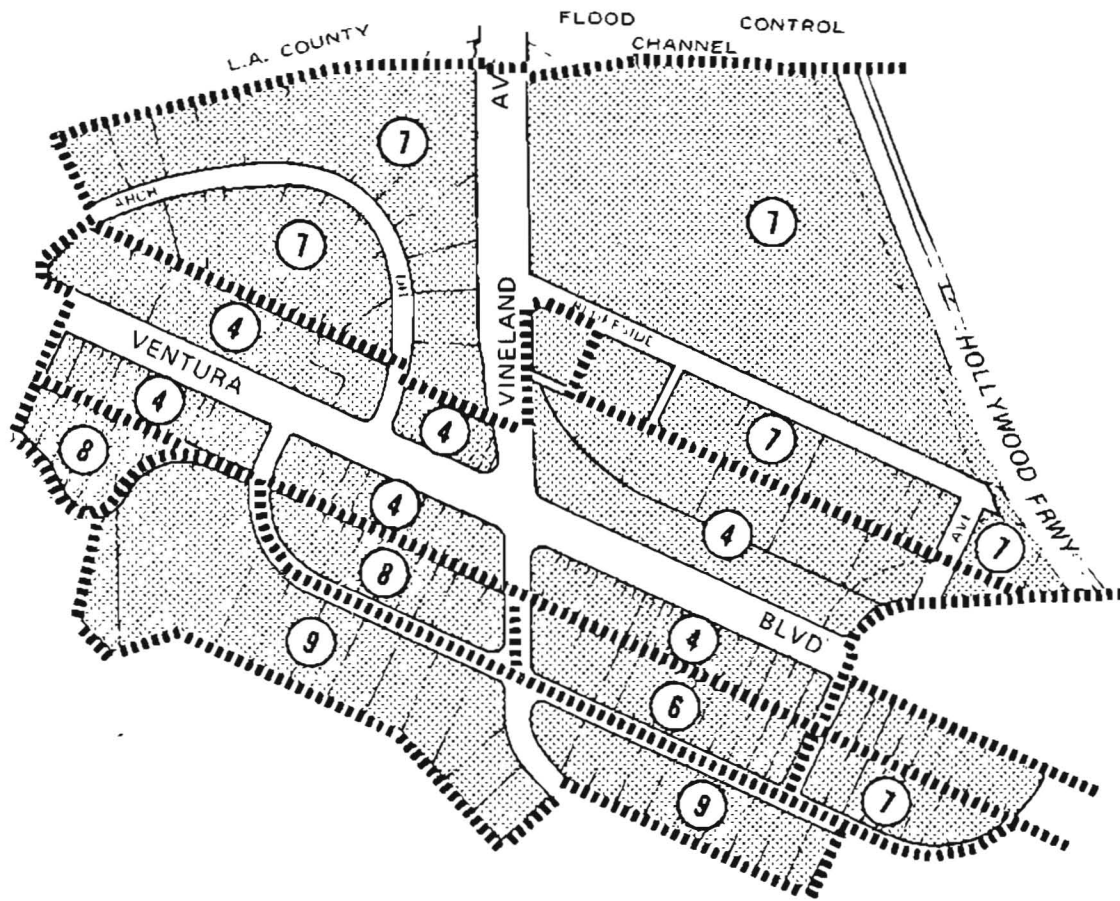




● METRO RAIL STATION

LOCATION OF POLICY SUB-AREAS  
 METRO RAIL TRANSIT CORRIDOR  
 SPECIFIC PLAN  
 UNIVERSAL CITY/STUDIO CITY



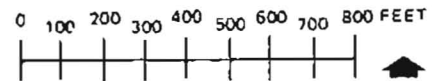


POLICY SUB-AREA



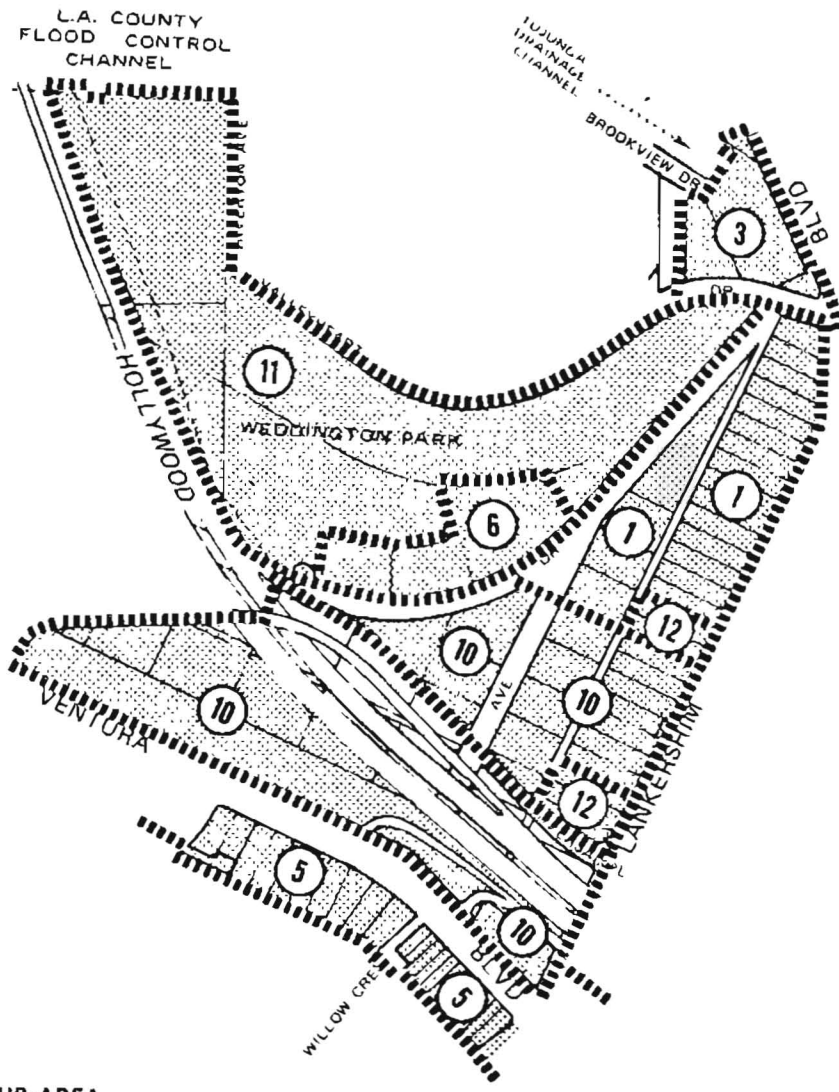
SUB-AREA BOUNDARY

POLICY SUB-AREAS	MAXIMUM ZONING WITH BONUSES	MAXIMUM ZONING WITHOUT BONUSES
4	C4-1VL	C4-1VL
5	C4-1VL	C4-1VL
6	R3-1	R3-1
7	RD2-1	RD2-1
8	RD3-1	RD3-1
9	RS-1	RS-1



MAP A

METRO RAIL TRANSIT CORRIDOR  
 SPECIFIC PLAN  
 UNIVERSAL CITY/STUDIO CITY

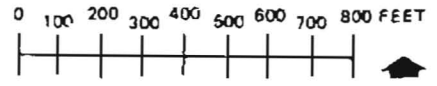


POLICY SUB-AREA



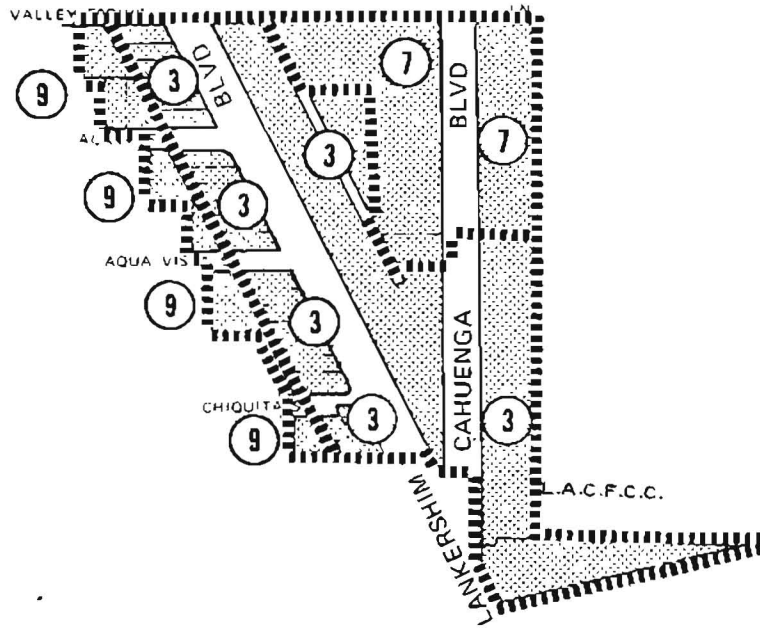
SUB-AREA BOUNDARY

POLICY SUB-AREAS	MAXIMUM ZONING WITH BONUSES	MAXIMUM ZONING WITHOUT BONUSES
1	C4-2 (6:1 FAR)	C4-1VL (3:1 FAR)
3	C4-1VL	C4-1VL
5	C4-1VL	C4-1VL
6	R3-1	R3-1
10	PB-1	PB-1
11	A1-1	A1-1
12	C4-1HP	C4-1VLHP



**MAP B**

**METRO RAIL TRANSIT CORRIDOR  
SPECIFIC PLAN  
UNIVERSAL CITY/STUDIO CITY**

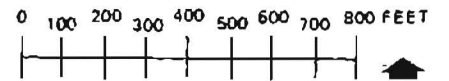


POLICY SUB-AREA



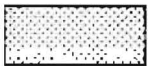
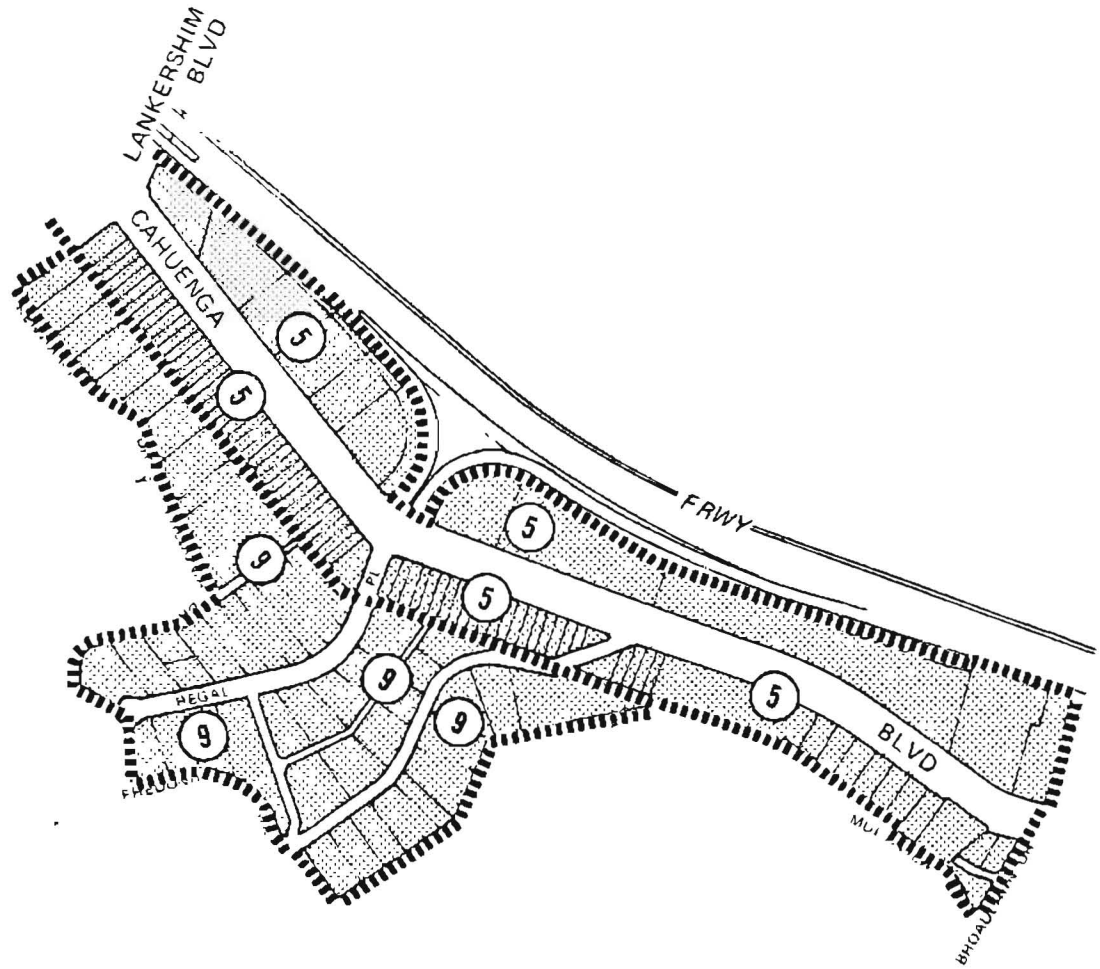
SUB-AREA BOUNDARY

POLICY SUB-AREAS	MAXIMUM ZONING WITH BONUSSES	MAXIMUM ZONING WITHOUT BONUSSES
3	C4-1VL	C4-1VL
7	RD2-1	RD2-1
9	RS-1, R1-1	RS-1, R1-1



MAP C

METRO RAIL TRANSIT CORRIDOR  
 SPECIFIC PLAN  
 UNIVERSAL CITY/STUDIO CITY



POLICY SUB-AREA



SUB-AREA BOUNDARY

POLICY  
SUB-AREAS

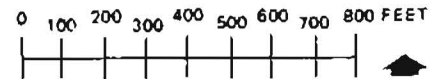
MAXIMUM ZONING  
WITH BONUSES

MAXIMUM ZONING  
WITHOUT BONUSES

5  
9

C4-1VL  
RS-1, R1-1

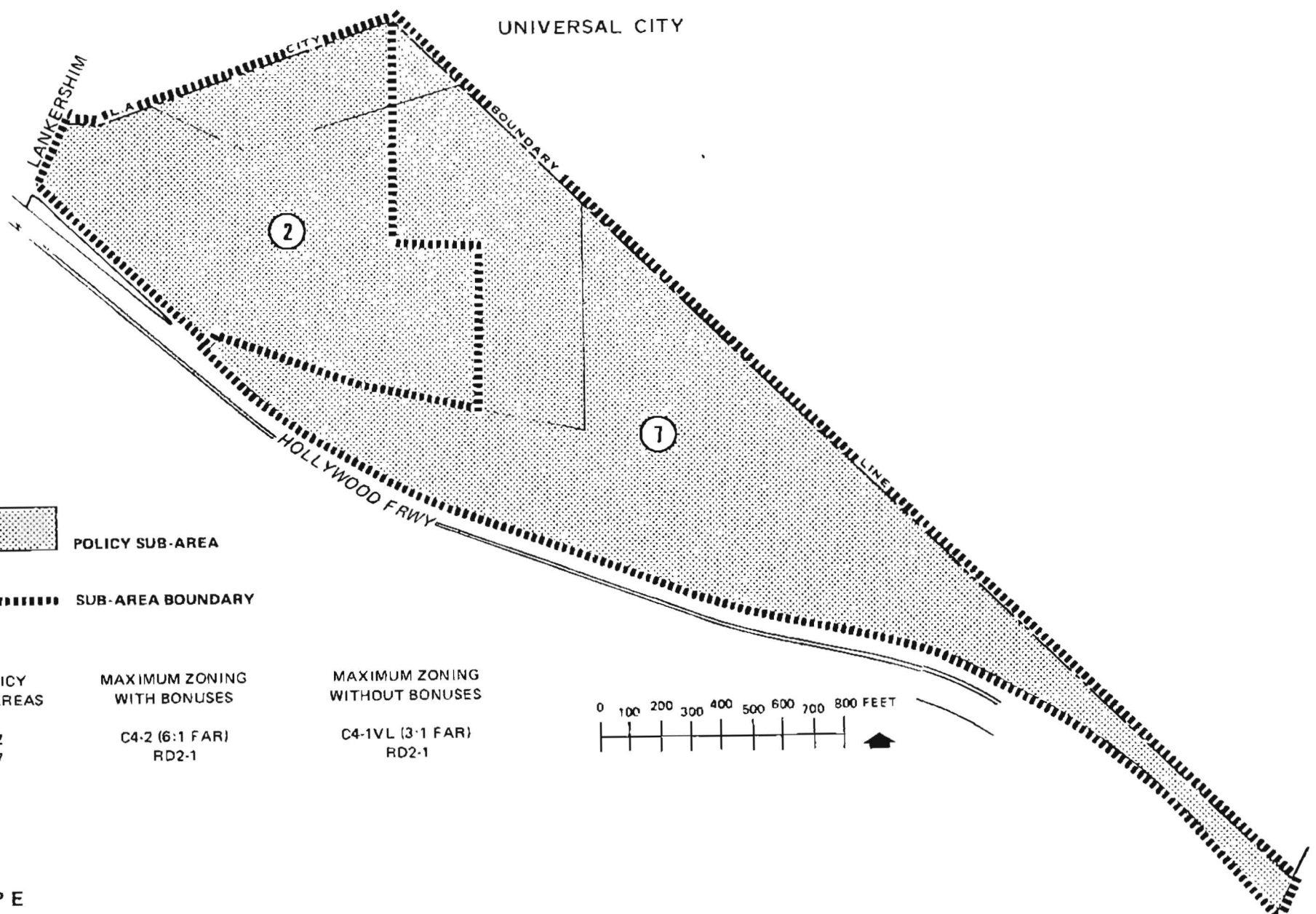
C4-1VL  
RS-1, R1-1



MAP D

METRO RAIL TRANSIT CORRIDOR  
SPECIFIC PLAN  
UNIVERSAL CITY/STUDIO CITY





 POLICY SUB-AREA

 SUB-AREA BOUNDARY

POLICY  
SUB-AREAS

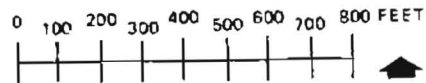
MAXIMUM ZONING  
WITH BONUSES

MAXIMUM ZONING  
WITHOUT BONUSES

2  
7

C4-2 (6:1 FAR)  
RD2-1

C4-1VL (3:1 FAR)  
RD2-1



MAP E

METRO RAIL TRANSIT CORRIDOR  
SPECIFIC PLAN  
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- B. Purpose -- This Specific Plan is intended to provide regulatory controls and incentives for the systematic execution of the adopted Sherman Oaks-Studio City-Toluca Lake District Plan, a portion of the General Plan, which includes the Universal City-Studio City Metro Rail Transit station. This Specific Plan is for the purpose of guiding the future development and controlling the level of impacts of development surrounding the station. The Specific Plan is also intended to provide for public needs, convenience and general welfare as the development of such area necessitates and as the presence of the Metro Rail System warrants. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code and do not convey any rights not otherwise granted under the provisions and procedures contained in said Chapter, except as specifically provided for herein.

The Universal City Station area contains a mix of primarily single-family residential, entertainment-related facilities, regional-serving commercial and public open space uses. The provisions of this Plan are individually fashioned to apply to the unique mix of land uses found within the Universal City-Studio City Transit Station area. The development standards, bonuses and incentives in the Plan are intended, in the aggregate, to minimize traffic and parking problems, improve pedestrian access, minimize impacts on residential areas, guide development opportunities, and preserve the quality of life within the area. Further, it is the purpose of the Specific Plan to generate regional and community employment opportunities and to create an environment which fosters the successful integration of transit stations and desirable land uses of varying intensities.

## Section 2. Definitions

For the purpose of this ordinance only, the following words and phrases when used with the first letter capitalized shall have the following meanings:

"Amenity Space" - Space required by the Specific Plan and other space devoted to such uses as uncovered open space for public enjoyment consisting of, but not limited to, green areas, gardens, Rooftop Gardens, Outdoor Cafes, plazas, walks, pathways, promenades, arcades, lawns, fountains, decorative plantings, passive or active recreational areas. Such Amenity Space shall not include parking or driveways for vehicles.

"Buildable Area" - All that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space or which may only be used for accessory buildings or uses. For the purpose of computing the height district limitations on total floor area in buildings of any height, the buildable area that would apply to a one-story building on the lot shall be used.

"Business-Oriented Services" - All commercial services provided by any of the following and similar uses:

- Accounting firms
- Advertising agencies
- Airline offices
- Banks

Brokerage firms  
 Building and loan associations  
 Credit associations or unions  
 Escrow offices  
 Finance companies  
 Insurance companies  
 Investment companies  
 Real estate offices  
 Savings and loan associations  
 Thrift associations

"Community Use" - All community use services provided by any of the following:

Child or day-care facility  
 Community center  
 Counseling and referral facility (non-profit)

"Cultural/Entertainment Uses" - The following list of establishments, except institutions, which provide Business-Oriented Services to such establishments, and all adult entertainment establishments, as defined in Section 12.70 of the Municipal Code:

Art galleries  
 Libraries  
 Live performance theaters  
 Movie theaters  
 Museums

"Cumulative Automobile Trip Generation Potential" (CATGP) means the cumulative total daily Trips generated by all Projects on parcels within the Specific Plan Area for which building permits are issued subsequent to the effective date of this Ordinance, which total shall be calculated utilizing the factors contained in the following table:

Office Commercial:	14 Trips/1,000 sq. ft. of Floor Area
Retail Commercial:	35 Trips/1,000 sq. ft. of Floor Area
Hotel: (Including resi- dential hotels and motels)	10 Trips/Guest Room
Residential:	7.55 Trips/Dwelling Unit
Medical	75 Trips/1,000 sq. ft. of Floor Area

The CATGP for any other use shall be calculated utilizing the highest trip generation rates published by the Institute of Transportation Engineers.

Notwithstanding any provision of this Ordinance to the contrary, when calculating CATGP for Projects within the Specific Plan Area, the Floor Area contained within additions or alterations to existing buildings or other Projects, where the cumulative Trips of all such additions, alterations or other Projects on a single parcel do not exceed 35 trips, shall not be included.

"Development Rights, Unused" - All of the uncommitted or otherwise unutilized Floor Area potential owned by or attributable to a lot which is available for use or Transfer.

"Donor Zone" - Subareas of the Specific Plan Area from which Unused Development Rights may be Transferred to a Receiving Zone.

"Floor Area" - The gross area confined within the exterior walls within a building, except for the space devoted to stairways, elevator shafts, parking, light courts and rooms housing mechanical equipment incidental to the operation of buildings, shall be considered as the Floor Area of that floor of the building.

"Floor Area Ratio" ("FAR") - A ratio which expresses the total Floor Area as a multiple of the Buildable Area of a lot. This figure is determined by dividing the Floor Area of all buildings (existing and/or permitted by zoning) on a lot by the Buildable Area of that lot.

"Frontage" - That portion of a lot or the facade of any building on said lot which fronts on, abuts, faces or generally follows the alignment of a Major Highway, a Secondary Highway and/or a Collector Street.

"Ground Floor" - That portion of a building which is located substantially at the level of the adjacent streets, limited to one story and extending over an area less than or equal to the Buildable Area of the lot on which the building is located.

"Ground Floor Retail" - That portion of the Ground Floor of a building or Project substantially devoted to the sale at retail of goods and/or the providing of Retail (as distinguished from Business-Oriented) services or to uses incidental thereto, during every calendar month.

"Historic Property" - A lot or portion thereof on commercially zoned property which, by virtue of its improvements, features, previous occupancy or use, or other aspect, has been designated to or otherwise delineated on one or more of the official lists of features and properties of architectural, cultural and/or historic significance or merit, or a Property which has been nominated for inclusion on said lists. These lists are the following: Historic-Cultural Monuments, City of Los Angeles; California Historic Landmarks, State of California; Inventory of Historic Resources, State of California; National Register of Historic Places, Federal Government.

"Housing, Low to Moderate Cost" - As defined in Section 12.03 of the Los Angeles Municipal Code.

"Housing, Rental" - Each dwelling unit, efficiency dwelling unit, guest room and suite in the City of Los Angeles available for lease or occupancy, as defined in Section 12.03 of the Los Angeles Municipal Code, together with the land and

buildings appurtenant thereto, and all housing services, privileges, furnishings and facilities supplied in connection with the use or occupancy thereof, including garage and parking facilities. The term shall not include condominium units and stock cooperatives.

"Housing, Senior Citizen" - As defined in Section 12.24-C,1.1(g) of the Los Angeles Municipal Code.

"Map" - The maps contained in Section 1 of this Specific Plan.

"Mixed-Use Development" - A Project of at least 60,000 square feet of Floor Area which combines residential and commercial uses and activities. A minimum of 30 percent of the Project's Floor Area will be developed for residential occupancy and Retail and Personal Services uses shall occupy a minimum of three-quarters of the Floor Area of one equivalent Buildable Area of the lot.

"Outdoor Cafe" - That portion of a lot or portion of a development thereon which is used primarily for the outdoor consumption of food and/or beverages by the general public, or which is used to prepare and/or cook said food and/or beverages for the exclusive on-site consumption thereof in an outdoor setting.

"Plot Plan" - A document(s) which pictorially describes the appearance, configuration, and dimensions of any proposed structures and attendant site improvements and any public or private easements.

"Project" - Any proposed building, structure or other development of property or structural alteration or enlargement of a building or structure to be constructed on a lot within the Specific Plan Area.

"Receiving Zone" - A Subarea of the Specific Plan, as shown on the Map to which Unused Development Rights may be Transferred from a Donor Zone.

"Recreational Uses" - All uses provided by, but not limited to, the following:

- Game courts
- Gymnasiums
- Parks
- Playgrounds

"Restaurant" - A sit-down eating establishment where patrons order and are served food or beverages by employees of the establishment.

"Retail" - Commercial activities which involve the sale and/or display or servicing of goods or which provide personal services to the general public, as distinguished from Business-Oriented Services.

"Retail Frontage" - Retail activities located on the Ground Floor directly accessible from public street sidewalks. Spaces having principal access from interior malls, courts, corridors and similar spaces shall not qualify as Retail Frontage.

"Rooftop Garden" - A flat open area, located on the roof of a building or along uncovered exterior setback areas above the Ground Floor of a building (except the roof of a building which extends 6 or less feet above curb level), where plant materials are permanently installed in a manner similar to on-grade landscaped areas and said plant materials are at least partially visible from street level.

"Sign" - Any display board, screen, object, device or part thereof used to visually announce, declare, demonstrate, display, identify or otherwise advertise and attract the attention of the public, including signs identifying services or products available on the premises or identifying the occupant or premises, but excluding restaurant menus.

"Sign Area" - The total area of the copy. In the case of a Sign consisting of cutout letters or displays, the area measured within the periphery of the cutout letters or displays shall be included.

"Sign, Freestanding" - A structure or device, including ground signs, detached signs, pole signs or post signs, erected or affixed to poles or posts for outdoor advertising purposes or to attract the attention of the public and constructed in accordance with the provisions of Section 91.5211 of the Los Angeles Municipal Code.

"Sign, Off-Site" - Any Sign, including an off-premise Sign, billboard and poster panel, which advertises goods, products, services or facilities not necessarily sold on the premises on which the Sign is located.

"Sign, On-Site" - A Sign, including on-premise signs and business or building identification signs, which contains the name of the business conducted and/or the names of the products sold or services offered on the premises where the Sign is located, provided that business identification Signs shall not include Signs on the exterior windows or doors of any premises.

"Sign, Wall" - Any Sign attached to or erected against the wall of a building or structure with the exposed face of the Sign in a plane approximately parallel to the plane of such wall.

"Sign, Window" - A Sign painted on or constructed of paper or other lightweight material and affixed to the interior or exterior side of a window or glass area on a building.

"Specific Plan" - The subject Universal City-Studio City Metro Rail Specific Plan.

"Specific Plan Area" - That area shown on the Specific Plan Map contained in Section 1 of this Specific Plan.

"Subarea" - A geographic division within the Specific Plan Area, as indicated on the Map.

"Transfer of Unused Development Rights" - The officially recorded conveyance through sale or other means of right or interest in Unused Development Rights by the owner of a property located in a Donor Zone, to the owner of a property located in a Receiving Zone.

"Trip" - constitutes a unit of real property development rights pursuant to this Specific Plan and means a calculation of daily arrivals at and daily departures from a building or structure by motor vehicles of four or more wheels. The number of Trips or Transferred Trips generated by any Project or existing building or structure shall be calculated utilizing the table set forth in the definition of "Cumulative Automobile Trip Generation Potential".

### Section 3. Development Capacity

- A. Notwithstanding the provisions of Sections 4 and 5 of this Ordinance, the Cumulative Automobile Trip Generation Potential (CATGP) for all new development permitted within the Specific Plan Area shall not exceed:
1. 27,600 Trips - Prior to the operation of the Los Angeles Metro Rail system in the Specific Plan Area.
  2. 31,000 Trips - After operation of the Los Angeles Metro Rail system has been initiated in the Specific Plan Area.
  3. The maximum number of Trips may be exceeded if the development of the parcel is processed and approved as a Conditional Use Permit under the jurisdiction of the City Planning Commission.

### Section 4. Floor Area Ratio

#### A. Subareas 1 and 2

1. Within Subareas 1 and 2, a Project may achieve a Floor Area Ratio of six to one (6:1) only if the Project Floor Area Ratio in excess of three to one (3:1) is achieved by the following to permit additional floor area development of:
  - a) Two to one (2:1), if direct, physical access is provided between the Project and a Metro Rail station stop in the Specific Plan Area; and/or
  - b) One to one (1:1), if adequate off-street public parking, in addition to parking required of the Project, is provided for Metro Rail patrons in the Project and operated by the Southern California Rapid Transit District; and/or
  - c) One to one (1:1), if the Project utilizes development bonuses as described in Section 7, of this Ordinance; and/or
  - d) One to one (1:1), for residential development in addition to that permitted by the development bonuses in Section 7 of this Ordinance.

The adequacy of the physical access or public parking shall be subject to the approval of the Southern California Rapid Transit District and the Director of Planning. The extent of the Floor Area bonus granted for a Project which utilizes either 1a or 1b shall be subject to the approval of the Director of Planning, who may grant up to the maximum Floor Area bonus listed, respectively in 1a or 1b or a portion thereof, based on the adequacy of the bonus feature provided by the Project.

- B. Under no circumstances shall any Project exceed a Floor Area Ratio of six to one (6:1) in Subareas 1 and 2; three to one (3:1) in all other Subareas.



## Section 5. Transfer of Unused Development Rights

The Transfer of Unused Development Rights is required for a commercial Project in Subarea 10, up to a maximum Floor Area Ratio of three to one (3:1). Subarea 10 may only receive Unused Development Rights from Subarea 1. These Projects must conform to floor area and development standards applicable to Subarea 1.

- A. The Departments of City Planning and Building and Safety shall maintain a record of the Transfer of Unused Development Rights made, pursuant to the provisions of this Ordinance. Such record shall be available for public inspection. Any change in the available Unused Development Rights of any lot or lots shall be evidenced in a recorded document in a form designed to run with the land and signed by the owners of the lot or lots involved.

Any Transfer of Unused Development Rights shall become null and void within three years of the date of the recorded document, unless the Floor Area made possible by the Transfer is constructed and a Certificate of Occupancy for the Floor Area is issued by the Superintendent of Building. However, the Director of Planning may extend such period of time for one additional period, not to exceed one year prior to the termination date of such period, if written application is filed with him/her setting forth the reasons for requesting such extension, and if he/she finds that under the applicable facts such property could not reasonably have been developed or utilized within such period of time. For Receiving Zone sites where Transfer of Unused Development Rights have expired, those rights will revert to the Donor Zone site. Should any Transfer of Development Rights expire on a Receiving Zone site, such site shall not be permitted to utilize provisions of this section for a period of three years from the date of expiration.

- C. Any Transfer of Unused Development Rights, conforming to the provisions of this Ordinance, shall be evidenced by a recorded document, signed by the transferor in a form designed to run with the land and satisfactory to the City Attorney, which document restricts the Unused Development Rights allocated to the transferor site to the extent that said Unused Development Rights have been transferred to another site.

## Section 6. Development Standards

- A. Within Subareas 1 and 2, a Project on a commercially zoned lot (except a single use residential Project) shall conform to the following standards:
1. A minimum of 60 percent of a building's Ground Floor frontage onto a major or secondary highway shall be occupied by Ground Floor Retail.
  2. A maximum of 40 percent of a building's Ground Floor frontage onto a major or secondary highway, may be occupied by Business-Oriented Services.
  3. At least 1 percent of the cost of a new Project shall be devoted to artworks on the Project site which shall be visible to the general public. In meeting this standard, all artworks must be reviewed and approved by the Design Review Board.



4. Any new commercial development over 50,000 square feet shall have Amenity Space equal to 30 percent of the Project's Buildable Area.
  5. All Amenity Spaces shall have:
    - (a) one tree of a size specified in Subsection C of this Section for each 500 square feet of Amenity Space
    - (b) one linear foot of seating for every 30 square feet of Ground Floor Amenity Space
  6. At least 40 percent of the area devoted to Amenity Space shall be located on the Ground Floor, of which at least one-half (i.e., 20 percent of total area) shall be adjacent to the public sidewalk and function as an extension of it. Amenity Space shall be easily and readily accessible to the public on the Ground Floor, and may be publicly accessible on upper stories; all such Amenity Space shall be accessible to residents and/or employees of the building or Project during normal hours of building occupancy and operation.
  7. In calculating the Floor Area of existing or proposed development, all portions of Outdoor Cafes which are not enclosed within a building and which are substantially open to the sky shall not be included in or otherwise used to reduce the square footage of development permitted by the zone in which the property is located; neither shall restrooms, kitchens and associated food service preparation areas exclusively serving outdoor areas be included in Floor Area calculations. The exterior areas may also be used to satisfy Specific Plan requirements for Amenity Space. Indoor dining or storage areas of Outdoor Cafes shall be counted in Floor Area calculations, and neither they nor any other interior space shall be construed as Amenity Space.
  8. In the commercial zones within Subareas 1 and 2 abutting a major highway, there shall be established a ground floor building setback of a minimum of 20 feet from the sidewalk curb line after any required street improvements. The portion of a lot maintained as a public sidewalk on private property shall be considered as Amenity Space and included in calculating the Buildable Area of the lot.
  9. A building shall be located at least 15 feet from any abutting residentially zoned property.
  10. A development plan shall be prepared for each subarea and approved through the Conditional Use Procedure by the City Planning Commission prior to any Project exceeding an FAR of three to one (3:1).
- B. Within all commercially zoned areas in Subareas 1, 2, 3, 4 and 5, all Projects and uses shall conform with those uses appropriate to their respective zones, but may also contain or be developed with industrial uses related to Cultural/Entertainment Uses. Such uses shall be conducted wholly within an enclosed building or buildings which otherwise satisfies standard commercial height, yard, setback, noise, parking and other performance standards and requirements for the zone in which said use is located.

- C. For new parking structures and new surface parking lots on C, PB or P zones, the following standards shall apply:
1. All open areas not used for buildings, driveways, parking areas or walkways shall be planted with shrubs, trees and ground cover. All landscaping shall be identified on a plan prepared by a licensed architect, landscape architect or landscape contractor.
  2. A masonry wall or hedge, not less than 3 feet 6 inches or more than 5 feet in height, shall be required along the perimeter of any surface parking lot and any lot used to display motor vehicles for sale purposes. If the masonry wall or hedge is not placed on the property line, that area between the property line and hedge placement shall be landscaped.
  3. The facade of a parking structure shall be designed so that it is similar in color, material and architectural detail with the building for which it serves as required parking, if such parking structure is on-site.
  4. A minimum of one 3-foot box tree, at least 10 feet in height and 2 inches in caliper, shall be placed for each 10 parking spaces occupying either the flat roof area of a new parking structure or a new surface parking lot.
  5. The wall of a parking structure adjacent to residentially zoned land shall be without openings, except as required by the Building Code and other laws for exit purposes.

#### Section 7. Development Bonuses

A Project within Subareas 1, 2, 7 and 10 may exceed the Floor Area Ratio of three to one (3:1) through the use of development bonuses, as per the provisions of this section and Section 4. Unless stated otherwise, a development bonus may be utilized for any use permitted by the underlying zone. Development bonuses within this section shall only account for an area equivalent to a one to one (1:1) Floor Area Ratio.

Feature	Development Bonus	Subareas
<u>Pedestrian Amenities</u>		
Ground Floor Retail	Two square feet of any permitted use for each square foot of Ground Floor Retail	1, 2,
Community Use Facility	Three square feet of any permitted use for each square foot of Community use facility	1, 2

Feature	Development Bonus	Subareas
<u>Pedestrian Amenities</u> (Con't)		
Recreational Use (Rooftop)	One square foot of any permitted use for each square foot of Recreational Use (min. coverage of 40 percent rooftop)	1, 2
Amenity Space	Two square feet of any permitted use for each square foot in excess of required setbacks	1, 2
Parks (within Specific Plan Area)	One square foot of any permitted use for each square foot of park (min. of 2,000 square feet and 15-foot frontage) exclusive of Amenity Space	1, 2
Ground Floor Restaurant	Two square feet of any permitted use for each square foot of Ground Floor Restaurant (min. of 20 percent frontage onto a major highway)	1, 2
Rooftop Garden	Two square feet of any permitted use for each square foot of Rooftop Garden no higher than 35 feet above curb level and occupying a min. of 30 percent of a frontage onto a major or a secondary highway	1, 2
Restaurant, Cultural Entertainment Recreational Uses	Area of use exempt from calculation of total permissible Floor Area	1, 2
<u>Historic Preservation</u>		
Incorporation of Historic Property in Project	Three square feet of any permitted use for each square foot preserved	all
Historic Facade	Ten percent increase in permissible Floor Area, if facade along a frontage onto a major or secondary highway is incorporated into Project	all
<u>Residential Development</u>		
Residential Use	Two square foot of any permitted use for each square foot of residential use	1, 2

Feature	Development Bonus	Subareas
<u>Residential Development</u> (Con't)		
Rental Housing	Two square foot of any permitted use for each square foot of residential use, if at least 25 percent of Project's Floor Area prior to bonus is developed as Rental Housing	1, 2
Employee Housing	One square foot of any permitted use for each square foot of housing for employees, if at least 15 percent of Project's Floor Area prior to bonus is developed as employee housing	1, 2
Housing	Two square feet of residential use for each square foot of Ground Floor Retail	1, 2
- A Project may use only one of the following four bonuses:		
Small Units	One square foot of any permitted use for each square foot of dwelling that is 200 and 500 square feet in size	1, 2, 5
Medium Units	.5 square foot of any permitted use for each dwelling unit that is between 500 and 800 square feet in size	1, 2, 5
Senior Citizen Housing	One square foot of any permitted use for each square foot of Senior Citizen Housing, if 25 percent of Project's Floor Area prior to bonus is developed as Senior Citizen Housing	1, 2, 5
Low to Moderate Cost Housing	One square foot of any permitted use for each square foot of Low-to Moderate-Cost Housing, if 25 percent of Project's Floor Area prior to bonus is developed as Low- to Moderate-Cost Housing	1, 2, 5

Feature	Development Bonus	Subareas
- A Project may use one or more of the following four bonuses		
Small Units	One dwelling unit of any size for each unit of 200 to 500 square feet included in Project up to R4 density.	6, 7, 8
Medium Units	One dwelling unit of any size for each two units of 500 to 800 square feet included in Project up to R4 density.	6, 7, 8
Senior Citizen Housing	One dwelling unit for each Senior Citizen Housing unit built, if 25 percent of the Project's density prior to this bonus is developed as Senior Citizen Housing up to R4 density.	6, 7, 8
Low to Moderate Cost Housing	One dwelling unit for each Low- to Moderate-Cost Housing unit built, if 25 percent of the Project's density prior to this bonus is developed as Low- to Moderate-Cost Housing up to R4 density.	6, 7, 8

Bonus Category	Development Bonus	Subareas
<u>Parking</u>		
Parking Reduction Review	Specific Plan shall allow for a proportionate reduction of parking ratios below one space per 500 square feet, if parking demand needs decrease	1, 2
Theater Parking	If theater occupies less than 50 percent of Buildable Area, one space for every ten fixed seats or for every 100 square feet of Floor Area	1, 2
Compact Stalls	Up to 50 percent of parking stalls may be compact	1, 2, 5, 10
Senior Citizen Parking	Parking for Senior Citizen Housing may be reduced by up to 75 percent of the Code requirement for a non-Senior Citizen residential development of equal density. The requirements of Section 12.21A,4(u) shall apply to all such reductions.	1, 2, 5
Mixed Use Development	Parking requirements shall be reduced by 50 percent for a Project in which 30 percent of Floor Area is developed for residential use.	1, 2

## Section 8. Sign Guidelines

The purpose of this section is to establish standards for improving and enhancing the visual environment in the Specific Plan Area.

### A. On-Site (Business Identification) Signs

1. The total combined Sign area permitted for any establishment shall be 2.5 square feet per foot of street Frontage of the establishment. The area of multi-faced Signs shall be no more than twice that allowed for a single-faced Sign; however, no Freestanding Sign shall exceed 50 square feet in area on each face.
2. No more than one On-Site Sign (a logo or insignia shall be considered part of a Sign, rather than a separate Sign) shall be constructed, placed, created or maintained on any premises, except that:

- (a) premises which abut more than one street or premises which have an accessway to an alley or public parking area may have an additional Sign on each exterior wall which abuts a street, accessway or alley;
  - (b) shopping centers may have one identification Sign on each frontage identifying the tenants of the center;
  - (c) gasoline stations shall be allowed one additional Sign, excluding pricing Signs which are mandated under State law. Pricing Signs shall not be larger than the minimum required under State law;
  - (d) there may be up to one building identification Sign on each elevation, but no more than four such Signs on any single structure.
3. No On-Site Sign attached to a building shall extend over the eave or the line of the parapet. A Freestanding Sign shall not exceed 25 feet in height, nor extend over or above the eave or the parapet of a building or structure on the premise, or extend beyond the property line of the premise.
  4. No Sign shall project more than 30 inches from the wall to which it is attached, project vertically over the eave or parapet of the building to which it is attached, nor extend lower than 8 feet above the sidewalk.
  5. No Wall Sign shall project beyond the eave or the parapet of a building.
  6. No Window Sign (including temporary Window Signs) shall cover more than 25 percent of the window or glass area on the ground floor of a building and shall be prohibited above the ground floor.
  7. No On-Site Sign shall be erected or maintained on the roof of any building or structure, except for a mansard roof where a Sign is permitted, provided that the top of the Sign does not project beyond the highest point of the mansard, and the face of the Sign is parallel to the wall below.
  8. Any convenience Sign with no advertising message and which is less than 1 square foot in area shall be exempt from this Section.

B. Off-Site Signs

1. No Signs shall be erected or maintained on the roof of any building or structure.
2. No Signs shall be erected or maintained if any part thereof projects above the level of the eave line or parapet of the building.
3. No more than one Off-Site Sign shall be permitted on a premise.

C. Nonconforming Signs

Any Sign that is nonconforming to the requirements of this Section, either by variance previously granted or by conformance to the existing Sign regulations at the time the initial permit for said Sign was issued, shall either be removed or brought up to Code requirements within the period of time prescribed herein dating from the effective date of this Ordinance. Such Signs shall be removed or made conforming according to the following schedule:

<u>Original Sign Cost/Last Renovation Cost</u>	<u>Permitted Years Following Adoption of Ordinance</u>
Under \$1,000	3 years
\$1,000 to \$4,999	5 years
\$5,000 to \$7,999	6 years
\$8,000 to \$9,999	7 years
Above \$10,000	8 years

D. Appeal for a Sign Modification

In situations where the strict application of the provisions of the Plan would result in unnecessary hardships inconsistent with the general purpose and intent of Section 8 of this Ordinance, the Planning Director shall have the power and duty to investigate and make a determination upon all applications for exemptions from any of the regulations and requirements of Section 8.

Section 9. Design Review

The purpose of this Section is to provide guidelines and a process for review and approval of exterior and site design of buildings, structures or other developments proposed for construction within the Specific Plan Area.

- A. Jurisdiction. No building permit shall be issued for any building, structure, or other development of property, in Subareas 1 and 2, unless plans, elevations and/or other graphic representations of said development have been reviewed and approved by the Director of Planning or his/her designee acting on recommendations of the Design Review Board.
- B. The Design Review Board.
1. Composition. There is hereby established the Design Review Board hereafter known as the "Board". The Board shall consist of five voting members. The voting members shall be appointed by the Councilmember(s) of the District of the Specific Plan Area, from a list of Design Review Board candidates submitted by the Councilmember(s), the community and the City Planning Department. Said list will be maintained and periodically updated by the Department of City Planning. At least three voting members shall be from among the following disciplines: architecture, planning, historic preservation, building construction, landscape architecture and visual or graphic design. At least three voting members shall reside



within the Specific Plan Area, or the immediate adjacent area no greater than 1 mile from the outermost boundary of the Specific Plan Area. A representative from SCRTD, with qualifications in any one of the formerly listed disciplines, shall sit on the Board as a non-voting appointee. SCRTD shall be responsible for the appointment of this representative and for the determination of the length of the appointment.

2. Quorum. The presence of three voting members shall constitute a quorum.
3. Terms. The voting members of the Board shall be appointed so as to stagger the term of the appointees so that one term becomes vacant on each successive year. The term of each member appointed to a full term shall be three years. No member shall serve more than six years on the Board. In the event of a vacancy occurring during the term of a Board member, the same Councilmember or his/her successor, shall make an interim appointment of a member with the same qualifications, of the former member.
4. Authority and Duties. The Board shall advise the Director of Planning on aspects of exterior design, site layout, height and bulk of any building, structure or other development of property or appurtenances or alterations thereto.
5. Procedure. Upon acceptance of Plot Plan, elevation plan, rendering, landscaping plan, any other necessary plans and/or tract or parcel maps submitted for approval, the Director of Planning shall refer said plans, tract or parcel maps to the Board within five days for their recommendation. The Board shall thereupon submit findings to the Director of Planning within 15 days of such referral, recommending approval, conditional approval, or disapproval of the subject plans, tract or parcel maps after consideration of compliance with the following criteria:
  - (a) Whether all proposed buildings, structures, artworks and Amenity Space features are consistent with all of the provisions contained within the Specific Plan.
  - (b) Whether the overall design of a Project is compatible with the intent of the Metro Rail Transit Corridor Specific Plan.
  - (c) Whether all proposed buildings or structures are designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are screened from public view, unless such appurtenances have been employed as an integral and tasteful component in the design.
  - (d) Whether the design motif of all proposed buildings or structures of the Project has been applied with equal consistency to all externally visible elevations.
  - (e) Whether colors and types of building materials are reasonably consistent or harmonious with the colors and types of adjoining structures.

- (f) Whether all proposed buildings are designed so as to minimize the casting of shadows on adjacent properties.
- (g) Whether all open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities or walks are landscaped so that multiple-family or commercial uses are reasonably buffered from the view of single-family residences.
- (h) Whether the facade of any parking building or garage is designed in a manner so as to substantially screen automobiles contained therein from public view.
- (i) Whether the facade of any on-site parking building or garage is designed so that it is similar in architectural character to the principal building.
- (j) Whether Historic Properties which are remodeled or incorporated into a Project, preserve any of their original features.
- (k) Whether buildings proposed for the area abutting transit stations are compatible with Metro Rail station design.

The Director of Planning may require the filing of a tract or parcel map if in the opinion of the Director of Planning such a map is necessary as a means of securing improvements in the manner prescribed in Section 12.37 of the Municipal Code.

Fees for filing of any required plans shall be the equivalent to the fee required for the processing of an Initial Study, as established in Section 19.05 of the Municipal Code. If the City Council adopts a Design Review Fee independently of this Specific Plan, then such fee shall supercede any Design Review Fee established by this Specific Plan.

When the determination by the Director of Planning differs substantially from the recommendation of the Board, the Director of Planning must submit as a part of his/her determination a report, setting forth conclusions and recommendations.

Any time limit established by Section 9 of this Ordinance may be extended by mutual agreement between the Board and the applicant or the Director of Planning and the applicant.

- 6. Appeals. Any applicant, member of the City Council, the Mayor, or any other interested person adversely affected by a determination or action of the Director of Planning pursuant to this Specific Plan may appeal the Director of Planning's determination or action in the manner prescribed for tentative maps in Section 17.06 of the Municipal Code.

Section 10. Public Improvements -  
Private Development Fee

- A. A fee for rail transit is hereby established, for the Specific Plan Area shown on Exhibit "A". The fee shall be imposed upon new development

and shall be for the purpose of: 1) the construction and development of infrastructure improvements related to mitigating any impacts associated with increased development in the Specific Plan Area; 2) the preparation of and/or amending of the Specific Plan by the City Planning Department; and 3) the monitoring of new development within the Specific Plan Area by the City Planning Department. The fee shall be imposed, collected and distributed in the manner set forth in this Ordinance.

- B. The rail transit fee established by this Ordinance shall be calculated as follows:

$$FEE = .01 \frac{(DM - DS) V}{DM}$$

DM = Radial distance from station centroid in feet to a point at which no fee is charged = 3,500 feet.

DS = Distance from station centroid in feet to nearest point on project site.

V = Department of Building and Safety valuation estimate for project in dollars.

Example:

A commercial zoned property on Ventura Boulevard is proposed to be developed with a new office which the Department of Building and Safety estimates to be valued at \$100,000. The property is 1,200 feet from the station centroid.

$$FEE \$ = \frac{.01(3,500 - 1,200) 100,000}{3,500}$$

$$FEE \$ = \$657$$

- C. The following uses shall be exempt from the rail transit fee:

- Single-family residences and duplexes
- Churches and religious institutions
- Governmental uses, including Local, State and Federal uses

- D. Fees shall be levied by the City Council of the City of Los Angeles in accordance with the amounts and transit station zones established in Sections 10A and 10B and shall be collected upon application for building permits.

- E. The fees required to be paid pursuant to this Section may be used only for the purposes stated in Section 10A. Fees for infrastructure improvements will include design plans, right-of-way acquisition and construction for pavements, curbs and gutters, sidewalks, storm drains, sewers, traffic signals and street lighting.

?  
this is rail transit?

5

F. The boundaries of the transit station zones are hereby established as set forth on Exhibit "A".

Section 11. Severability Provision

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

Section 12. Administration

The Department of Building and Safety shall not issue building permits for any Project until the Director of Planning, or his/her designee, has certified in writing that the construction plan conforms to this Specific Plan.

Section 13. Publication

The City Clerk shall certify to the passage of this Ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles. I hereby certify that the foregoing Ordinance was passed by the Council of the City of Los Angeles at its meeting of \_\_\_\_\_.

## WHAT IS A SPECIFIC PLAN?

The State of California and the Los Angeles City Charter mandate the City to adopt a General Plan to establish a comprehensive declaration of purposes, policies and programs to guide its development. Implementation of the General Plan occurs through a variety of mechanisms. The Los Angeles City Charter provides for specific plans as one implementation mechanism. Other mechanisms include revisions to the Planning and Zoning Code, rezoning of properties on which zoning is not consistent with the General Plan and the City's capital improvement program.

A specific plan is a set of policies, standards and regulations, together with a map, which provides controls or incentives for the systematic execution of the General Plan. A specific plan is enacted by the City Council by ordinance. Most specific plans are intended to implement portions of the Land Use Element of the General Plan and are applicable to small geographical areas with unique characteristics.

Specific Plan ordinances supplement, and may supercede, other provisions of the Los Angeles Municipal Code. The City's 35 community plans (which along with Concept Los Angeles and the Citywide Plan make up the Land Use Element of the General Plan) and the Scenic Highways Plan identify areas for which specific plans are deemed appropriate and necessary. The first of a number of specific plans was adopted by the City Council in 1971.

The Charter's mandate is broad with respect to required contents of specific plans. They may include zoning, public project regulations and "other measures as may be required to insure the execution of the General Plan." Adopted specific plans address an array of issues, including sign control, building design, landscaping, lot coverage, design review boards, parking, building height and land uses. The Metro Rail Transit Corridor Specific Plan addresses these issues, as well as introduces a variety of other land use mechanisms designed to attain specified objectives and establish development ceilings and design standards. Among the mechanisms the Plan utilizes are the following:

- Transfer of Development Rights
- Development Bonuses for pedestrian amenities, historic preservation, residential development, parking and transit access features
- Automobile Trip Generation Capacities
- Public Improvement/Private Development Fees

With the use of community input, of land use and socio-economic research, of the review of environmental concerns and other plan alternatives, a proposed Transit Corridor Specific Plan has been prepared for public review and comment; the process for its adoption by City Council is the same as that which is required of all other specific plans.

Proposed specific plans are presented to all interested parties at a public hearing held by the City Planning Commission. After consideration of public testimony, the Commission makes its recommendation to the City Council. The Council's Planning and Environment Committee then conducts another hearing and makes a recommendation to the full City Council. The Council, after yet another hearing, adopts the plan, with changes it deems appropriate (or disapproves it) and the Mayor signs it (if he/she concurs). The Plan is published and then becomes an ordinance which is a part of the Los Angeles Municipal Code.

Tom Bradley, Mayor

City Council

Pat Russell, President

Ernani Bernardi

Hal Bernson

Marvin Braude

David Cunningham

Robert Farrell

John Ferraro

Howard Finn

Joan Milke Flores

Gilbert W. Lindsay

Joy Picus

Arthur Snyder

Peggy Stevenson

Joel Wachs

Zev Yaroslavsky

Ira Reiner, City Attorney

James Hahn, Controller

City Planning Commission

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Graphics Section

Gene Wolfe, Graphics Supervisor  
Joyce Odell, Cartographer

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