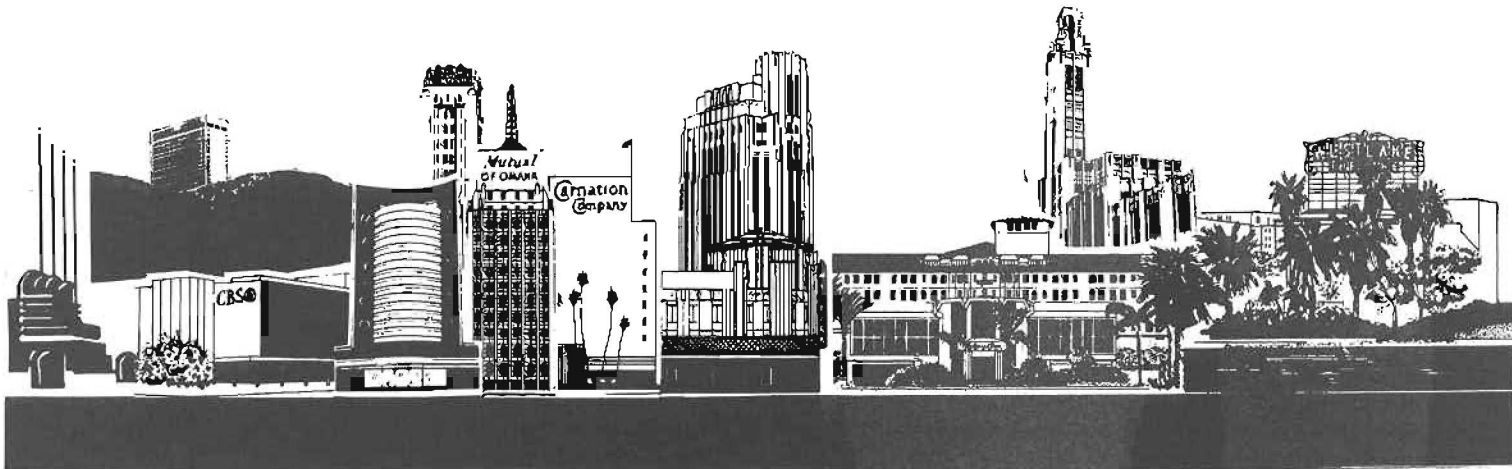


# BACKGROUND REPORT



*City of Los Angeles*

*Metro Rail*

---

*Station Area Development Plan*

HT  
177  
.L7  
M479

*Universal City / Studio City*



44997965

UNIVERSAL CITY STATION AREA

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SEP 14 2000

HT  
177  
.L7  
M479

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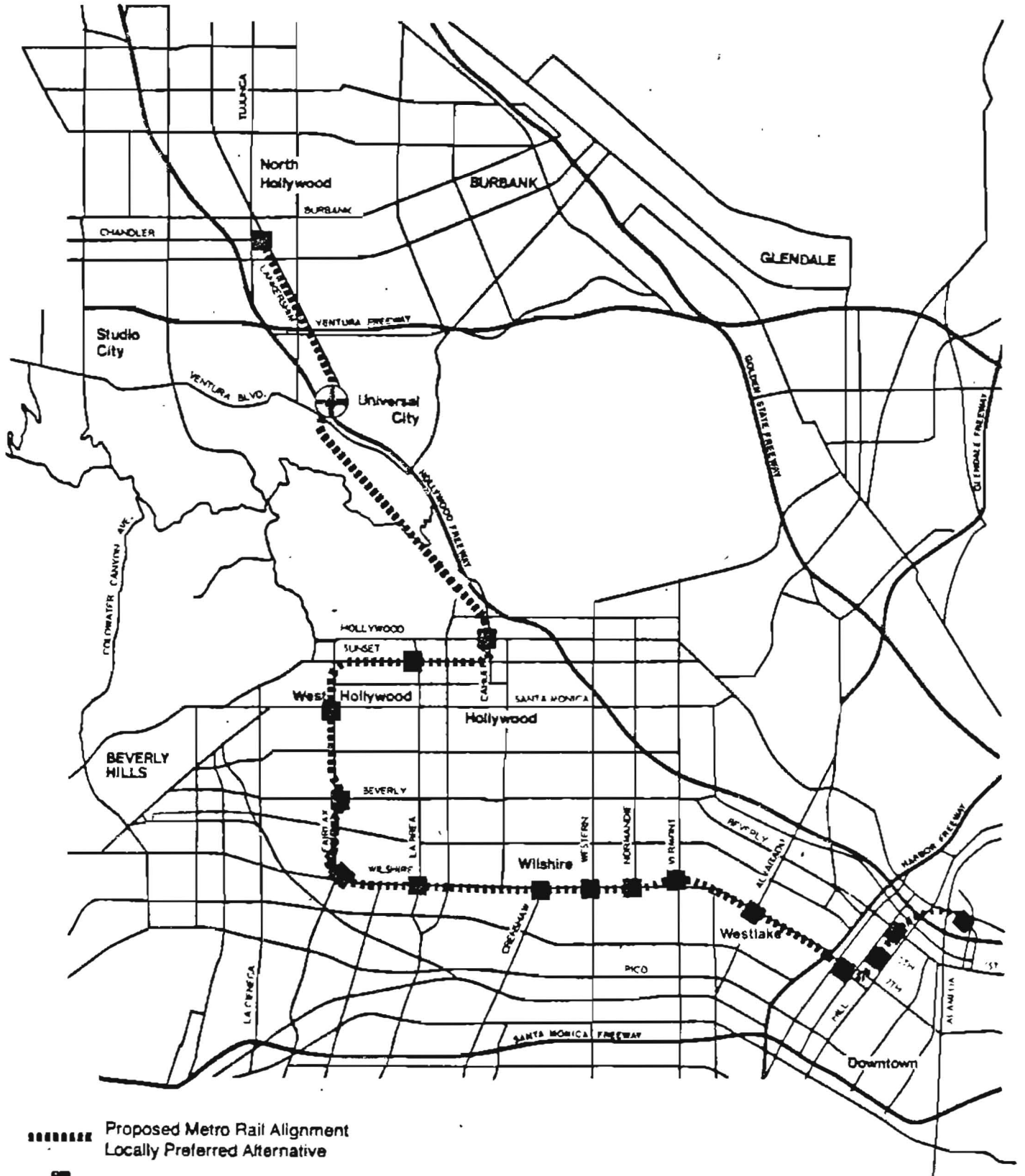
## MISCELLANEOUS

Axonometric Drawing	
Development Potential Example (spreadsheet)	
Study of Parking Policies and Programs	

(NOTE: THE MAPS ON THE FOLLOWING PAGES ARE NOT TO SCALE)



# METRO RAIL PROJECT

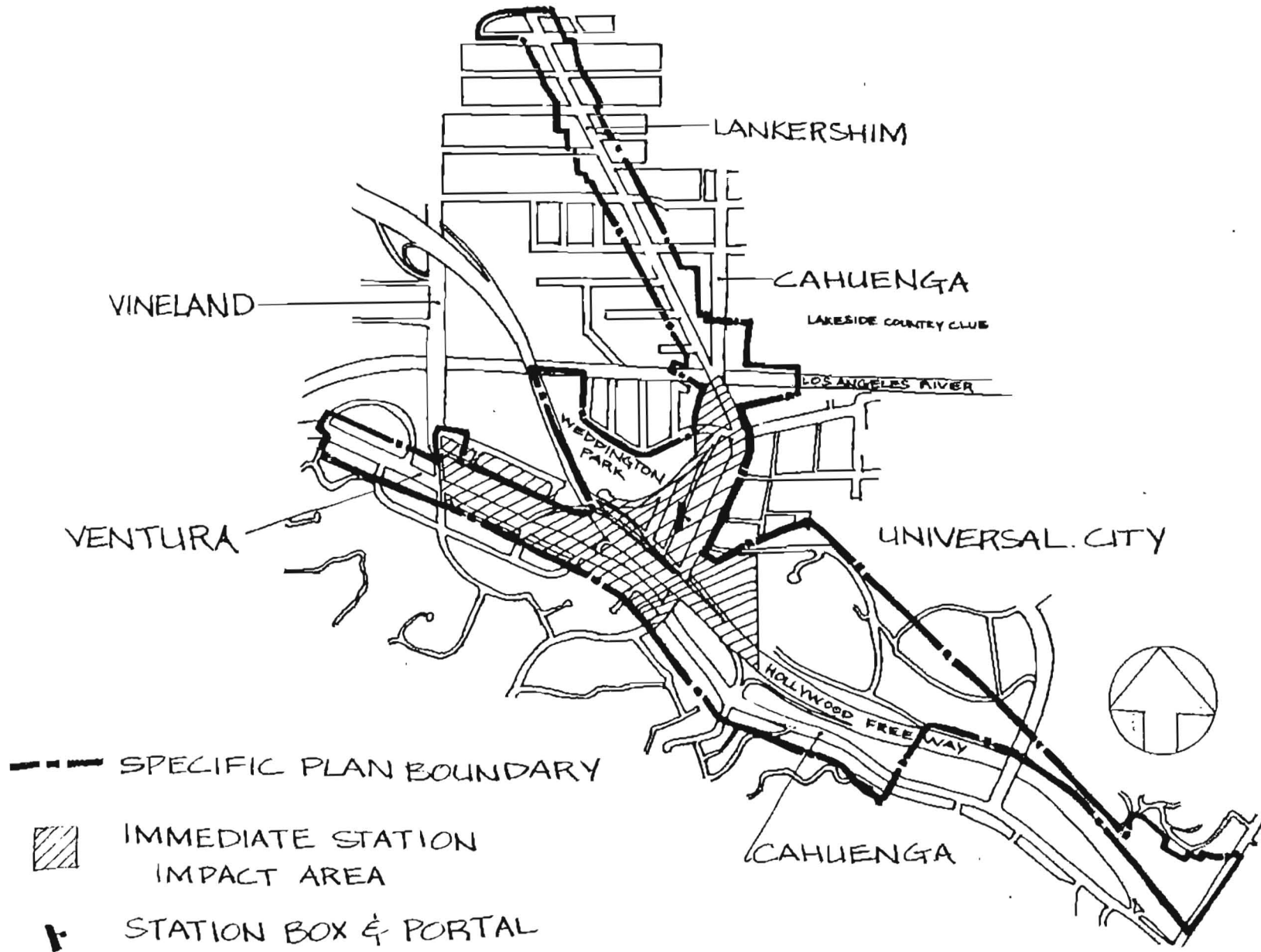


----- Proposed Metro Rail Alignment  
Locally Preferred Alternative

■ Proposed Metro Rail Station

⊛ UNIVERSAL CITY STATION

# LOCATION MAP

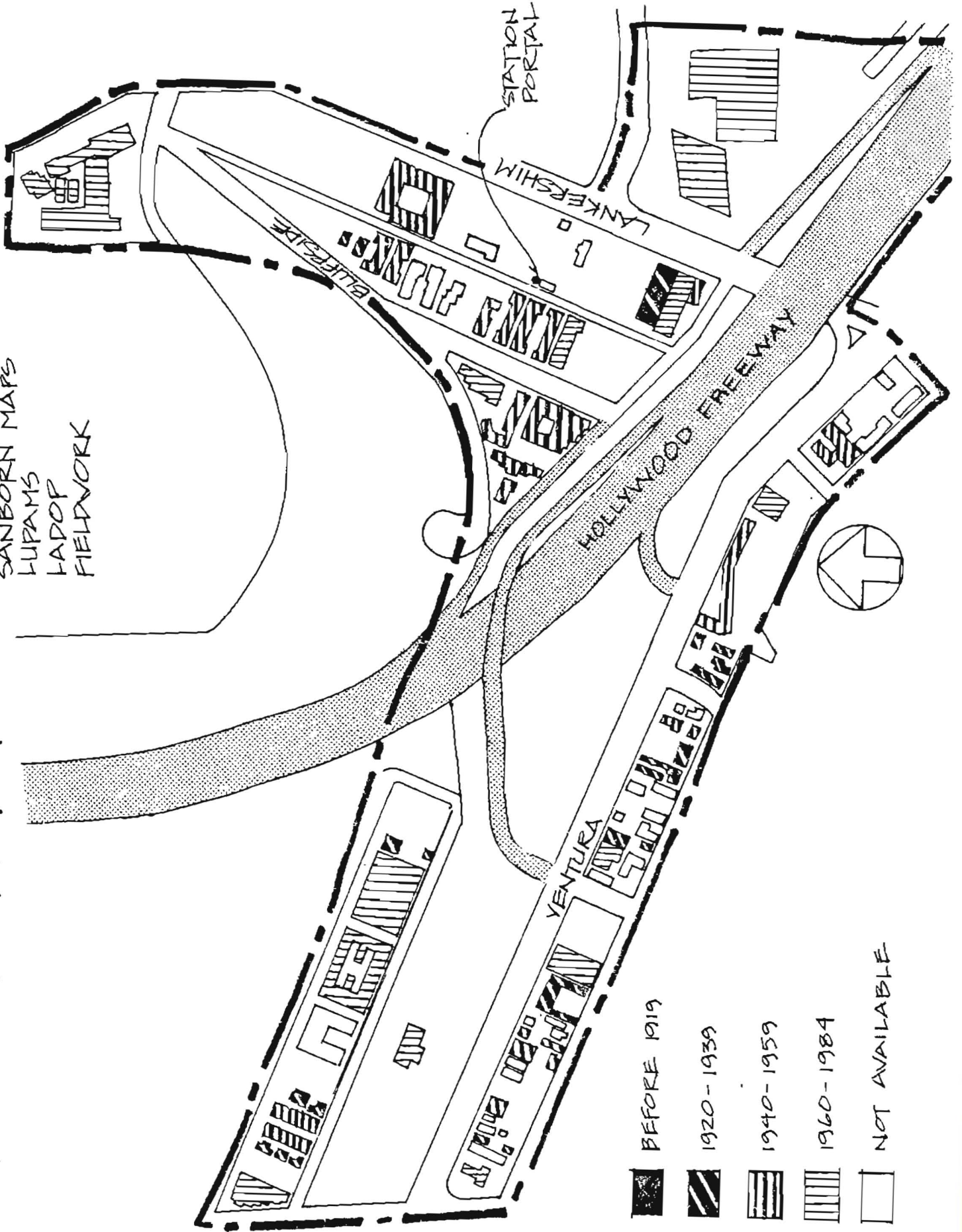




Building Inventory

# AGE OF BUILDINGS

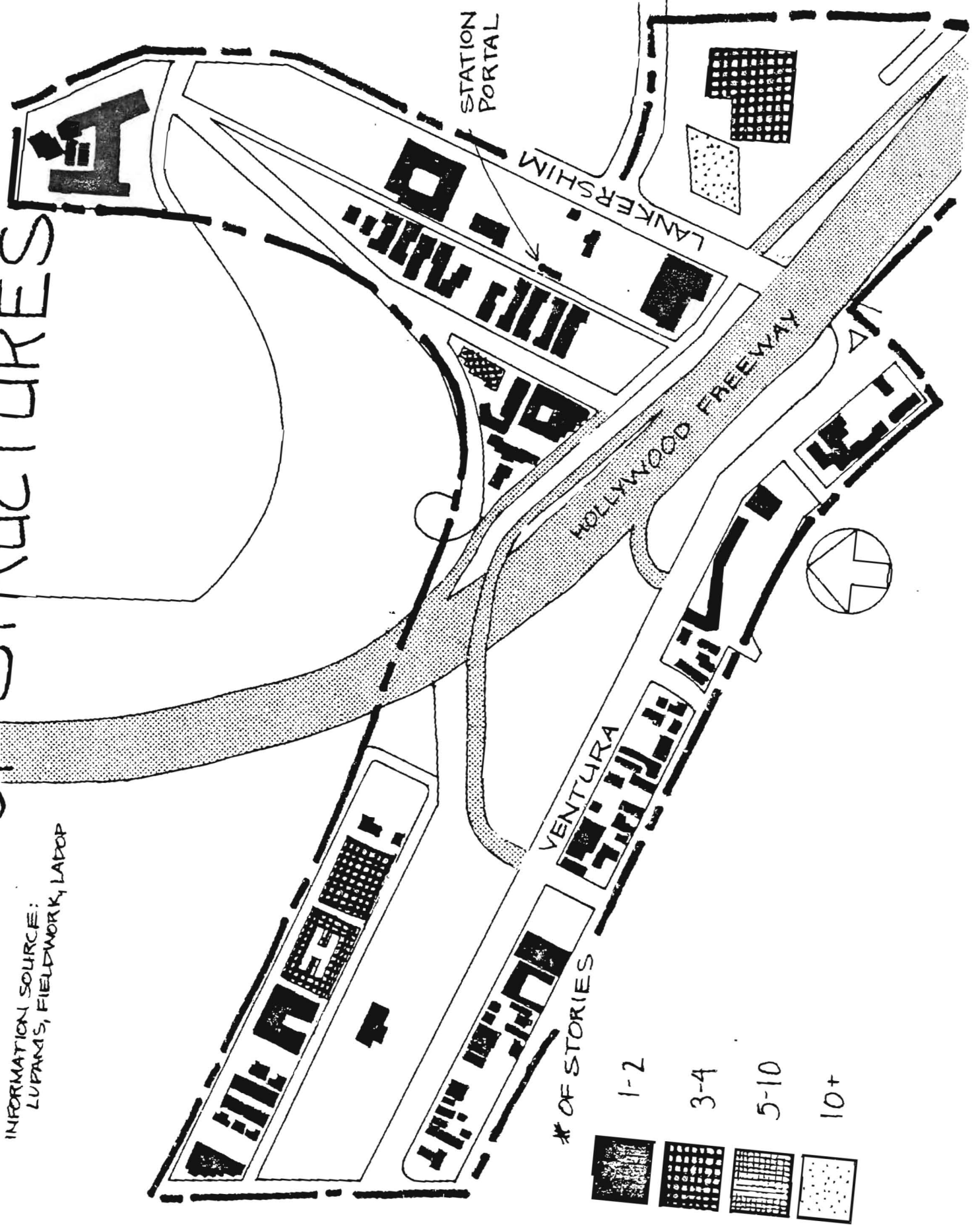
INFORMATION SOURCE:  
 SANBORN MAPS  
 LUPAMS  
 LADOP  
 FIELDWORK



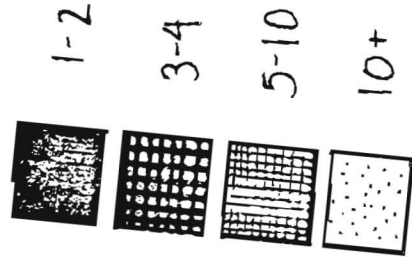
- BEFORE 1919
- 1920 - 1939
- 1940 - 1959
- 1960 - 1984
- NOT AVAILABLE

# HEIGHT OF STRUCTURES

INFORMATION SOURCE:  
LUPANIS, FIELDWORK, LADOP

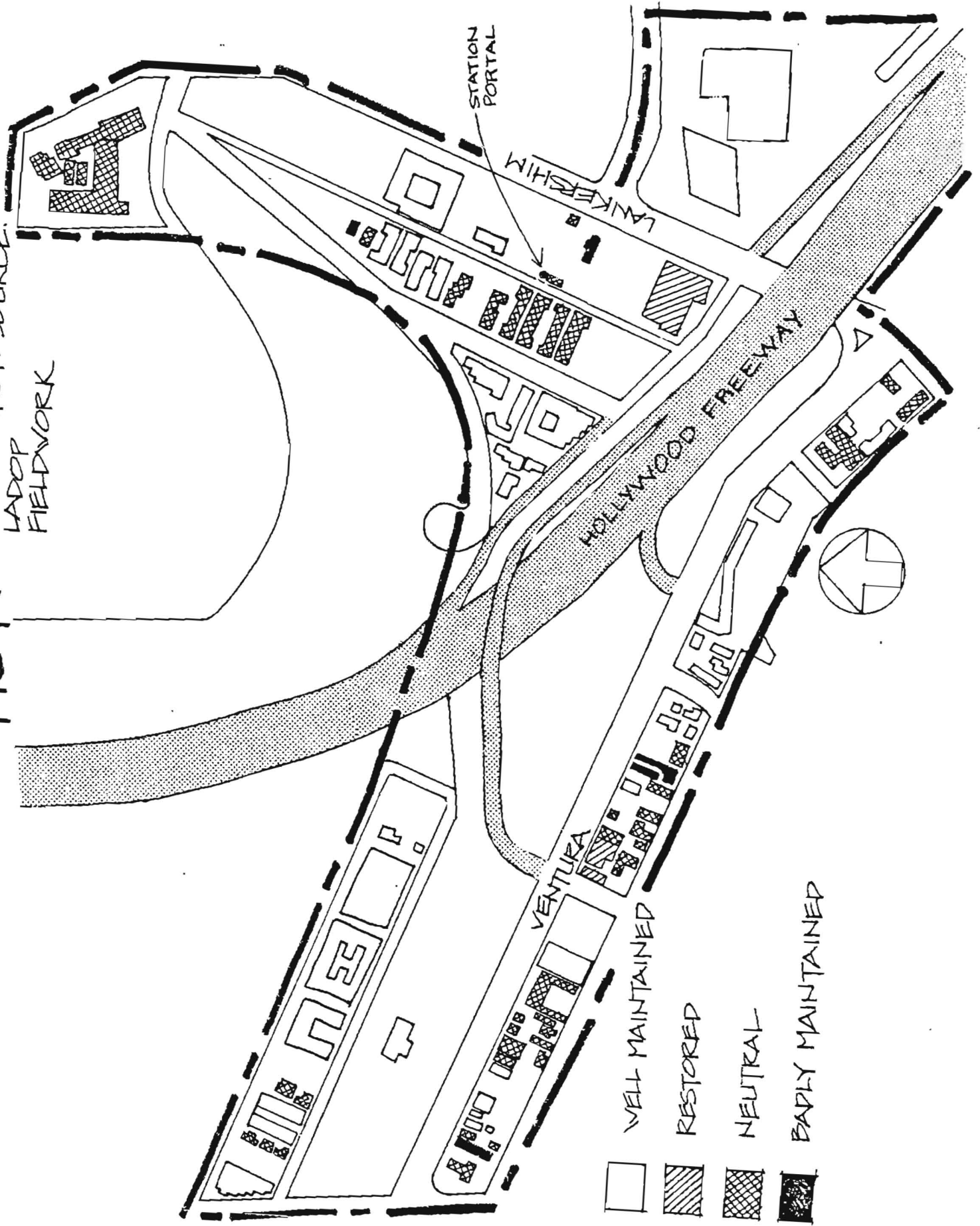


# OF STORIES



# BUILDING CONDITION

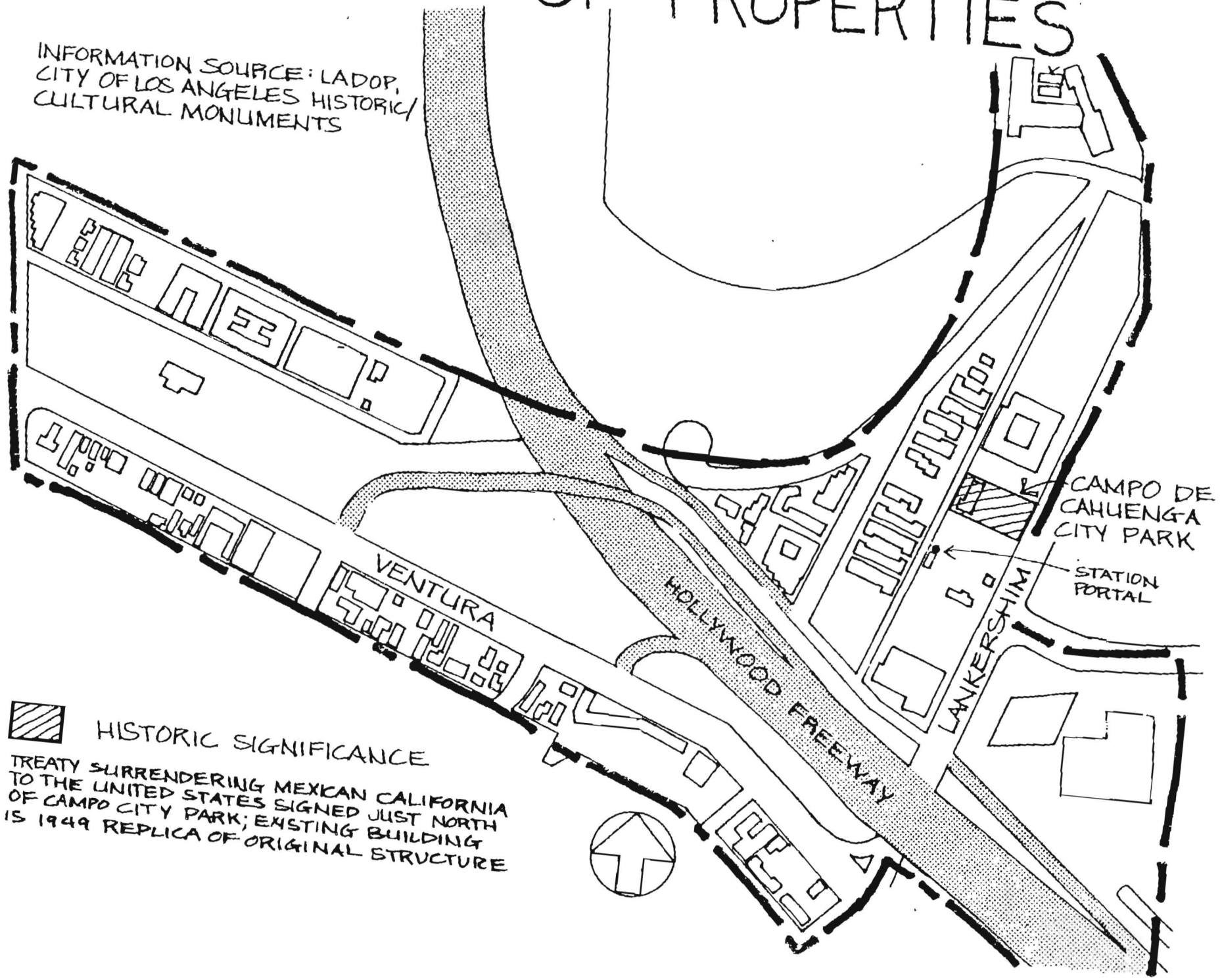
INFORMATION SOURCE:  
LADOP  
FIELDWORK



- WELL MAINTAINED
- ▨ RESTORED
- ▩ NEUTRAL
- EARLY MAINTAINED

# SIGNIFICANCE OF PROPERTIES

INFORMATION SOURCE: LADOP,  
CITY OF LOS ANGELES HISTORIC/  
CULTURAL MONUMENTS



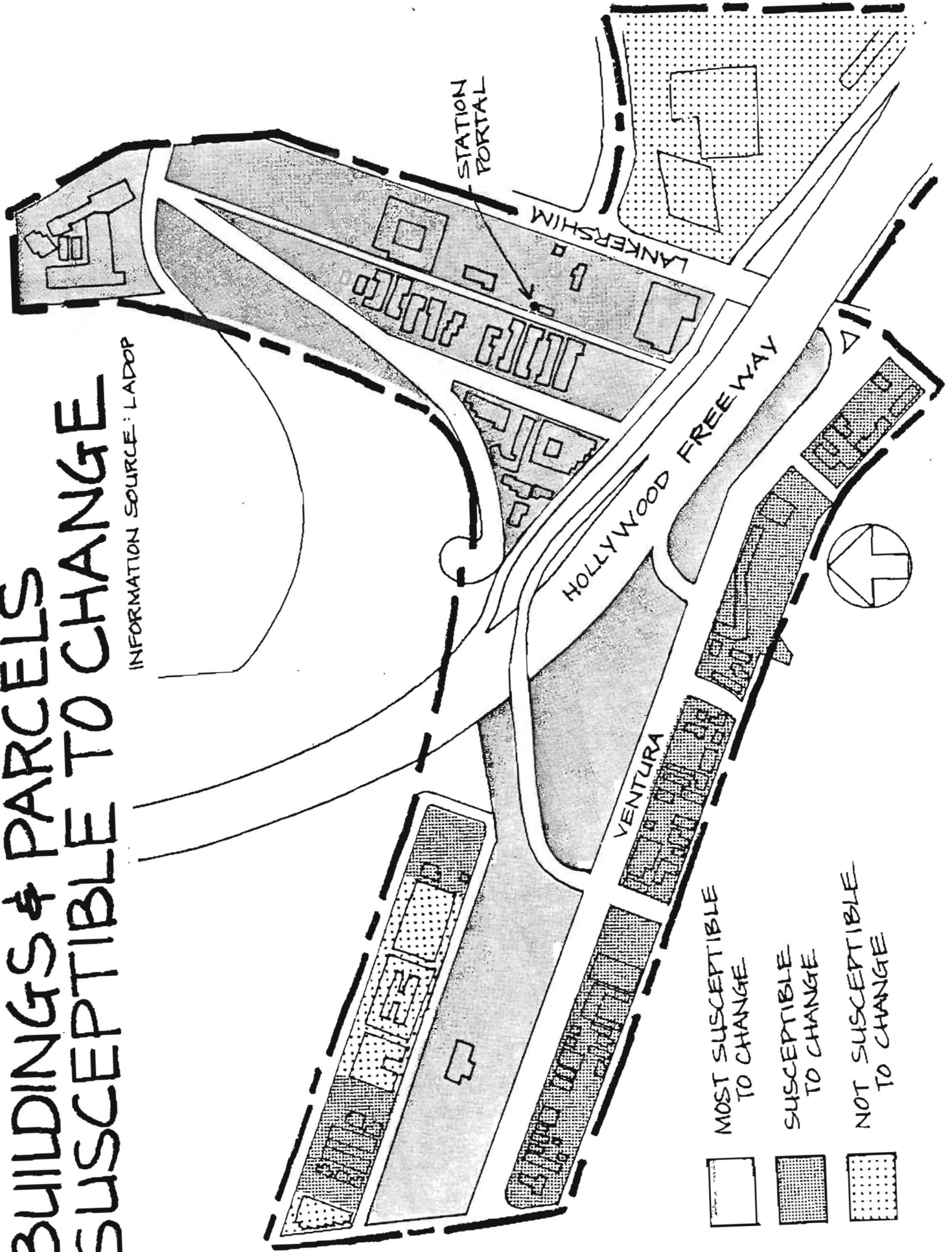
 HISTORIC SIGNIFICANCE  
TREATY SURRENDERING MEXICAN CALIFORNIA  
TO THE UNITED STATES SIGNED JUST NORTH  
OF CAMPO CITY PARK; EXISTING BUILDING  
IS 1949 REPLICA OF ORIGINAL STRUCTURE

9



# BUILDINGS & PARCELS SUSCEPTIBLE TO CHANGE

INFORMATION SOURCE: LADDP

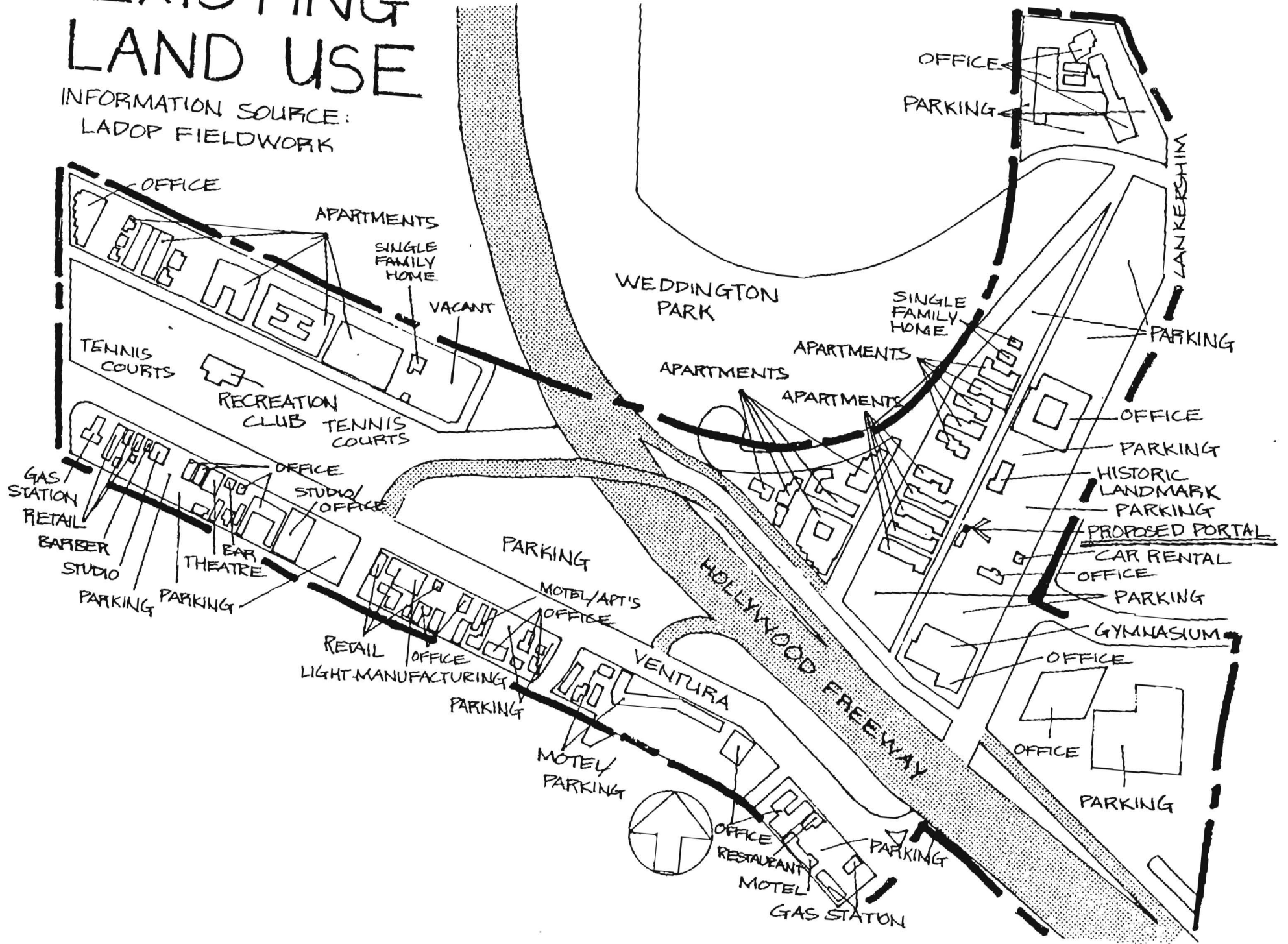


*Land Use*

---

# EXISTING LAND USE



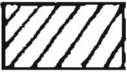
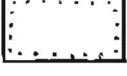

INFORMATION SOURCE:  
LADOP FIELDWORK



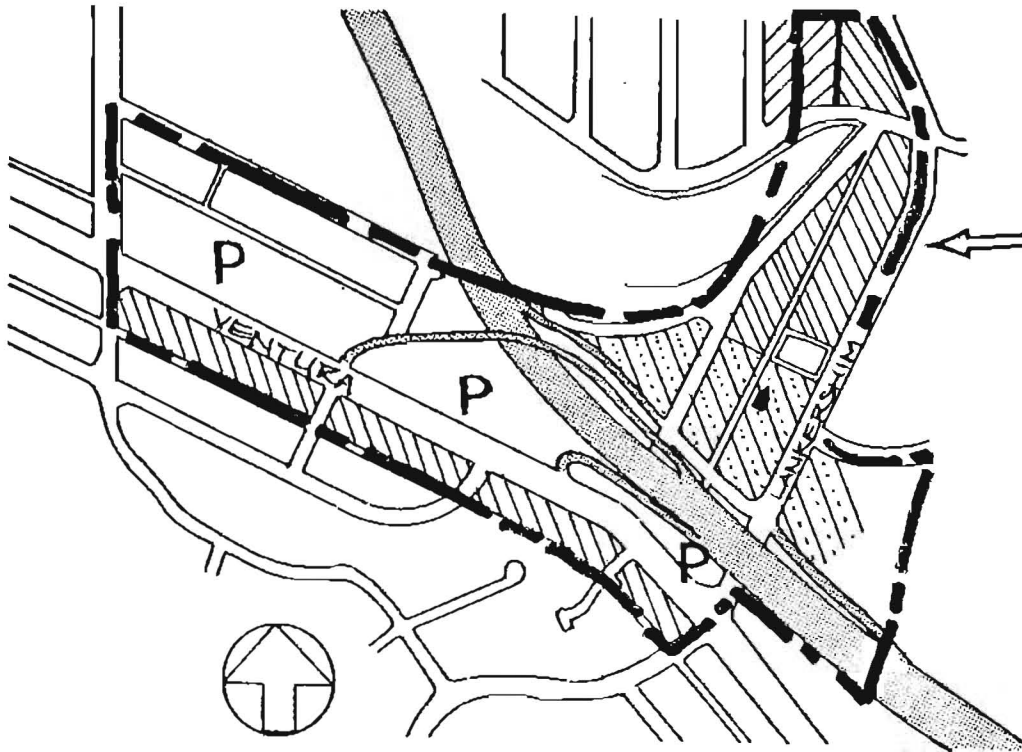
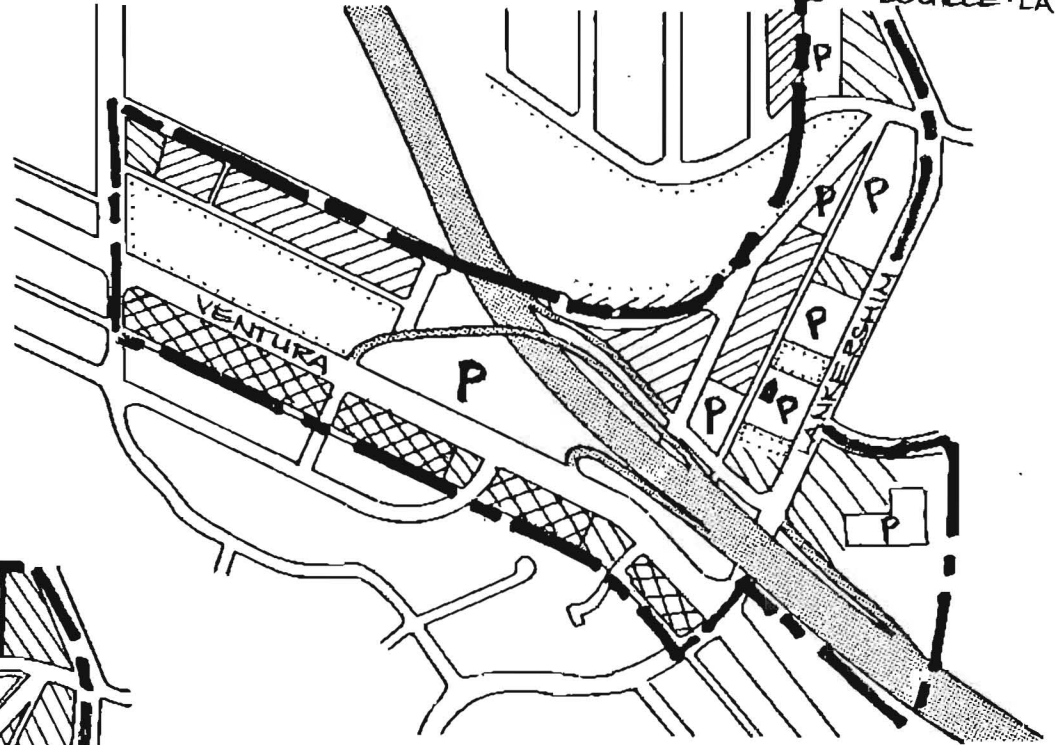


# LAND USE






EXISTING (1984)

-  OFFICE
-  MIXED
-  RESIDENTIAL
-  RECREATION
-  PARKING

INFORMATION SOURCE: LADOP



ALLOWED BY SPECIFIC PLAN

-  PUBLIC PARK/AGRICULTURAL
-  RESIDENTIAL
-  RESTRICTED COMMERCIAL MULTI USE 3 STORY LIMIT
-  RESTRICTED COMMERCIAL
-  PARKING

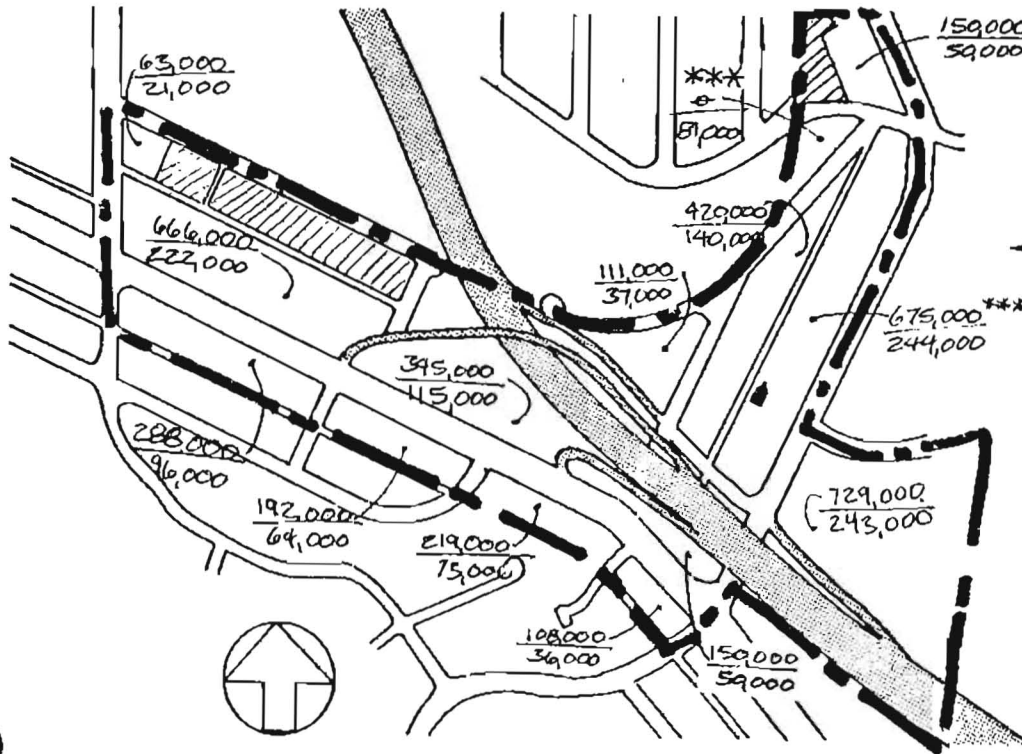
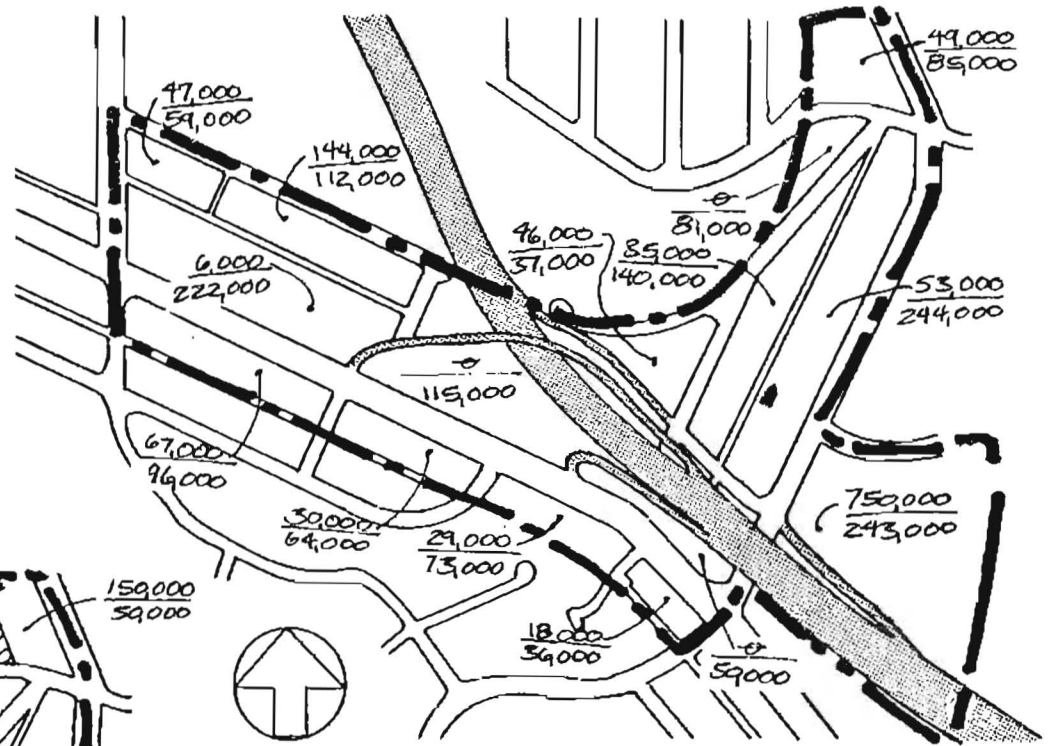
# SQUARE FOOTAGE

INFORMATION SOURCE:  
LADOP, FIELDWORK

EXISTING\* →

\* SQUARE FOOTAGE FOR DWELLING UNITS WAS ESTIMATED AT 1000 $\phi$  FOR APARTMENT UNITS AND 1200 $\phi$  FOR SINGLE FAMILY RESIDENCES.


SQUARE FOOTAGE OF BUILDING  
-----  
SQUARE FOOTAGE OF PARCEL



← ALLOWED BY  
SPECIFIC PLAN\*\*

\*\* THESE ARE MAXIMUM SQUARE FOOTAGE NUMBERS





\*\*\* SQUARE FOOTAGE FOR PARCELS ZONED A1 ARE EXCLUDED

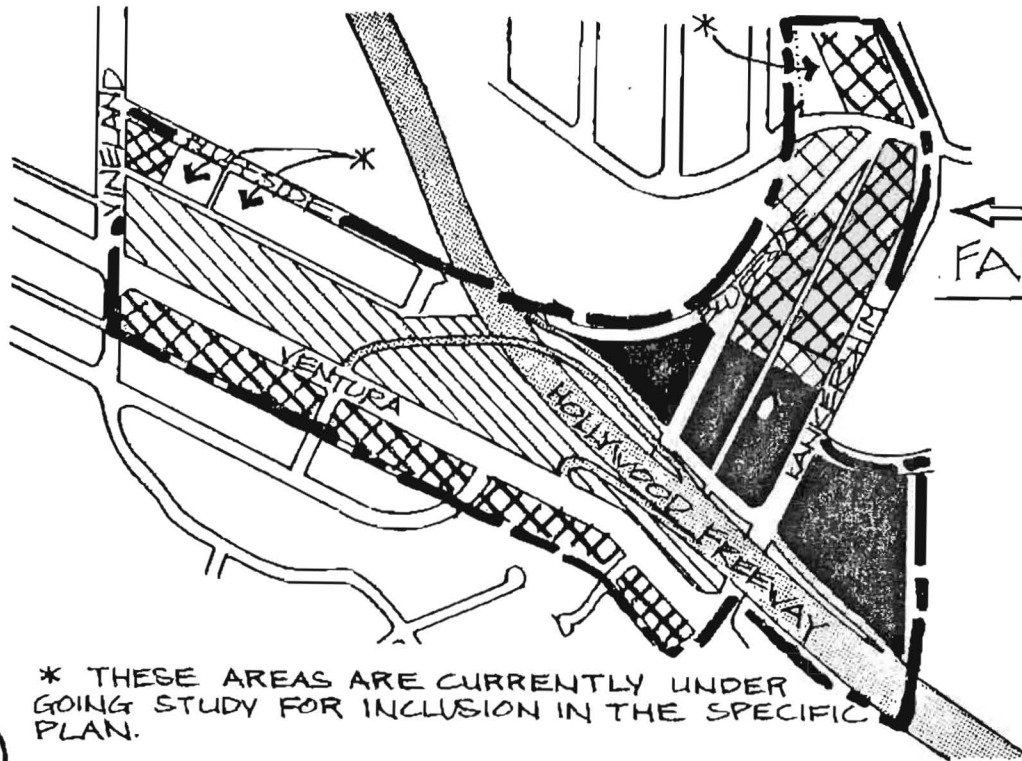
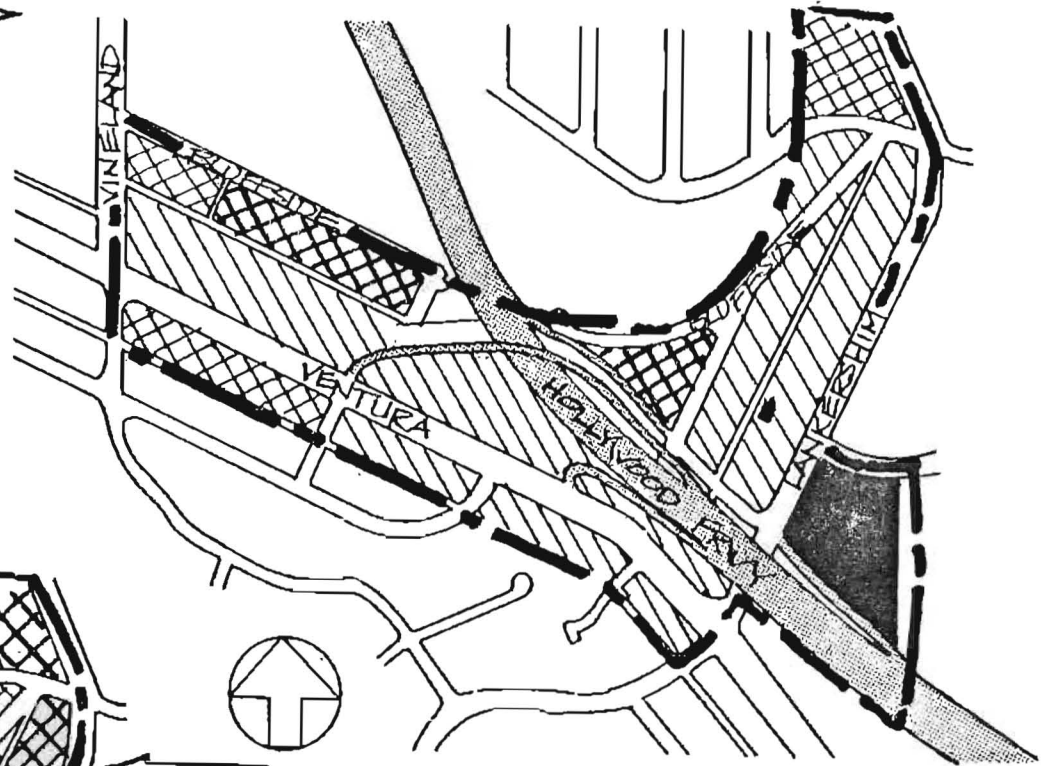
 CURRENTLY UNDERGOING CONSIDERATION FOR INCLUSION IN THE SPECIFIC PLAN

# FLOOR AREA RATIOS





INFORMATION SOURCE:  
LADOP & FIELD WORK

EXISTING FAR →

-  0-.5
-  .51-1.0
-  1.01-2.0
-  2.01+



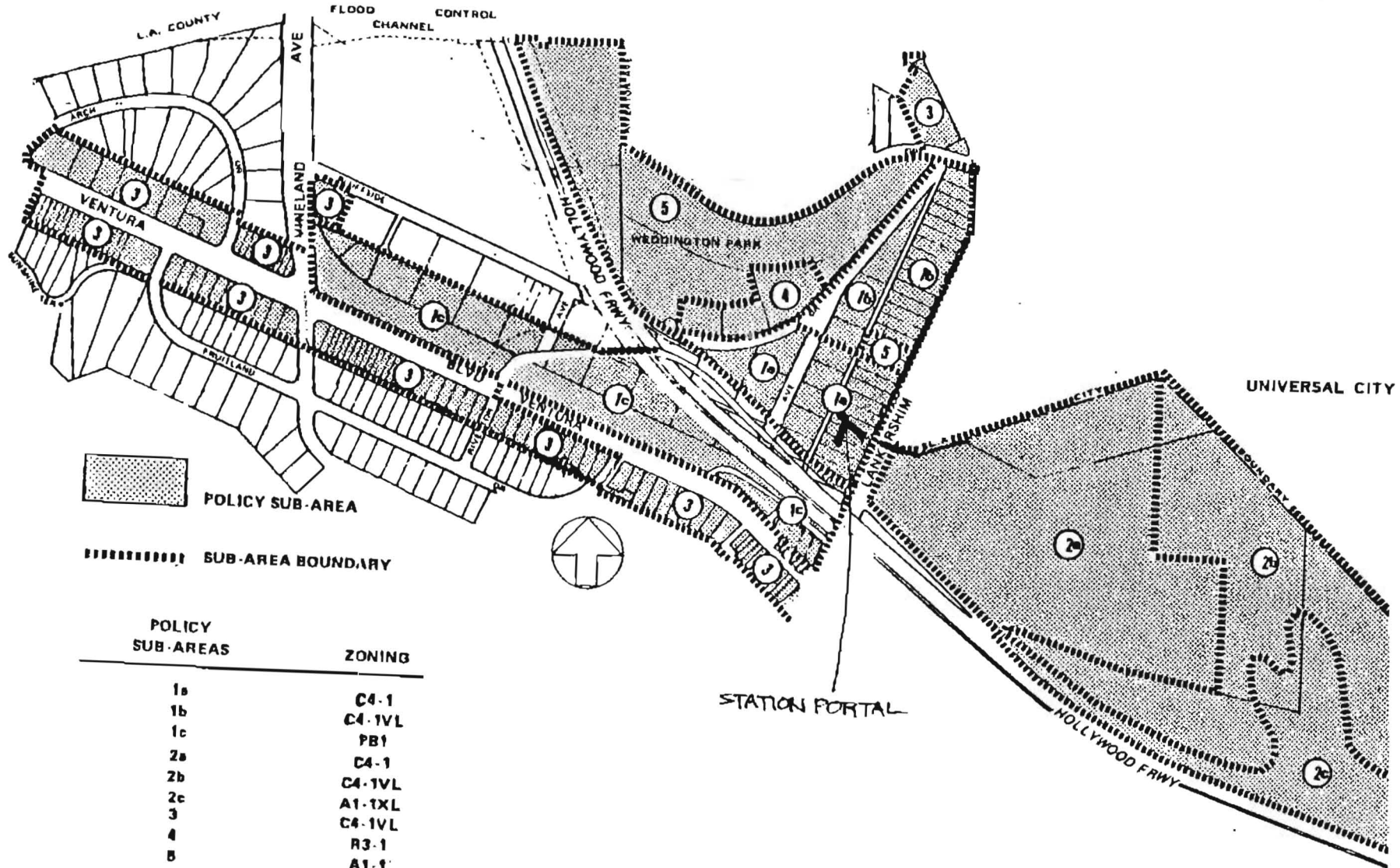
FAR ALLOWED BY SPECIFIC PLAN

-  3:1
-  3 STORY
-  PUBLIC PARK
-  PUBLIC PARKING - 2 STORY + ROOFTOP

\* THESE AREAS ARE CURRENTLY UNDER GOING STUDY FOR INCLUSION IN THE SPECIFIC PLAN.

# PROPOSED ZONING FROM SPECIFIC PLAN

INFORMATION SOURCE:  
SPECIFIC PLAN



*Circulation*

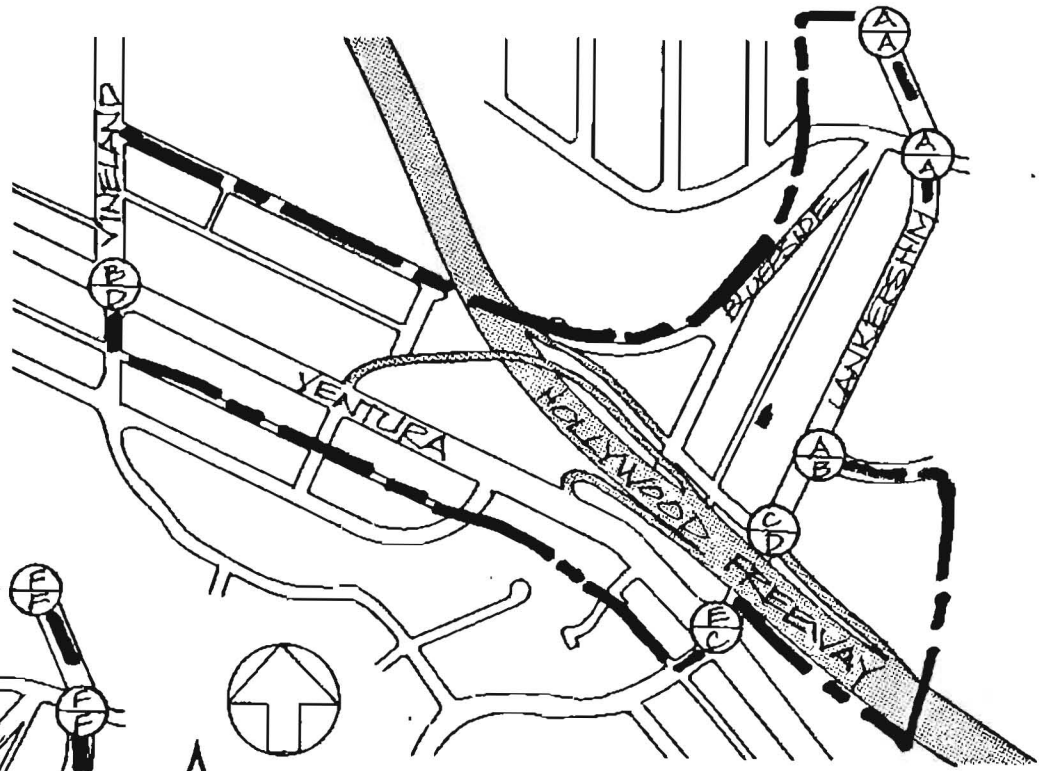
---

# CONGESTION AT KEY INTERSECTIONS

INFORMATION SOURCE: LADOT

KEY 

- A — VERY LIGHT
- B — LIGHT
- C — DESIRABLE
- D — NEAR CAPACITY
- E — AT CAPACITY
- F — OVERLOADED

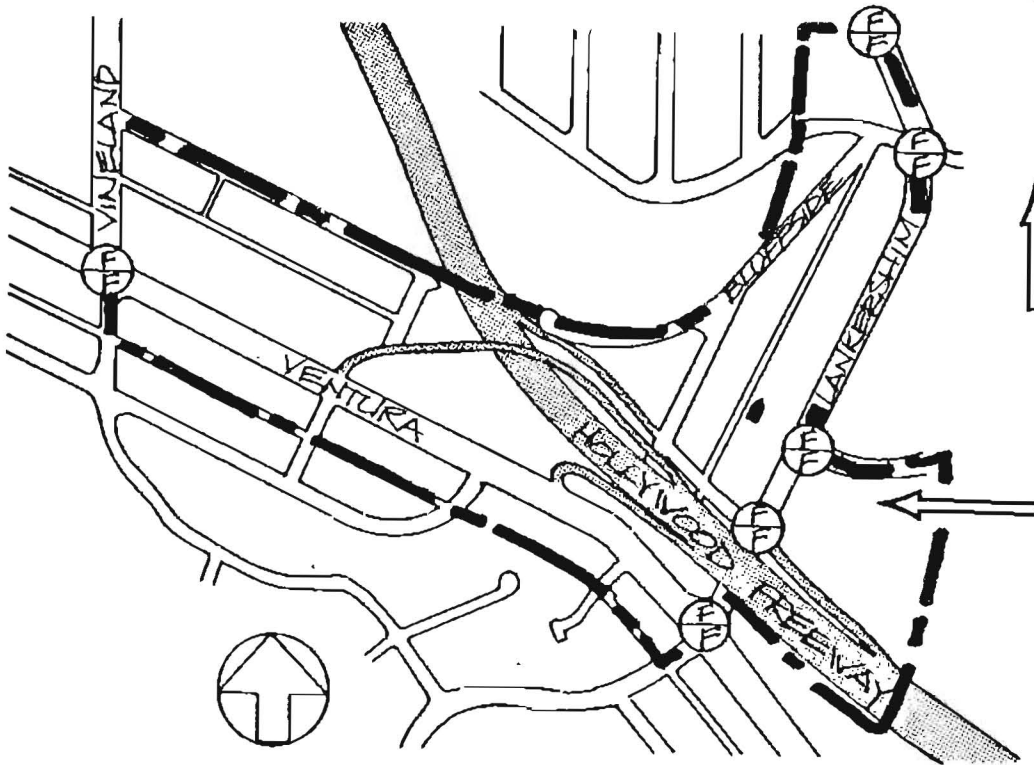


↑ 1980 LEVELS

← LEVELS PROJECTED FOR YEAR 2000

▣ METRO RAIL PORTALS

PROJECTED LEVELS ASSUMING MAXIMUM DEVELOPMENT ALLOWED BY SPECIFIC PLAN

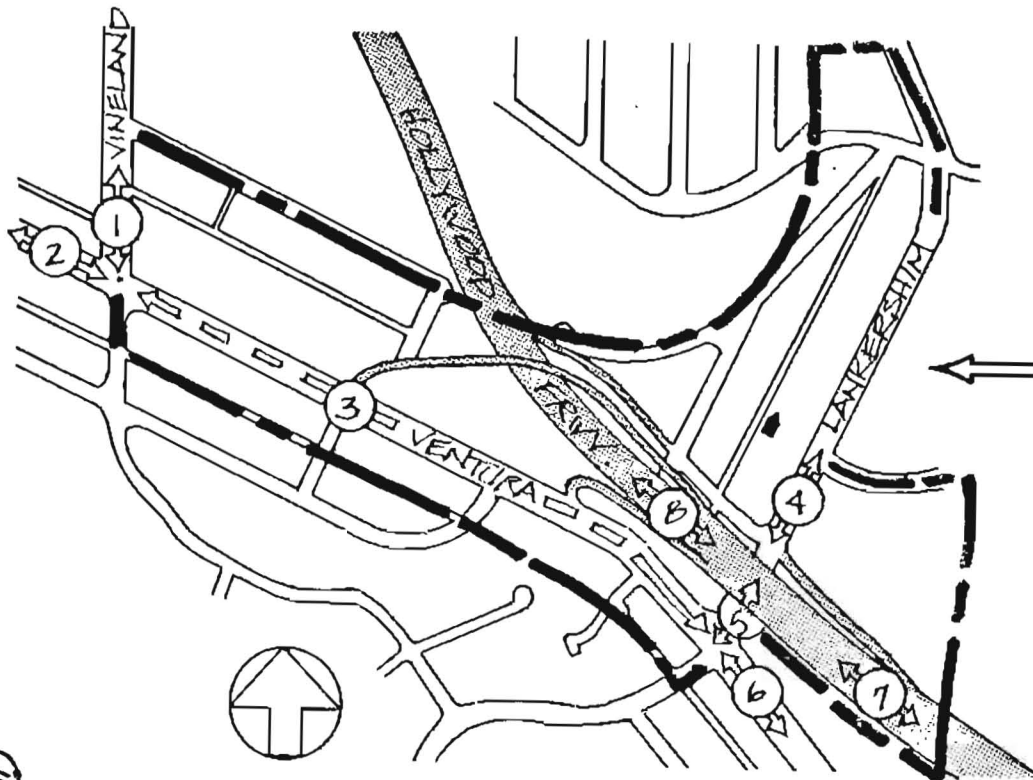
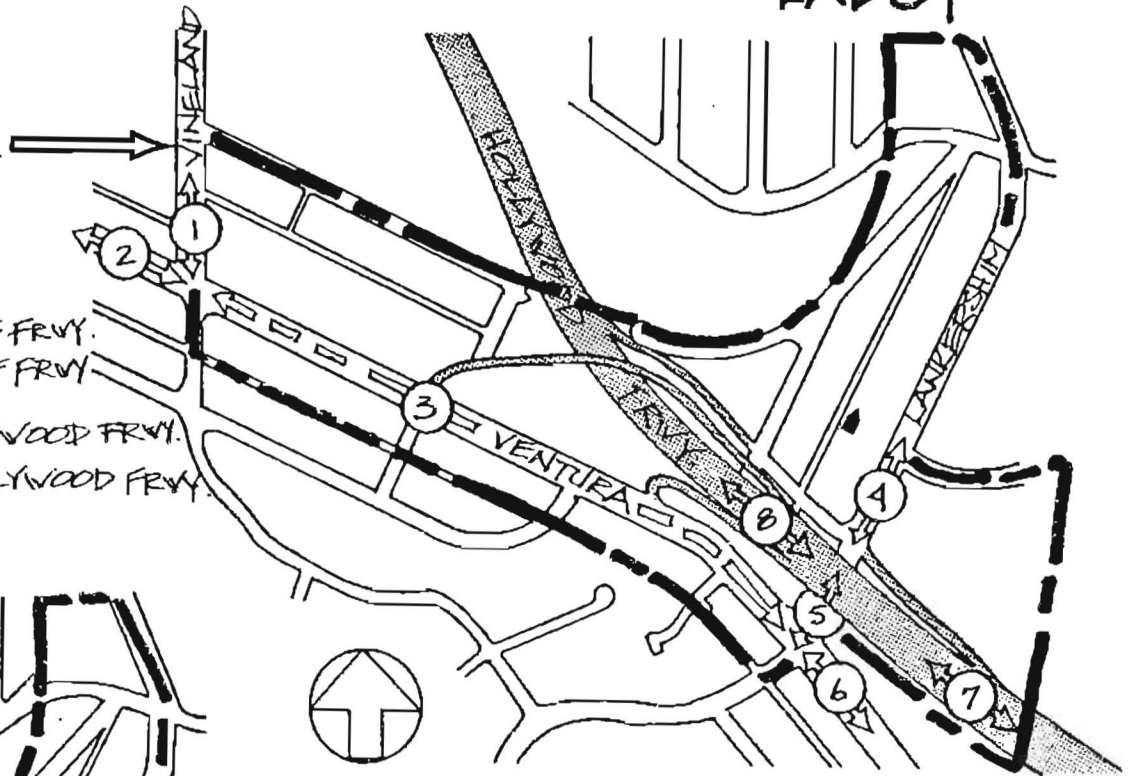


# TRAFFIC COUNTS

INFORMATION SOURCE:  
LADOT

## EXISTING 1980

	TRIPS AT PEAK HOURS		AVERAGE DAILY TRIPS
	AM	PM	
1	1,580	1,490	13,900
2	1,820	1,920	26,600
3	2,240	2,580	20,000
4	2,200	2,730	30,900 No. of FRWY.
5	1,900	1,920	23,500 So. of FRWY.
6	2,500	2,390	20,600
7	15,200	11,600	198,000 HOLLYWOOD FRWY.
8	11,600	14,700	180,000 HOLLYWOOD FRWY.



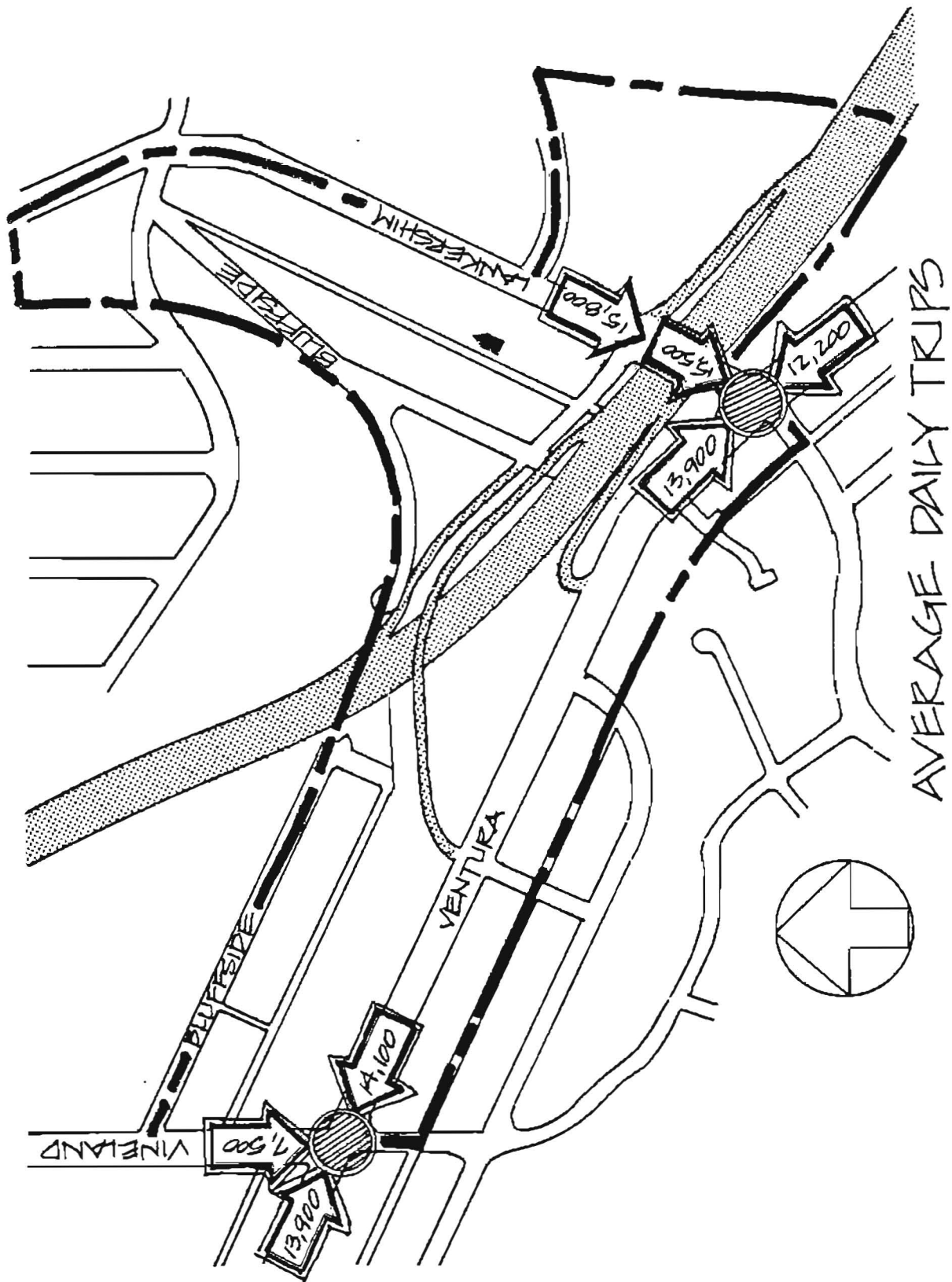
## PROJECTED 2000\*

	TRIPS AT PEAK HOURS		AVERAGE DAILY TRIPS
	AM	PM	
1	1,770	1,880	16,500
2	2,260	2,410	31,400
3	2,460	2,910	31,400
4	3,430	3,090	38,400 No. of FRWY.
5	2,330	2,180	27,200 So. of FRWY.
6	1,870	2,510	34,000
7	N/A	N/A	253,400 HOLLYWOOD
8	N/A	N/A	N/A FRWY.

\* THESE ESTIMATIONS WERE DEVELOPED BY THE LADOT BASED ON POPULATION PROJECTIONS OF THE SCAG 82 GROWTH FORECAST POLICY.

# TRAFFIC CONVERGING AT KEY INTERSECTIONS (1980)

INFORMATION SOURCE:  
HADOT

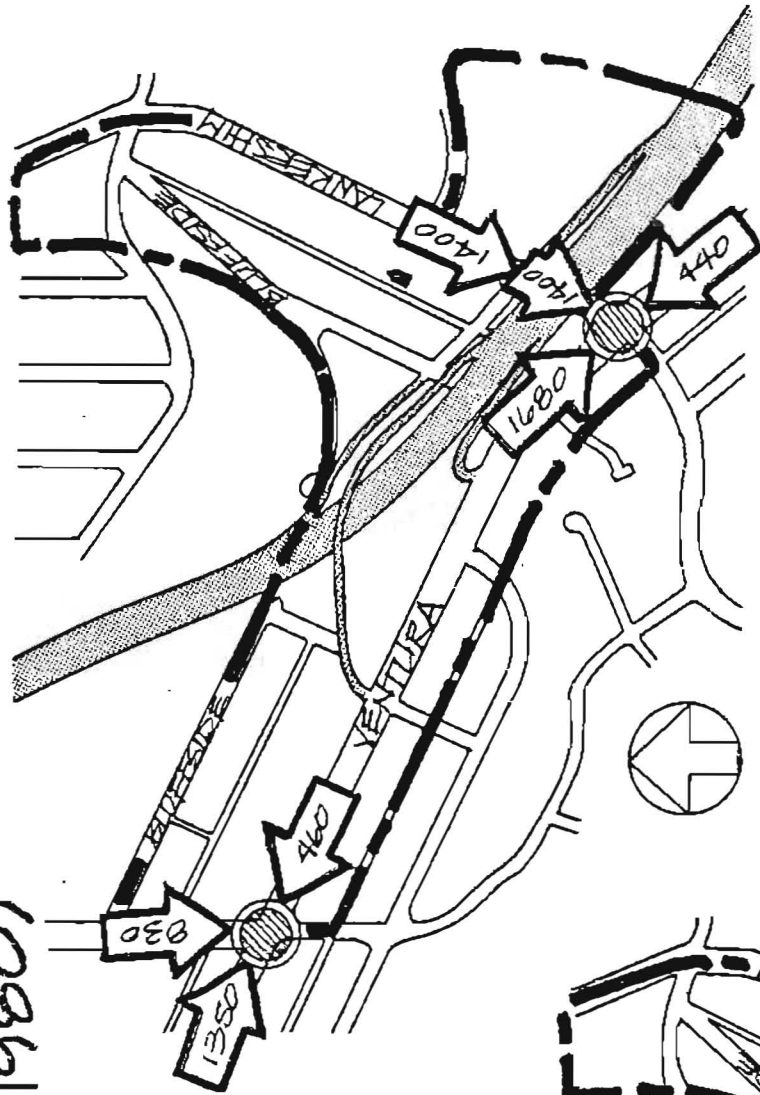




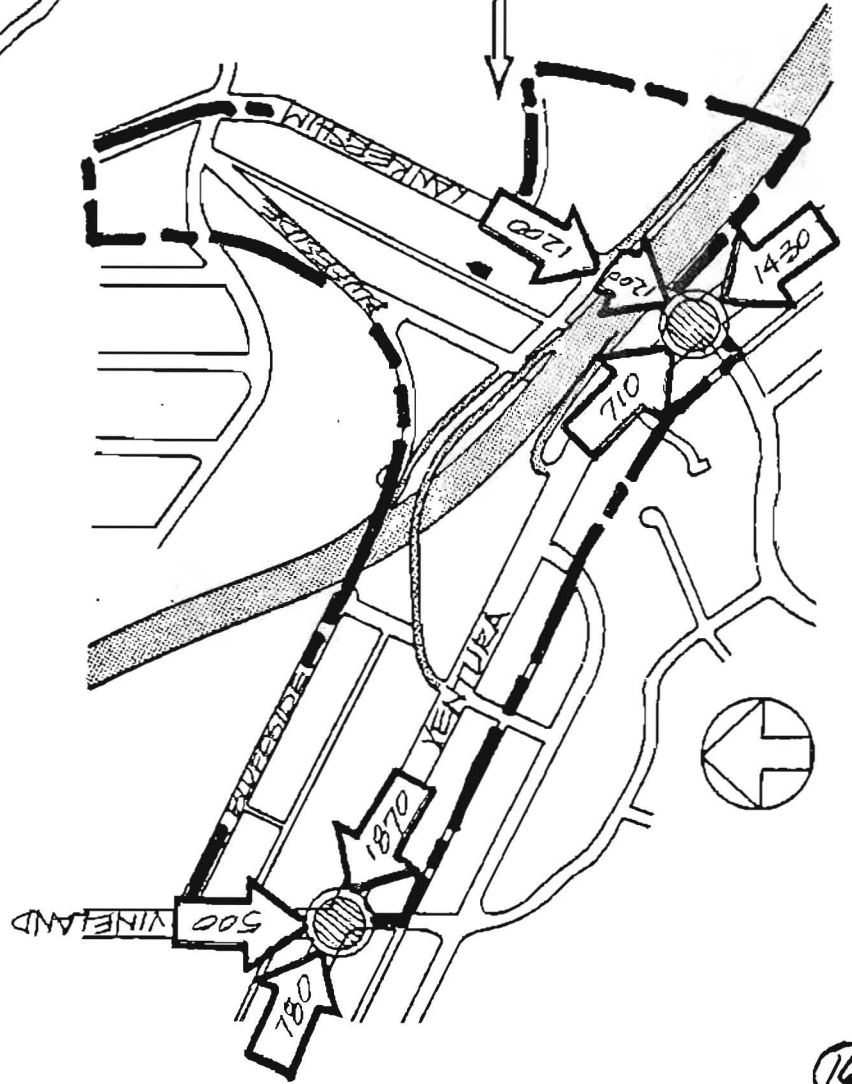
# TRAFFIC CONVERGING AT KEY INTERSECTIONS (1980)

INFORMATION SOURCE:  
LADOT

AM PEAK  
↑  
TRAFFIC COUNTS

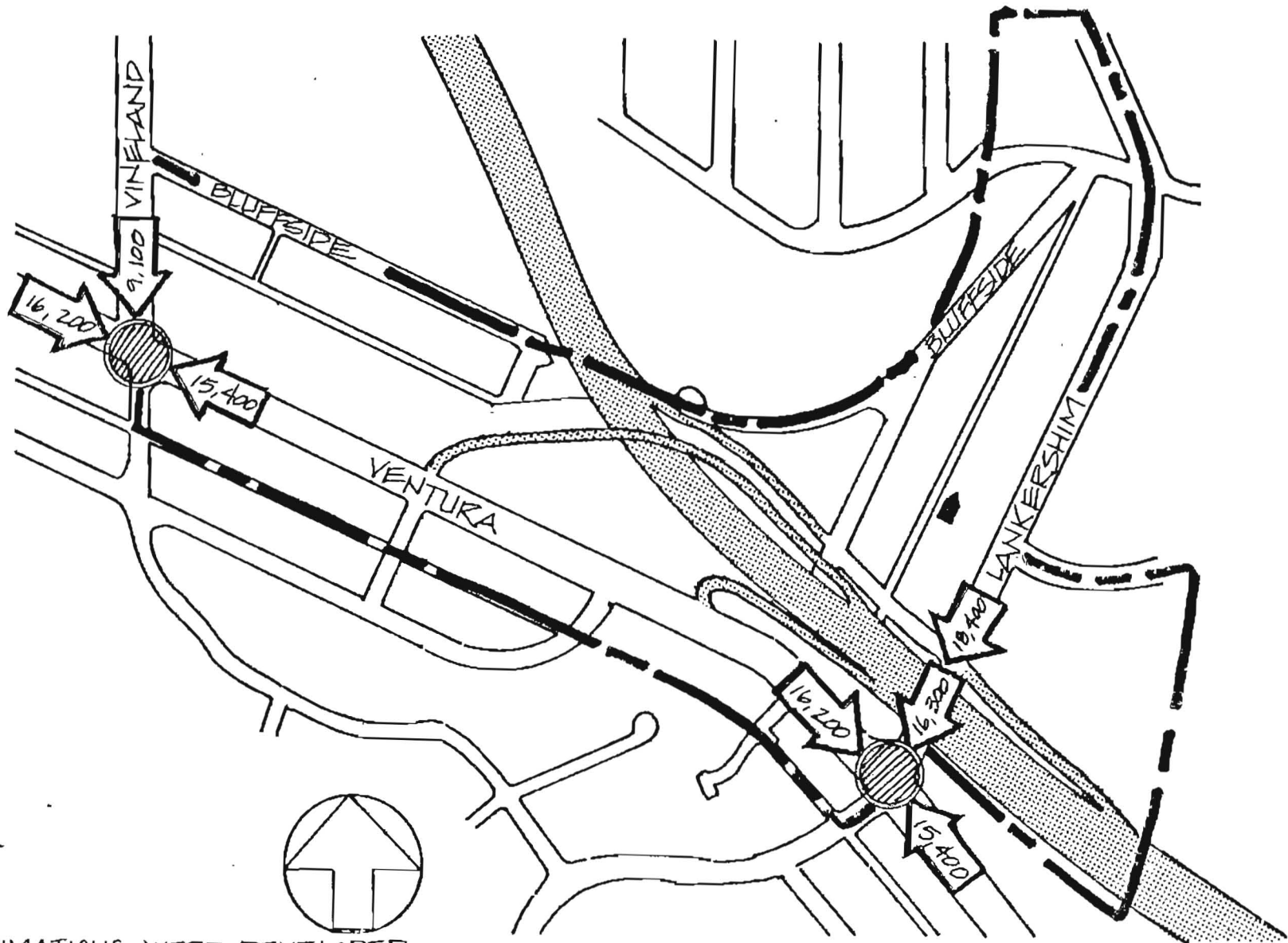


PM PEAK  
←  
TRAFFIC COUNTS



# TRAFFIC CONVERGING AT KEY INTERSECTIONS (2000)\*

INFORMATION SOURCE:  
LADOT



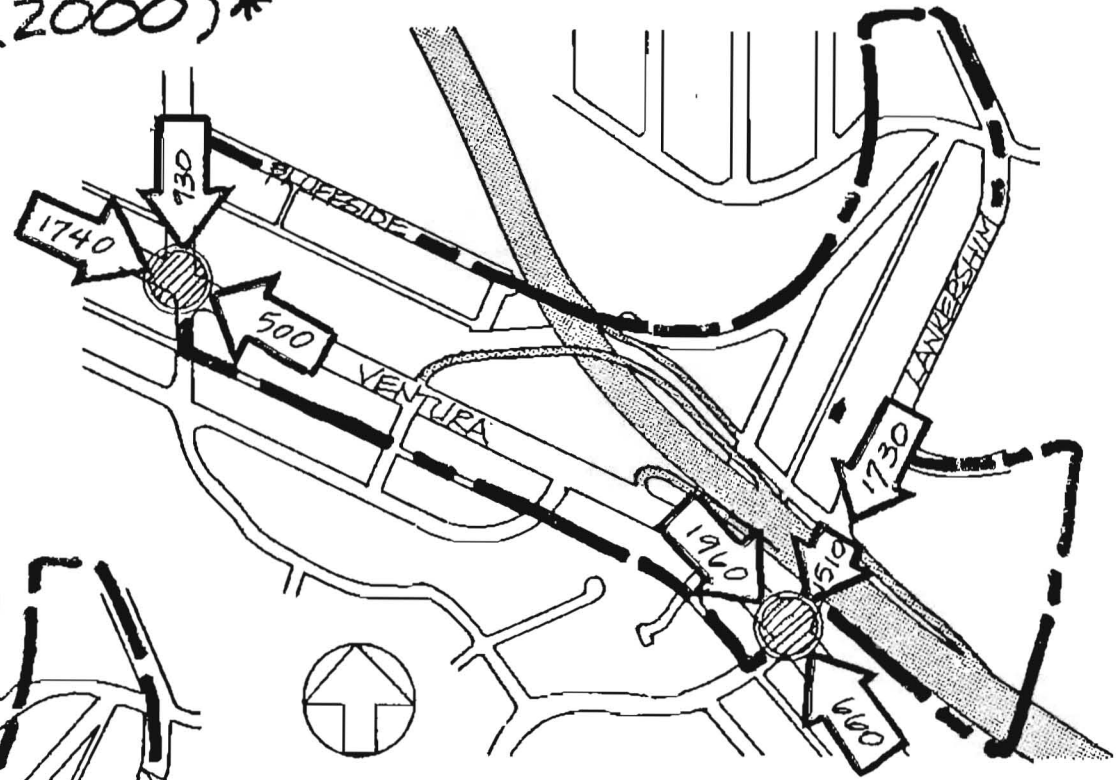
\* THESE ESTIMATIONS WERE DEVELOPED BY LADOT BASED ON POPULATION PROJECTIONS OF THE SCAG 82 GROWTH FORECAST POLICY

AVERAGE DAILY TRIPS

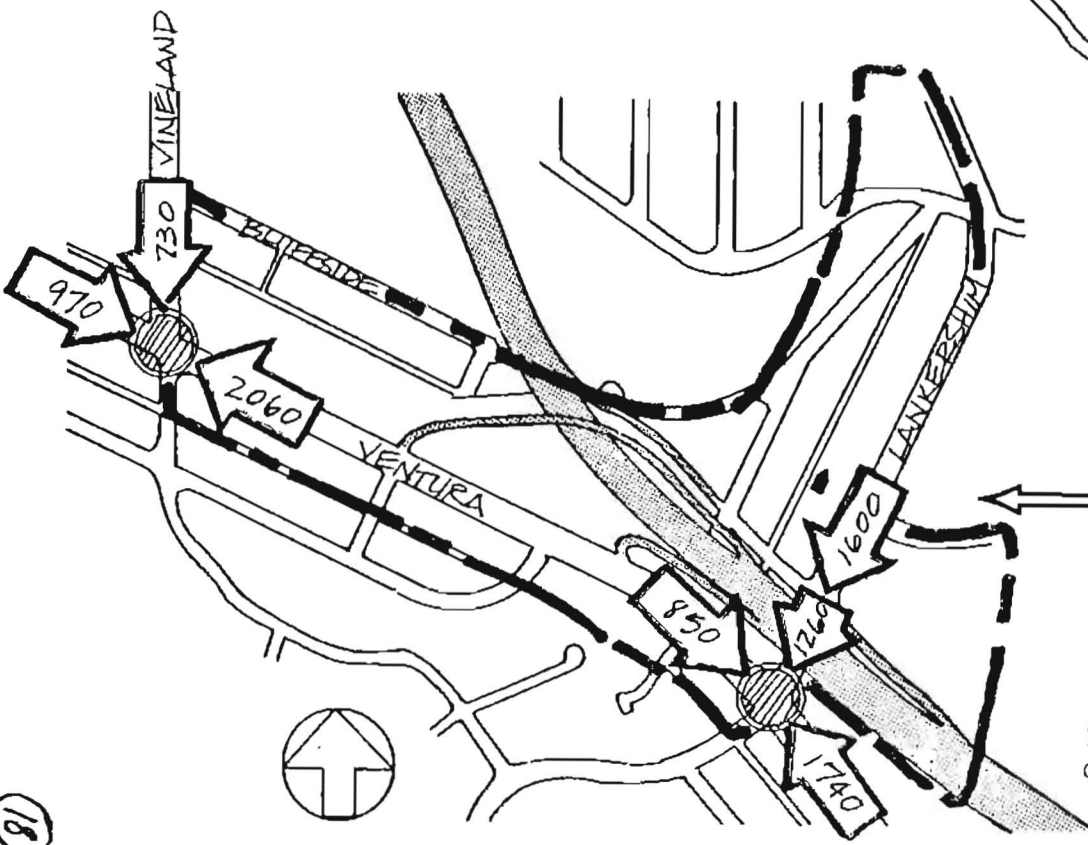
# TRAFFIC CONVERGING AT KEY INTERSECTIONS (2000)\*

INFORMATION SOURCE:  
LADOT

AM PEAK  
TRAFFIC COUNTS



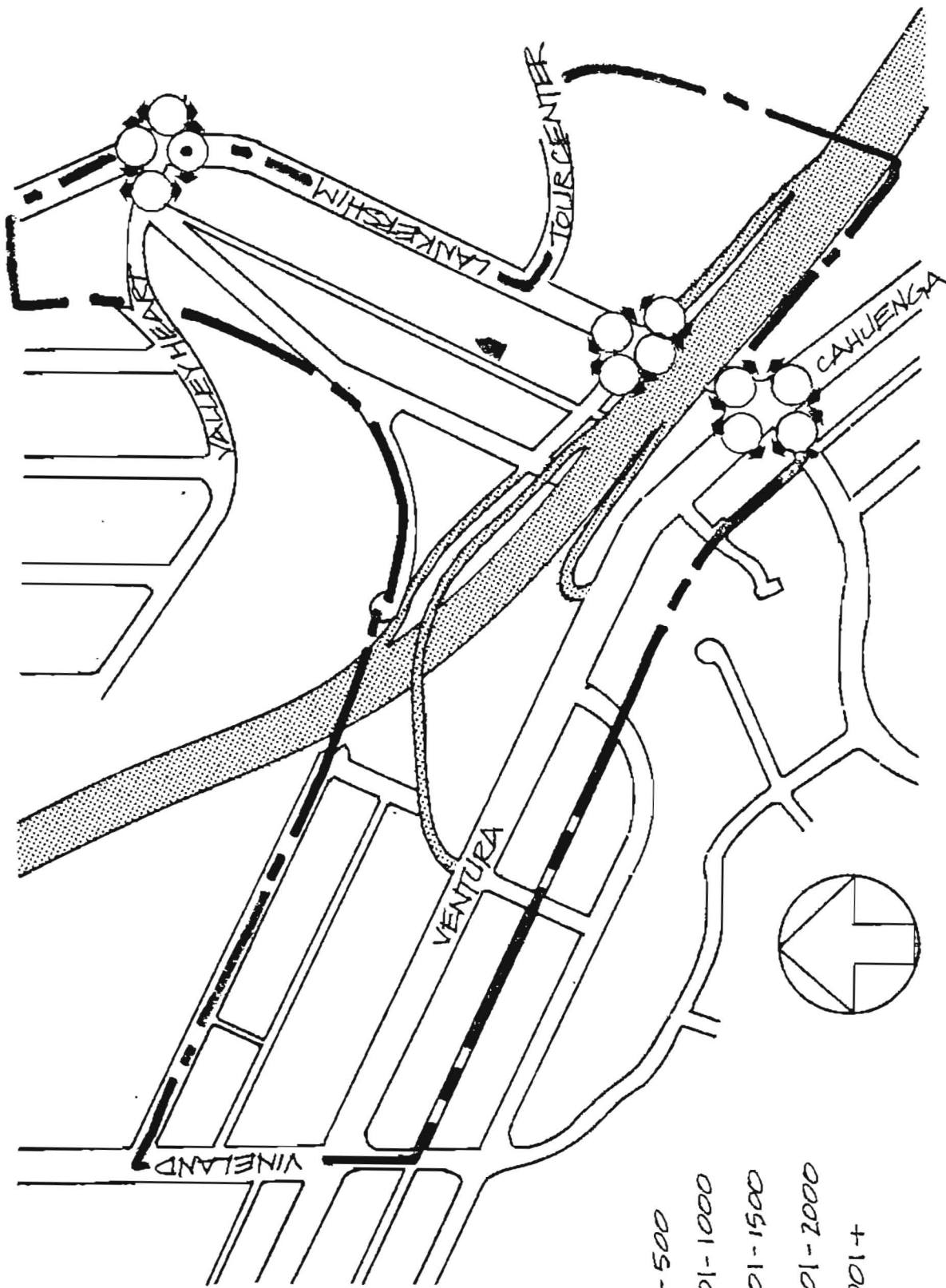
PM PEAK  
TRAFFIC COUNTS



\* THESE ESTIMATIONS WERE DEVELOPED BY LADOT BASED ON POPULATION PROJECTIONS OF THE SCAG 82 GROWTH FORECAST POLICY.

# PEDESTRIAN COUNT AT CROSS WALKS 7-10 AM & 3-6 PM

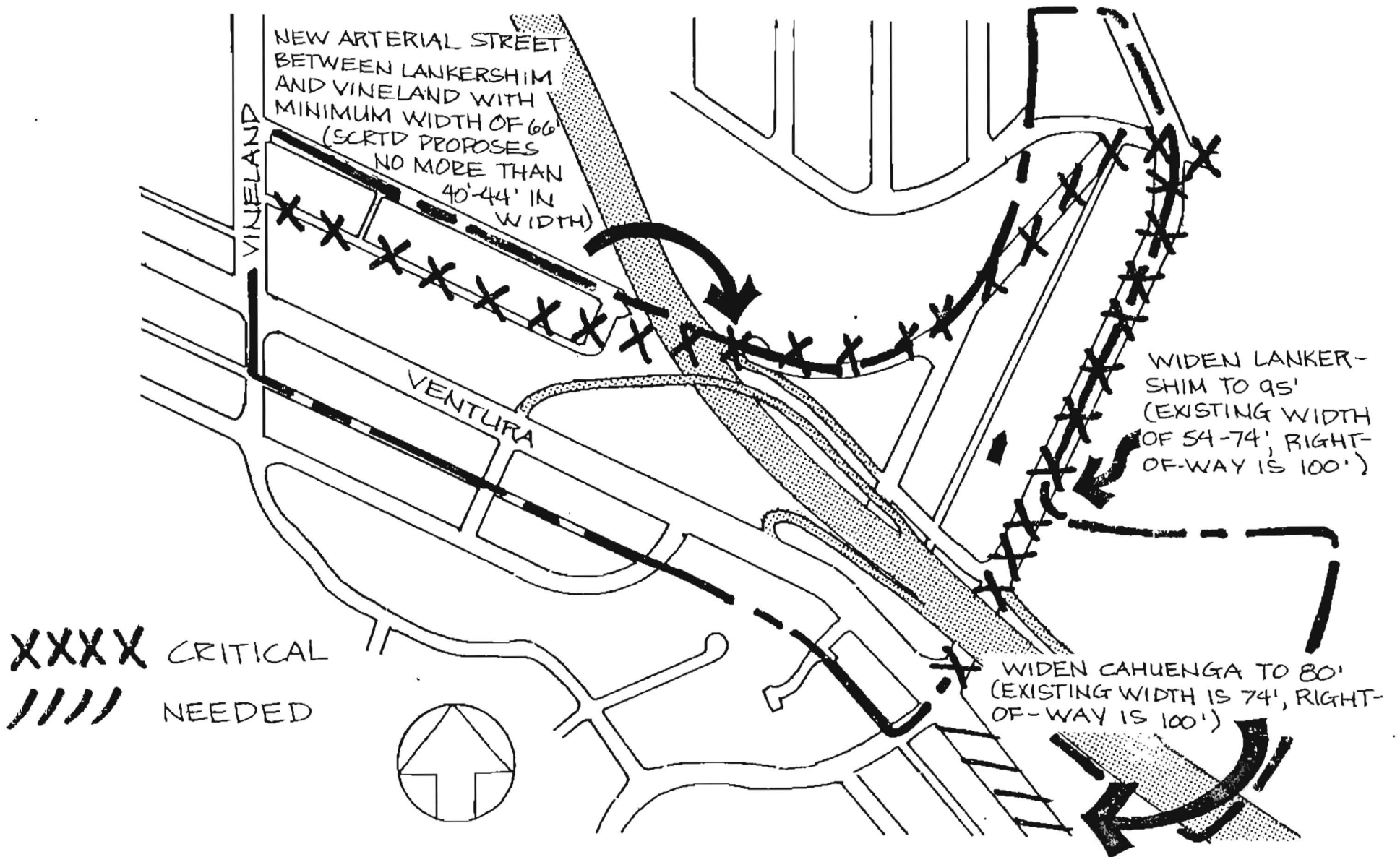
INFORMATION SOURCE:  
LADOT



- 0 - 500
- ◉ 501 - 1000
- ⊕ 1001 - 1500
- ◐ 1501 - 2000
- 2001 +

# TRAFFIC DEMAND REQUIREMENTS

INFORMATION SOURCE: LADOT

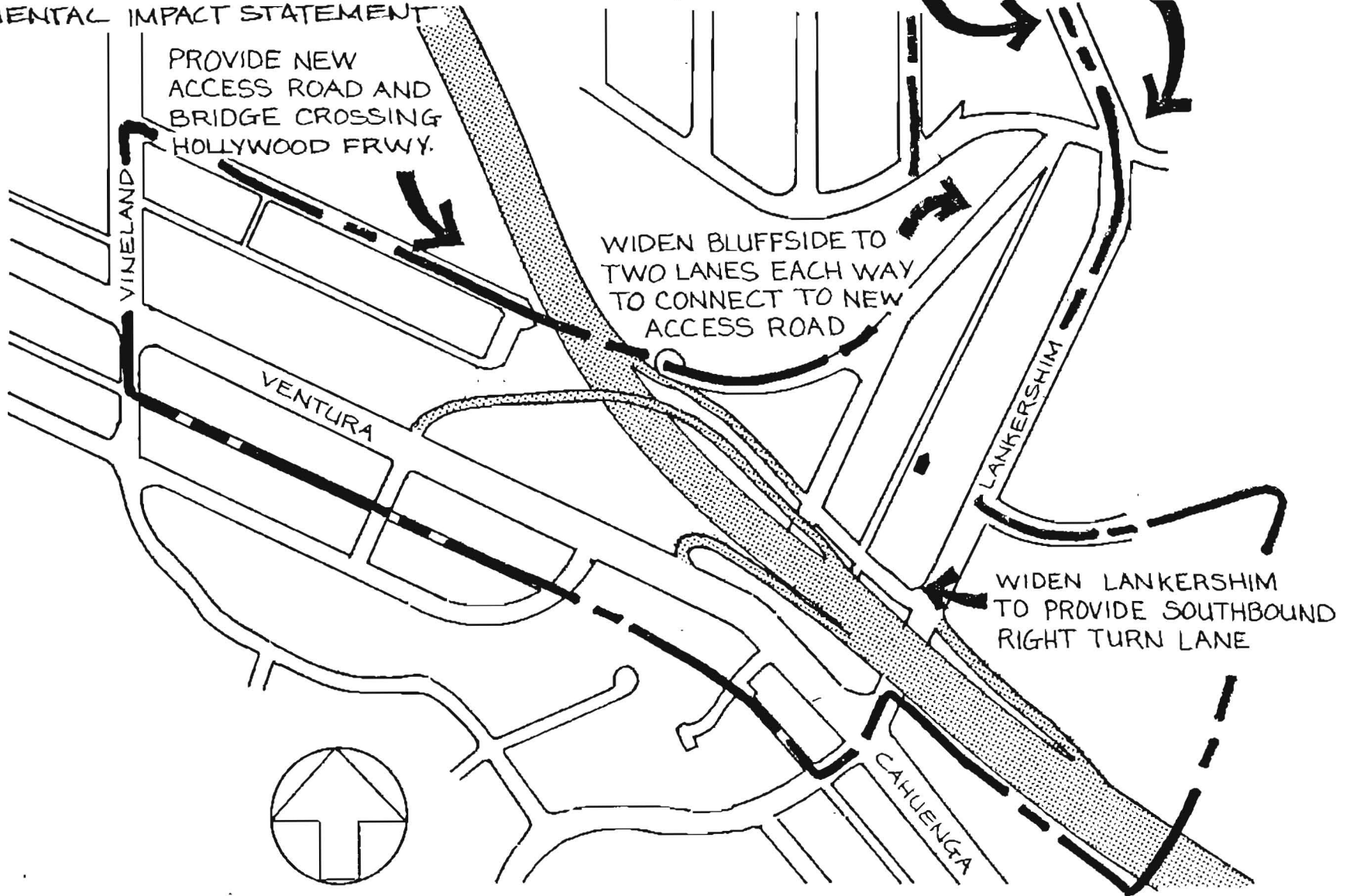


# TRAFFIC MITIGATION

## PROPOSED IN EIS

INFORMATION SOURCE:

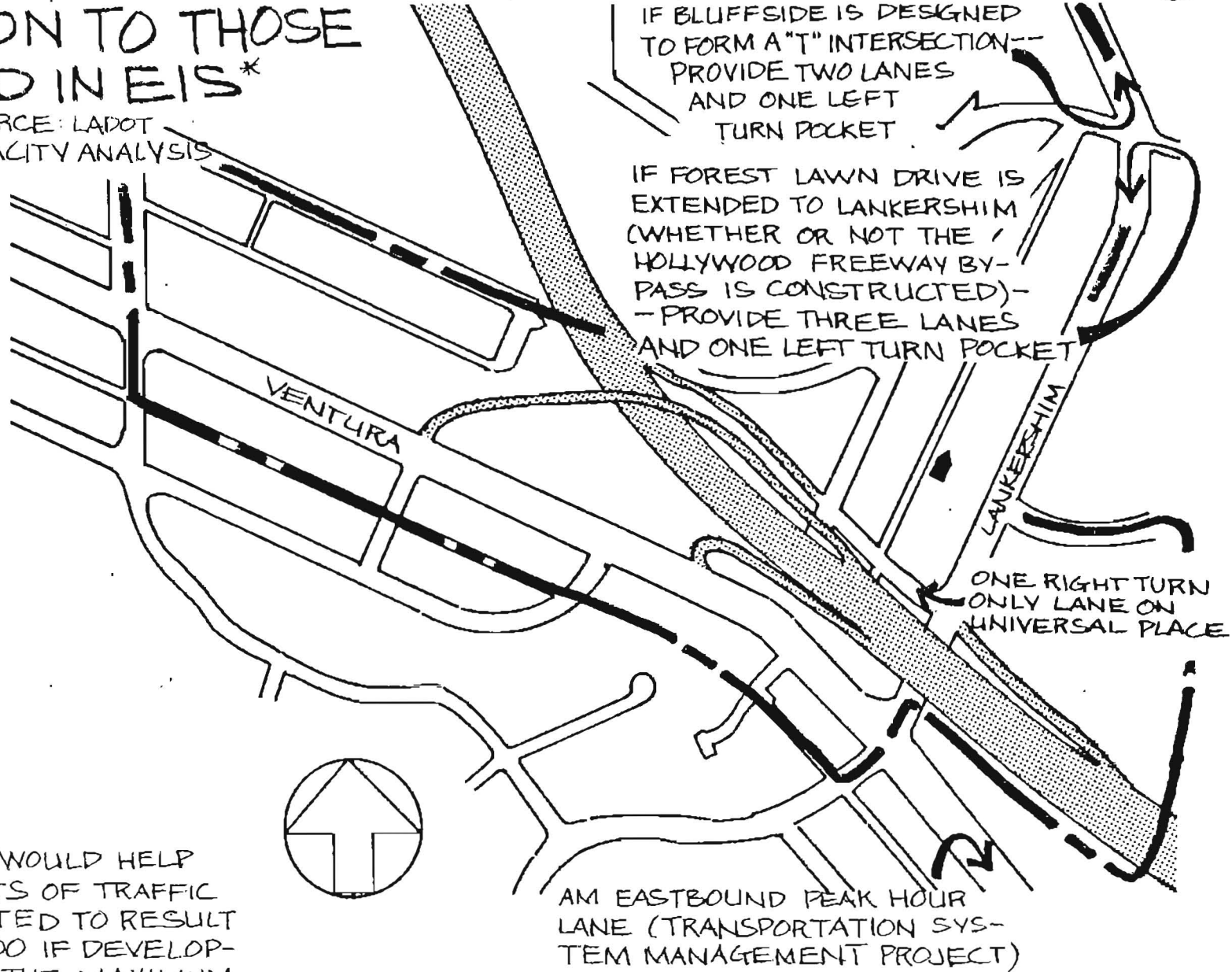
ENVIRONMENTAL IMPACT STATEMENT



# POTENTIAL STREET IMPROVEMENTS

IN ADDITION TO THOSE  
PROPOSED IN EIS\*

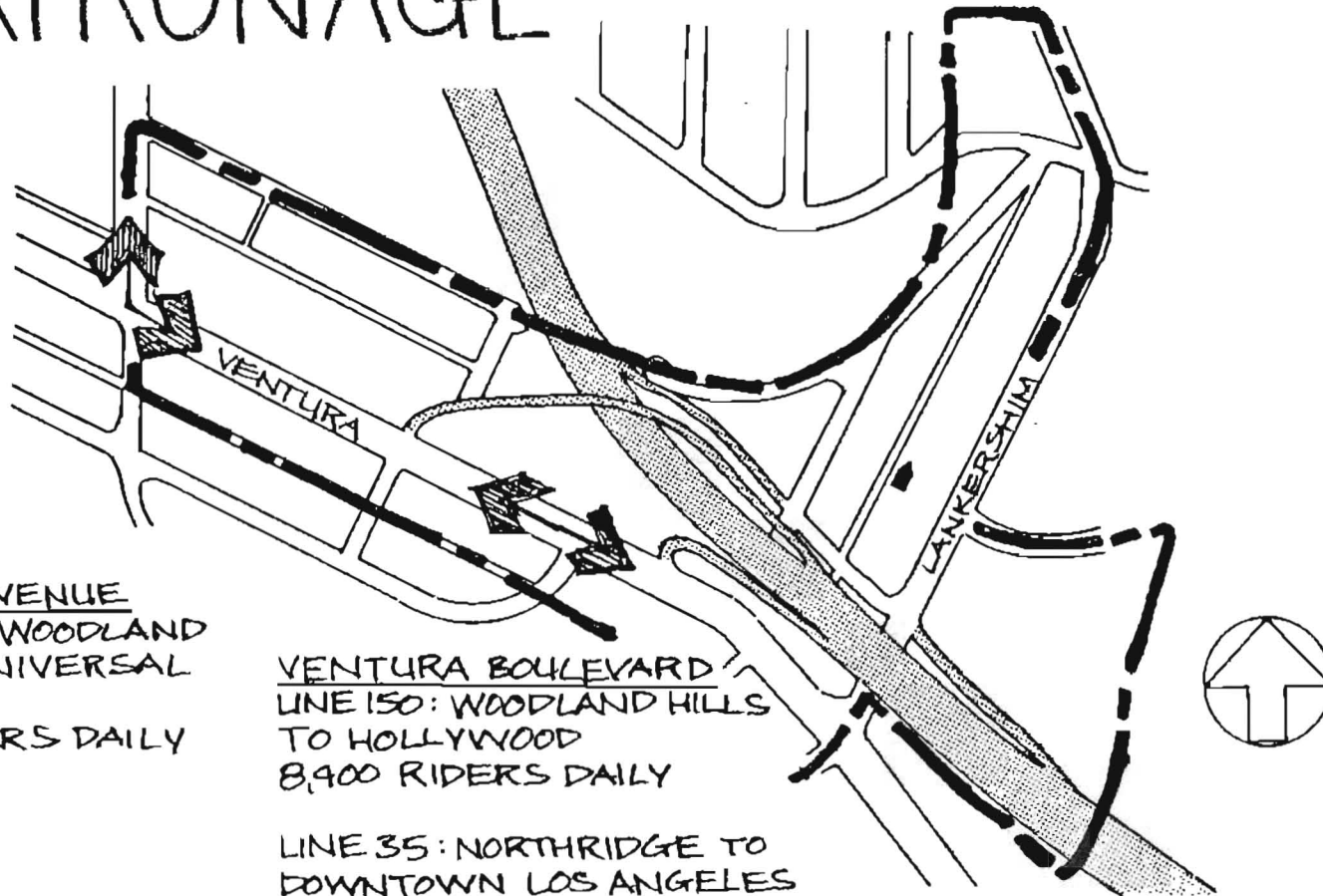
INFORMATION SOURCE: LADOT  
STATION AREA CAPACITY ANALYSIS



\* IMPROVEMENTS WOULD HELP MITIGATE IMPACTS OF TRAFFIC WHICH IS EXPECTED TO RESULT BY THE YEAR 2000 IF DEVELOPMENT REACHES THE MAXIMUM ALLOWED BY THE SPECIFIC PLAN.

# EXISTING\* BUS LINES, ROUTES & PATRONAGE

INFORMATION SOURCE: SCRTD  
MILESTONE 9



VINELAND AVENUE  
LINE 152: WOODLAND HILLS TO UNIVERSAL CITY  
6,000 RIDERS DAILY

VENTURA BOULEVARD  
LINE 150: WOODLAND HILLS TO HOLLYWOOD  
8,400 RIDERS DAILY

LINE 35: NORTHRIDGE TO DOWNTOWN LOS ANGELES  
13,300 RIDERS DAILY

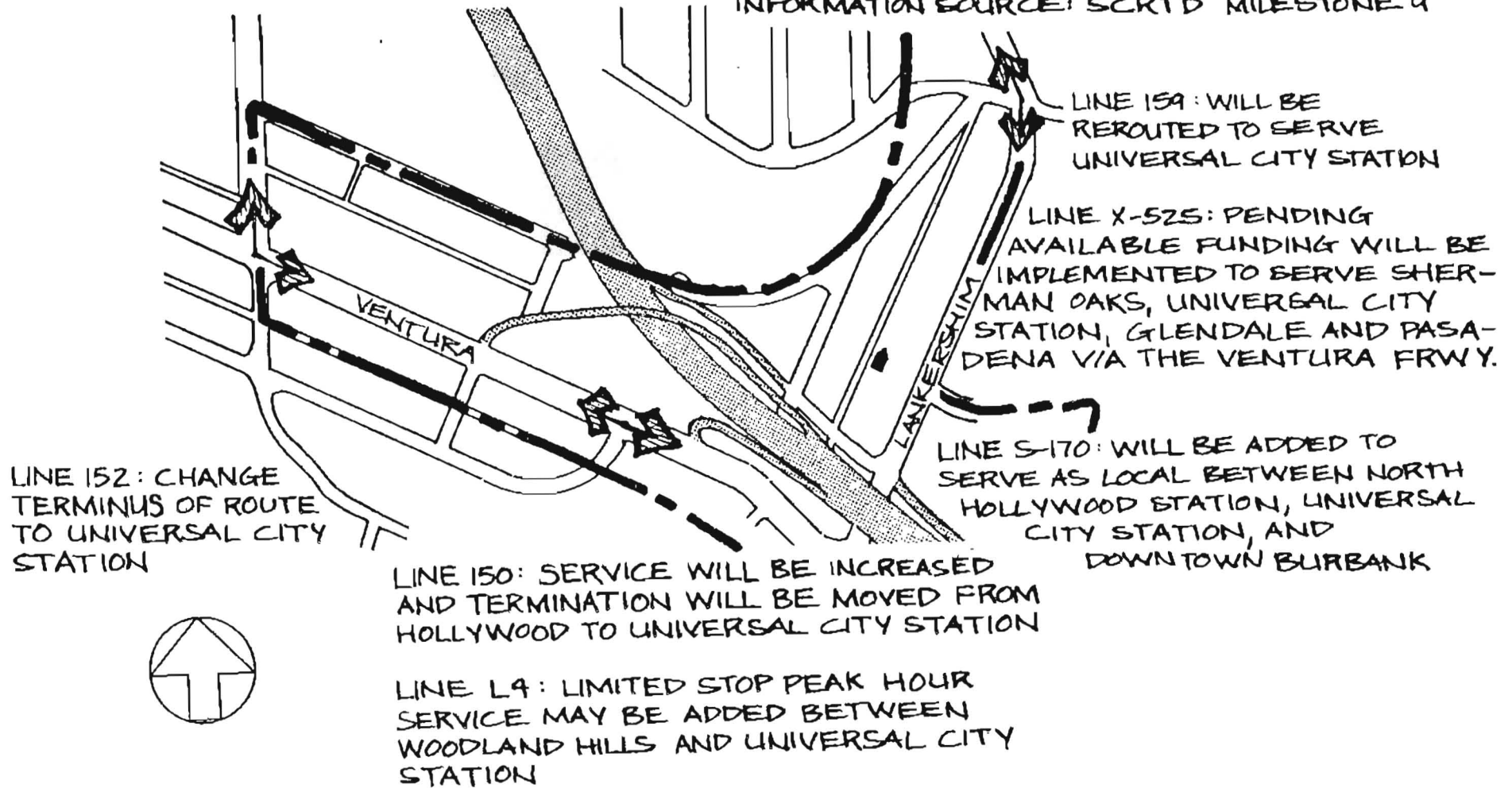
LINE 925: LIMITED EXPRESS  
NORTHRIDGE TO DOWNTOWN LOS ANGELES  
# RIDERS NOT AVAILABLE

\*1983



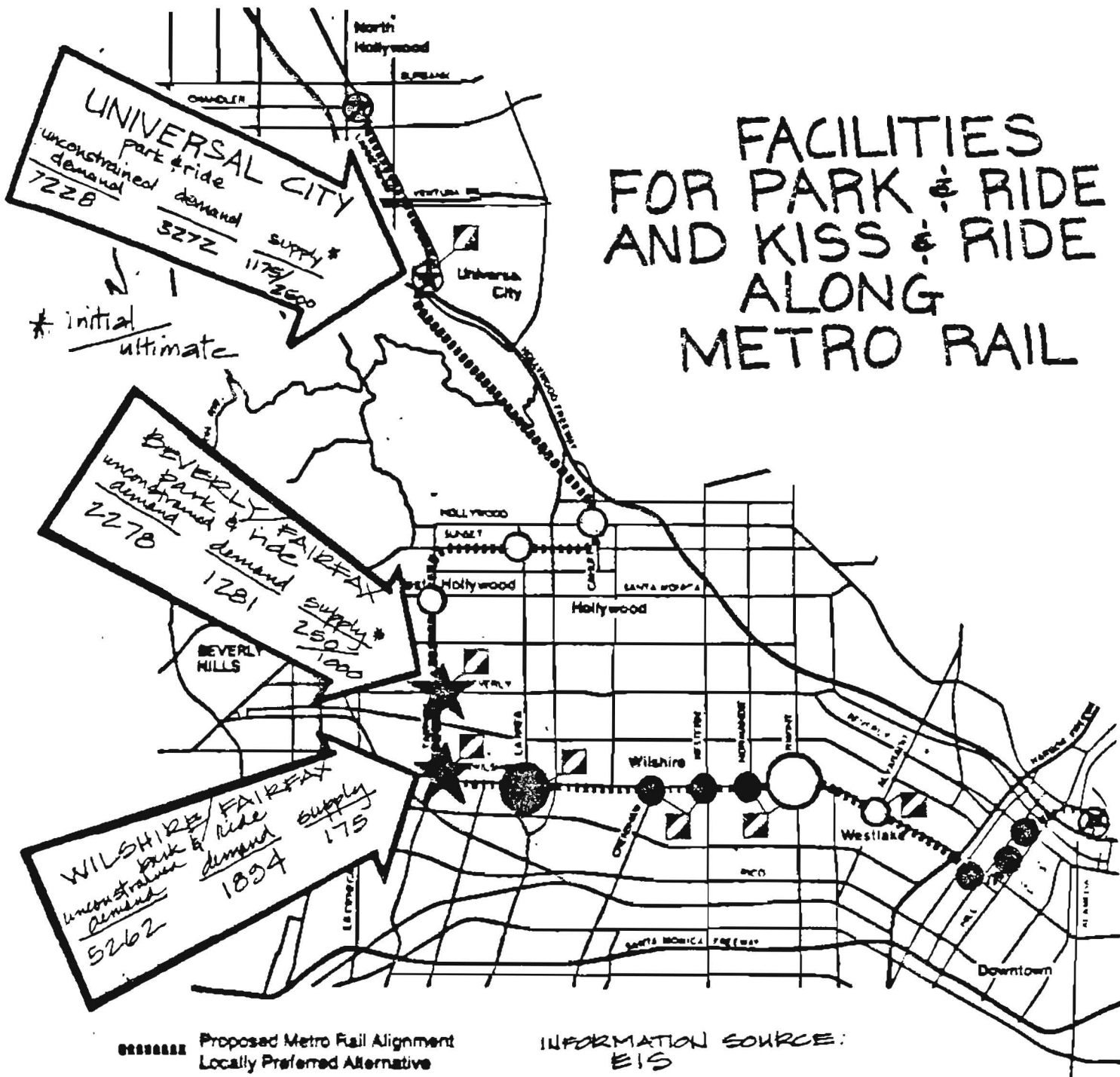
# CHANGES\* IN BUS TRAFFIC AND FACILITIES DUE TO METRO RAIL

INFORMATION SOURCE: SCRTD MILESTONE 9



\* PROPOSED BY SCRTD

# FACILITIES FOR PARK & RIDE AND KISS & RIDE ALONG METRO RAIL



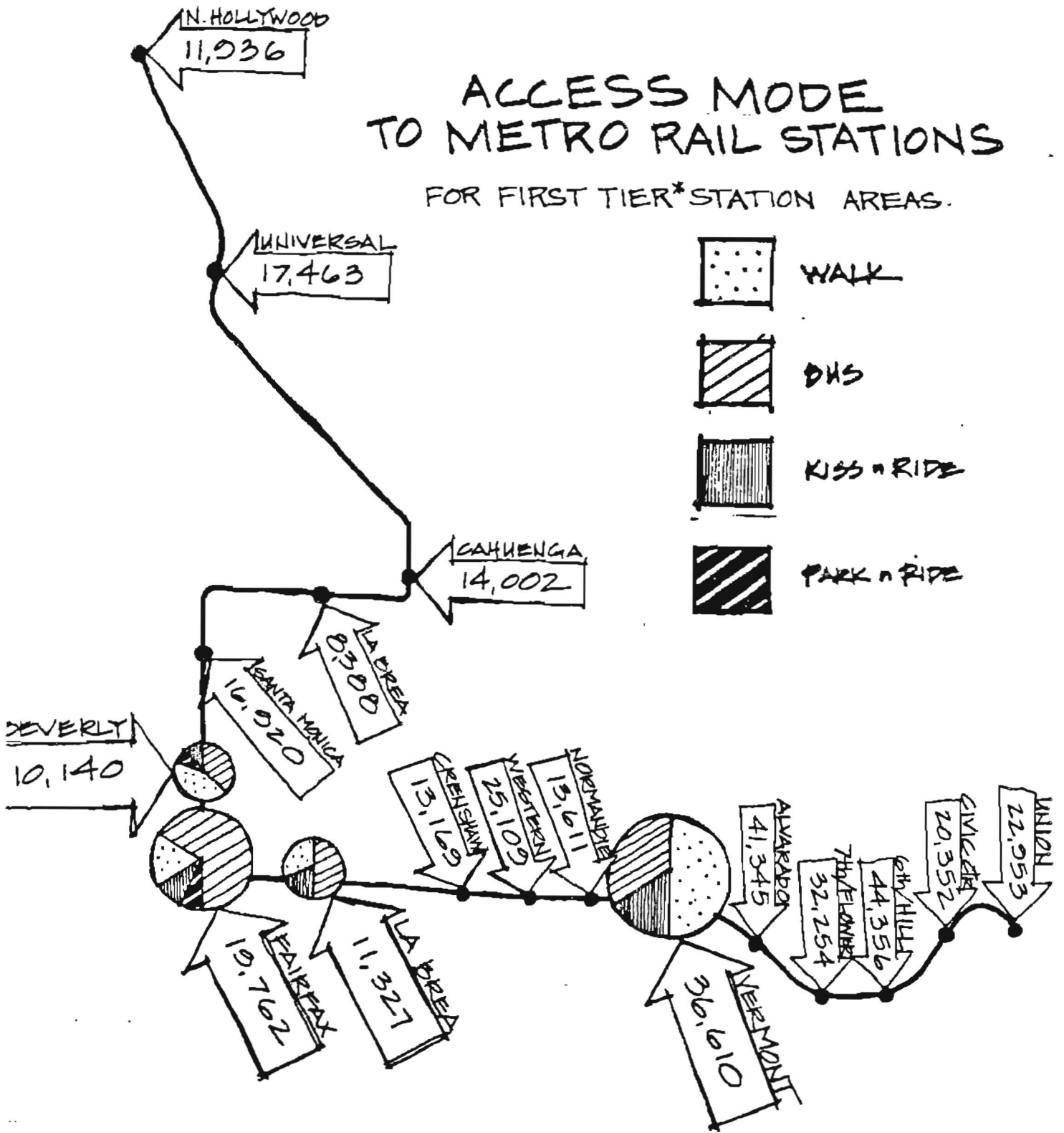
- KISS & RIDE FACILITY
- ★ PARK & RIDE FACILITY
- ⊗ BOTH FACILITIES
- NO FACILITIES
- ▣ STATIONS UNDER LADOP JURISDICTION

SMALL SYMBOLS - 2nd tier stations  
 LARGE SYMBOLS - 1st tier stations

NOTE: unconstrained demand: no parking space limitations  
 demand: given parking space limitations

# ACCESS MODE TO METRO RAIL STATIONS

FOR FIRST TIER\* STATION AREAS.



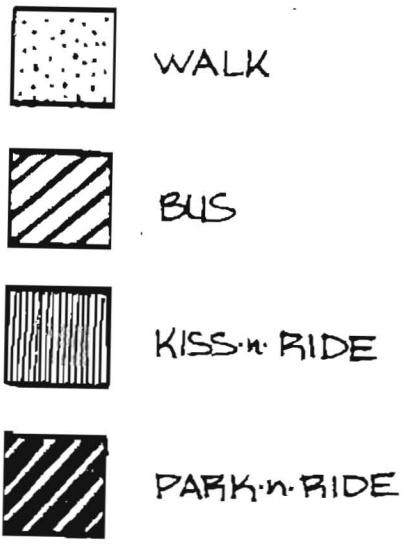
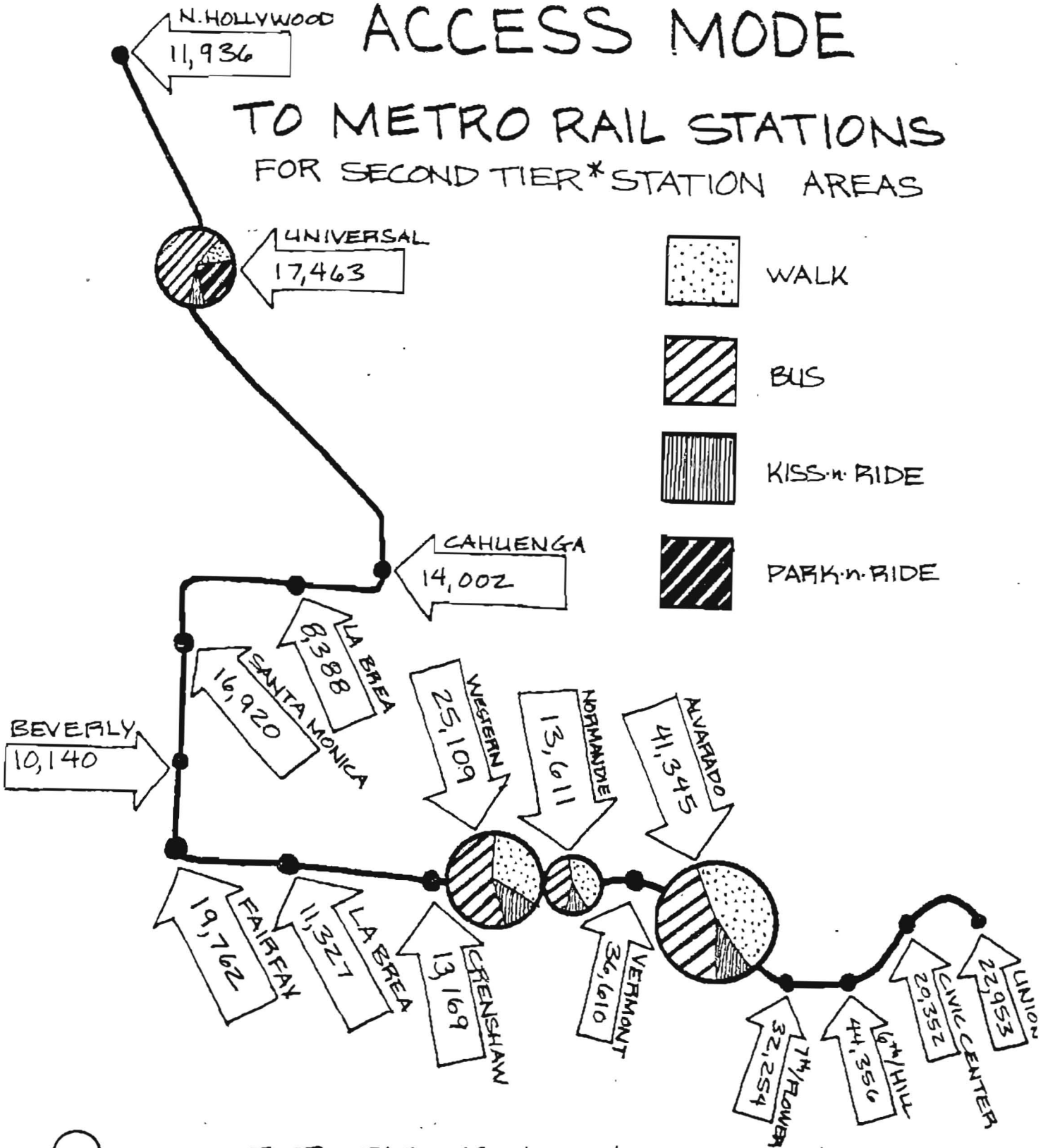
1ST TIER STATIONS - divided into pie sections

OTHER STATIONS along line described with total #'s only

\* REFERS TO TIMING OF COMPLETION OF STATION AREA DEVELOPMENT PLAN

# ACCESS MODE

## TO METRO RAIL STATIONS FOR SECOND TIER\* STATION AREAS



○ SECOND TIER STATIONS - divided into pie sections

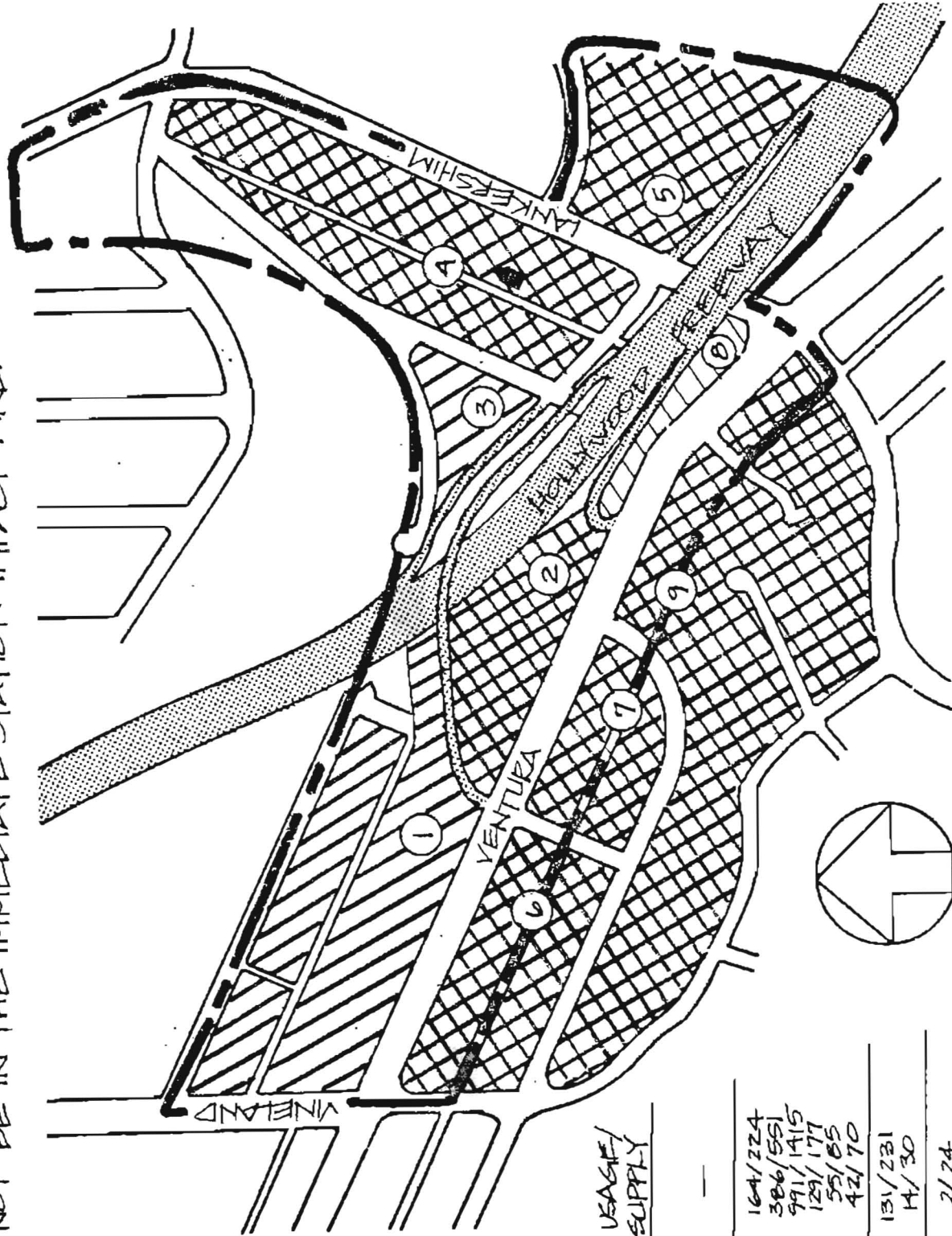
➔ OTHER STATIONS along line described with total numbers only.

\* REFERS TO TIMING OF COMPLETION OF STATION AREA DEVELOPMENT PLAN (27)

# EXISTING PARKING\* USAGE 1980

INFORMATION SOURCE:  
LADOT

NOTE: PARKING DATA IS FOR ENTIRE BLOCK EVEN THOUGH PART OF THE BLOCK MAY NOT BE IN THE IMMEDIATE STATION IMPACT AREA



OCCUPANCY RATIO

■ .80-1.0

▩ .60-.79

▨ .40-.59

▧ 0-.39

□

—  
2  
4  
5  
6  
7  
9

BLOCK NO.

USAGE/SUPPLY

164/224  
386/551  
991/1415  
129/177  
55/65  
42/70

131/231  
14/30

2/24

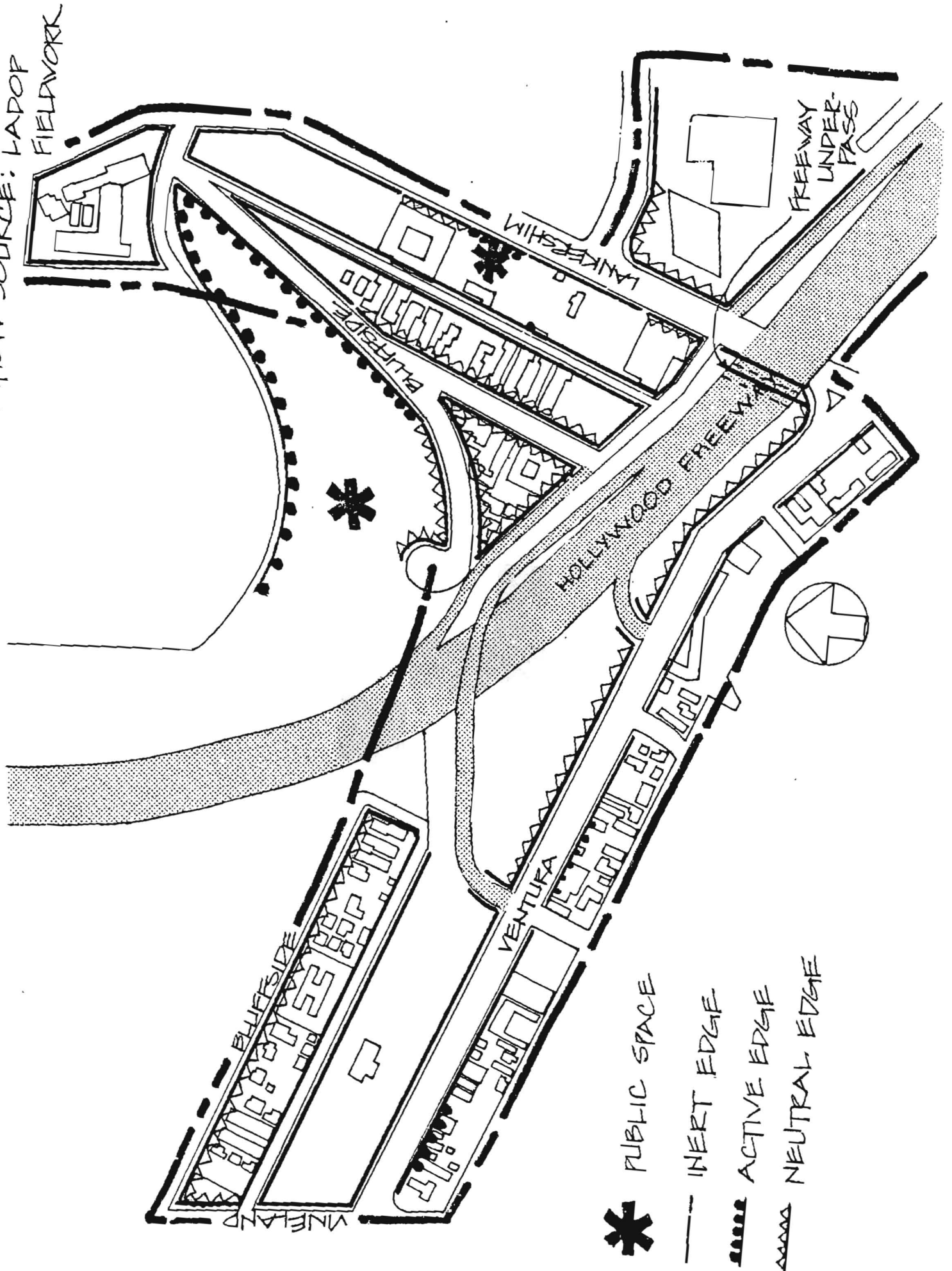
N/A

NOT AVAILABLE

\* CURB & OFF-STREET PARKING

# EDGE CONDITIONS

INFORMATION SOURCE: LAPOP  
FIELDWORK

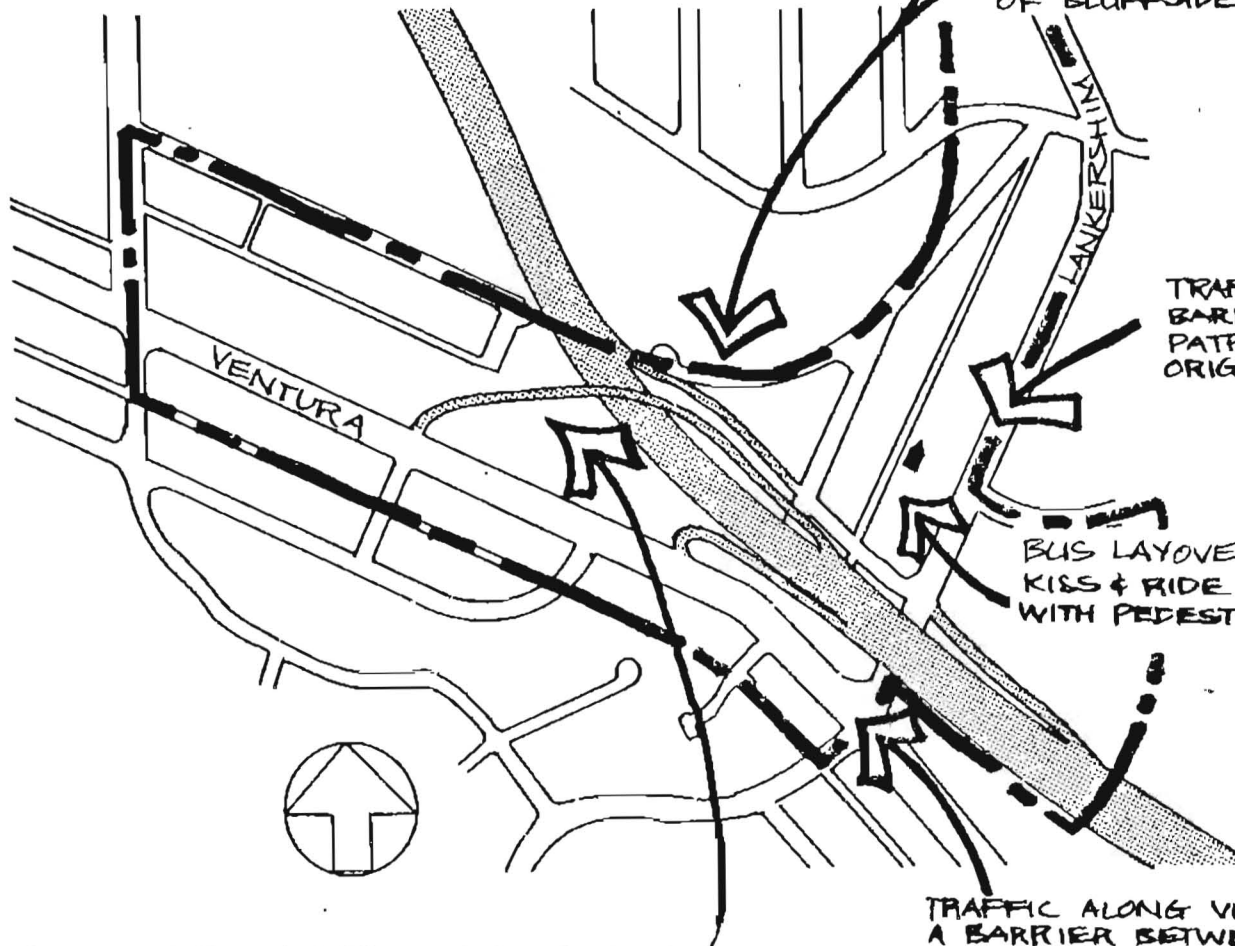


# POTENTIAL PUBLIC SPACE AND CIRCULATION CONFLICTS

PROPOSED WIDENING AND EXTENSION OF BLUFFSIDE FOR HOLLYWOOD FRWY. OVERPASS CREATES BARRIER BETWEEN STATION AREA AND WEDDINGTON PARK, ALSO CONFLICTS WITH EXISTING RESIDENTIAL USES

INFORMATION SOURCE LADOP

PROPOSED WIDENING AND EXTENSION OF BLUFFSIDE FOR HOLLYWOOD FRWY. OVERPASS CREATES BARRIER BETWEEN STATION AND POTENTIAL DEVELOPABLE PROPERTY NORTH OF BLUFFSIDE



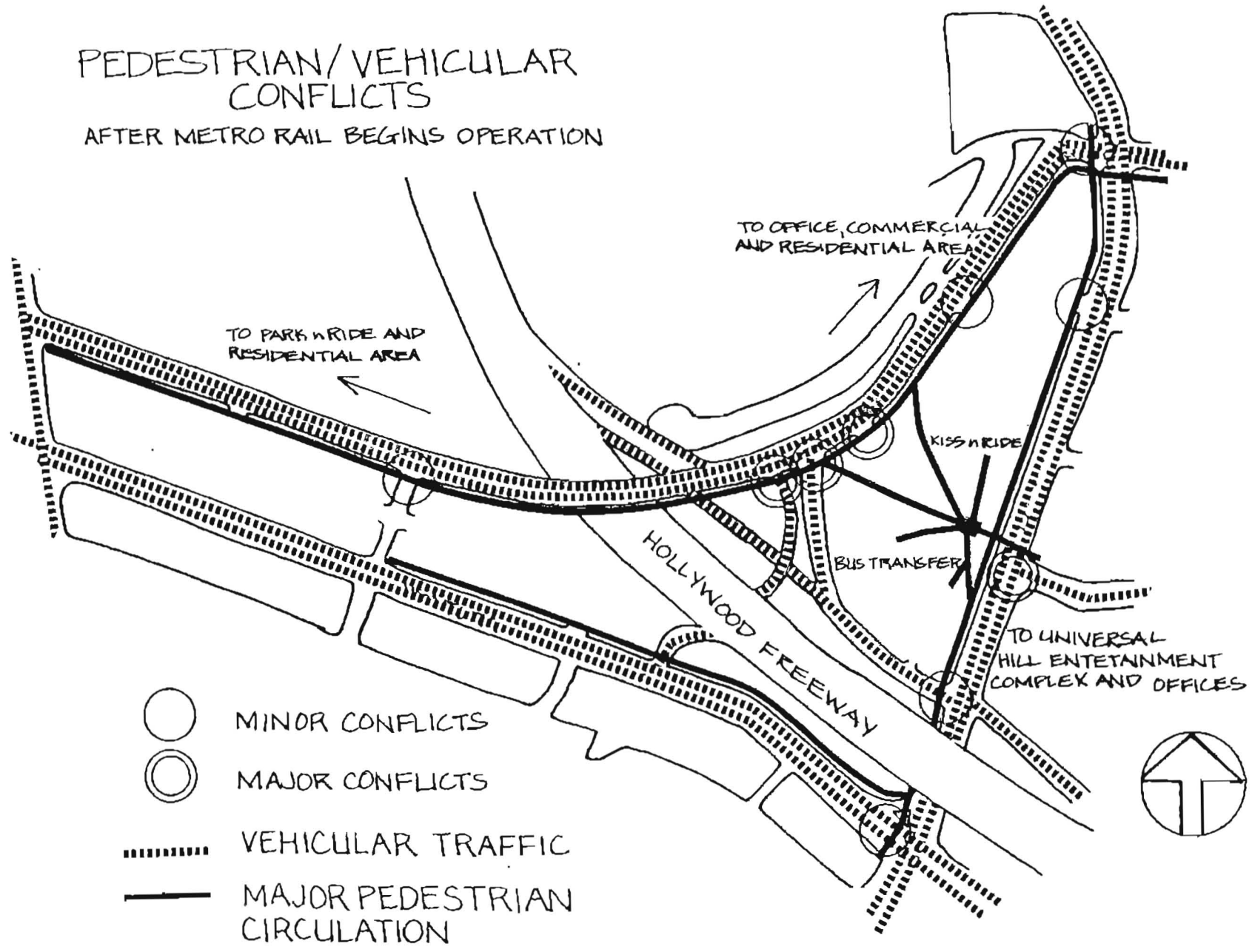
TRAFFIC ON LANKERSHIM CREATES BARRIER BETWEEN STATION AND PATRONS DESTINED FOR OR ORIGINATING EAST OF LANKERSHIM

BUS LAYOVER AND PROPOSED KISS & RIDE FACILITY CONFLICTS WITH PEDESTRIAN ENVIRONMENT

TRAFFIC ALONG VENTURA BLVD. CREATES A BARRIER BETWEEN STRIP COMMERCIAL SOUTH OF BOULEVARD AND METRO RAIL STATION

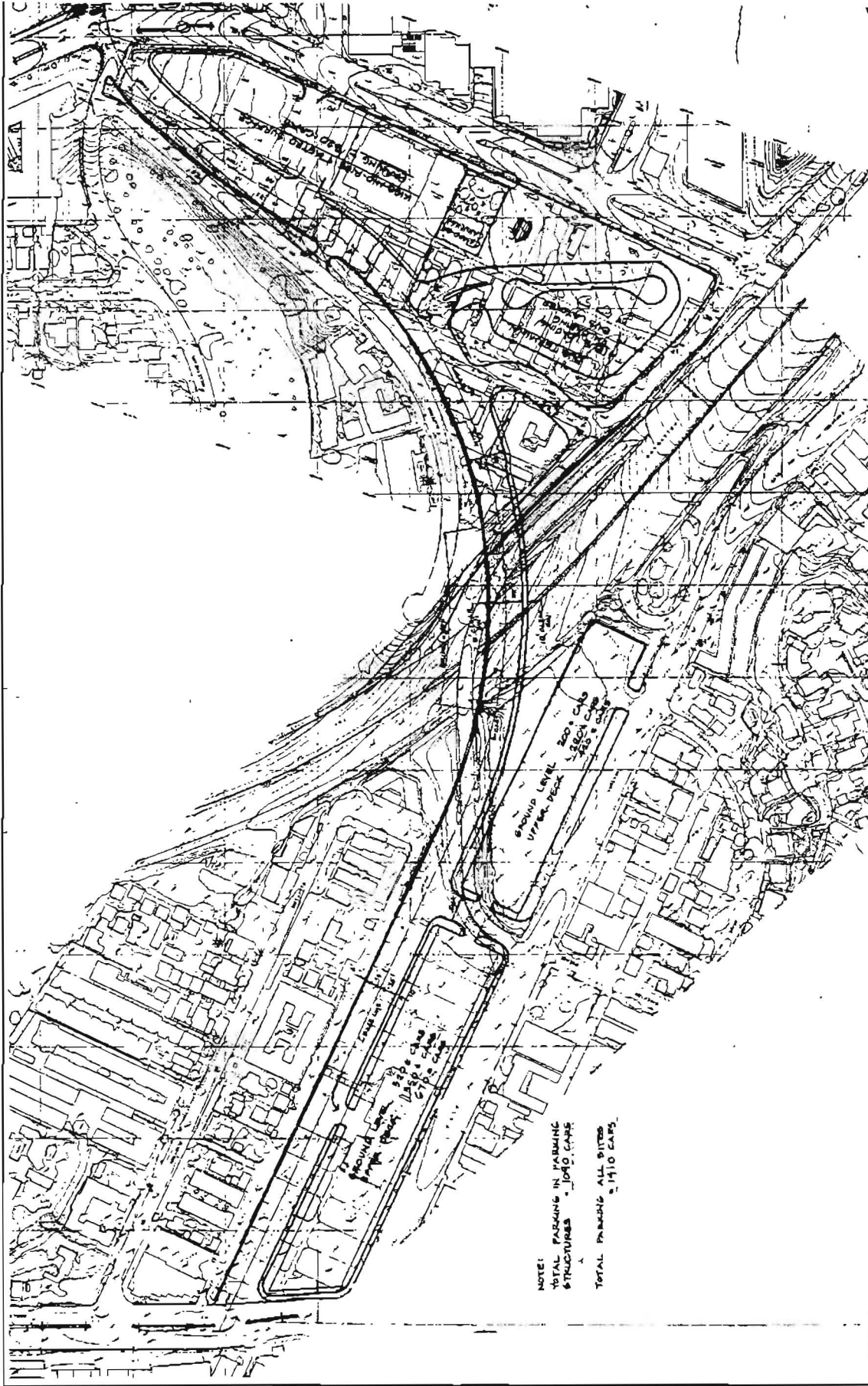
TRANSIT PATRON ACCESS FROM METRO RAIL PARKING TO STATION IS NEEDED

# PEDESTRIAN/VEHICULAR CONFLICTS AFTER METRO RAIL BEGINS OPERATION





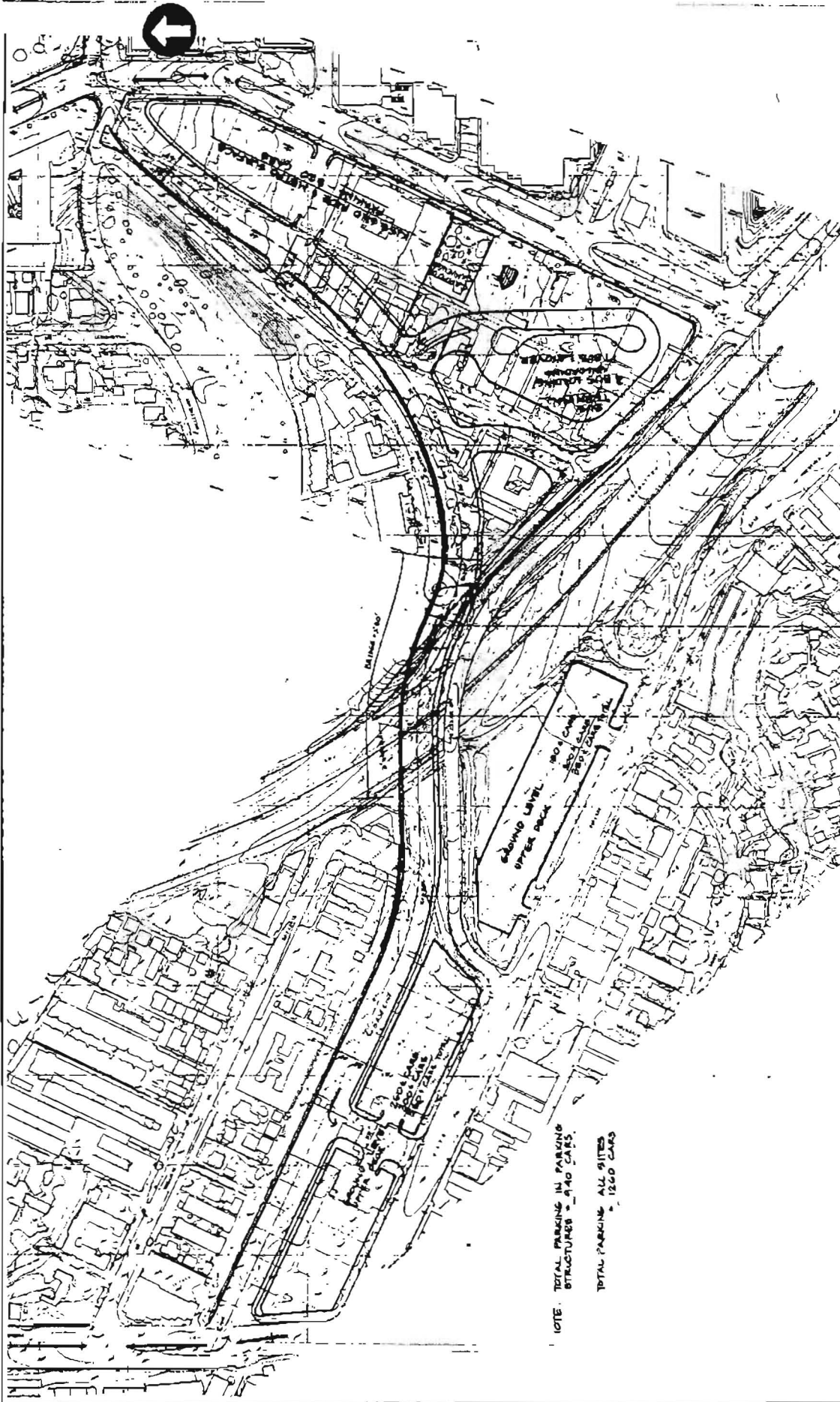
# LADOT MITIGATION PROPOSAL Z-1



NOTE:  
 TOTAL PARKING IN PARKING  
 STRUCTURES - 1070 CARS  
 TOTAL PARKING ALL SITES  
 = 1410 CARS

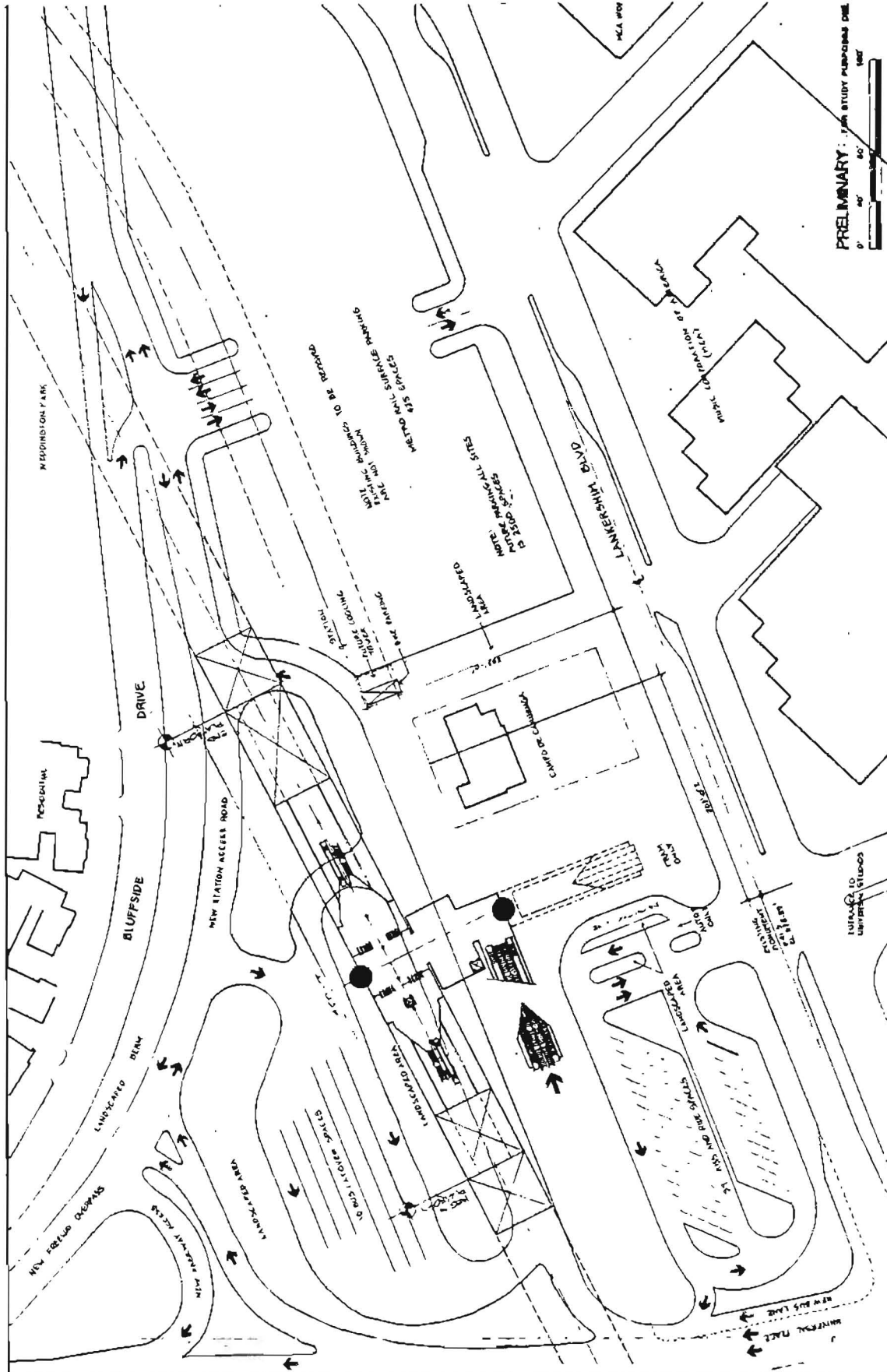
UNIVERSAL CITY STATION ACCESS ROAD - PHASE 1 L.A.D.O.T. PROGRAM: - MCD 1000 RIVERBENT EAST RAMP		SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT CONTRACT NO. 1000-1000 DRAWING NO. 1000-1000		PTSD CONTRACT NO. 1000-1000 DRAWING NO. 1000-1000	
SHEET NO. 1000-1000 OF 1000-1000		DATE: 10/10/00		SCALE: 1/4" = 1'-0"	
DRAWN BY: J. L. ... CHECKED BY: ... DATE: 10/10/00		PROJECT NO. 1000-1000		SHEET NO. 1000-1000	

# LADOT MITIGATION PROPOSAL Z-2



NOTE: TOTAL PARKING IN PARKING STRUCTURES = 940 CARS.  
TOTAL PARKING ALL SITES = 1260 CARS

		<b>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT</b> <b>METRO RAIL PROJECT</b>		<b>UNIVERSAL CITY STATION ACCESS ROAD - PLAN</b> L.A.D.O.T. PROPOSAL - MODIFIED SCHEME Z-2 BLUFFSIDE DRIVE REMAINS	
PROJECT NO. 09-11/2000/02/ANMA DATE: 08/15/04		DRAWN BY: [Name] CHECKED BY: [Name]		SCALE: 1" = 100'	
SHEET NO. 1		TOTAL SHEETS: 1		DATE: 08/15/04	
THE PREPARATION OF THIS DRAWING HAS BEEN FINISHED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALIFORNIA REGISTERED PROFESSIONAL ENGINEERS ACT AND THE PROFESSIONAL LAND SURVEYORS ACT. THE ENGINEER HAS REVIEWED THE DRAWING AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE ABOVE MENTIONED ACTS.		DATE: 08/15/04		SIGNATURE: [Signature]	



PRELIMINARY: FOR STUDY PURPOSES ONLY



UNIVERSAL CITY STATION



METRO RAIL PROJECT



MAY 1983

● KNOCKOUT PANELS

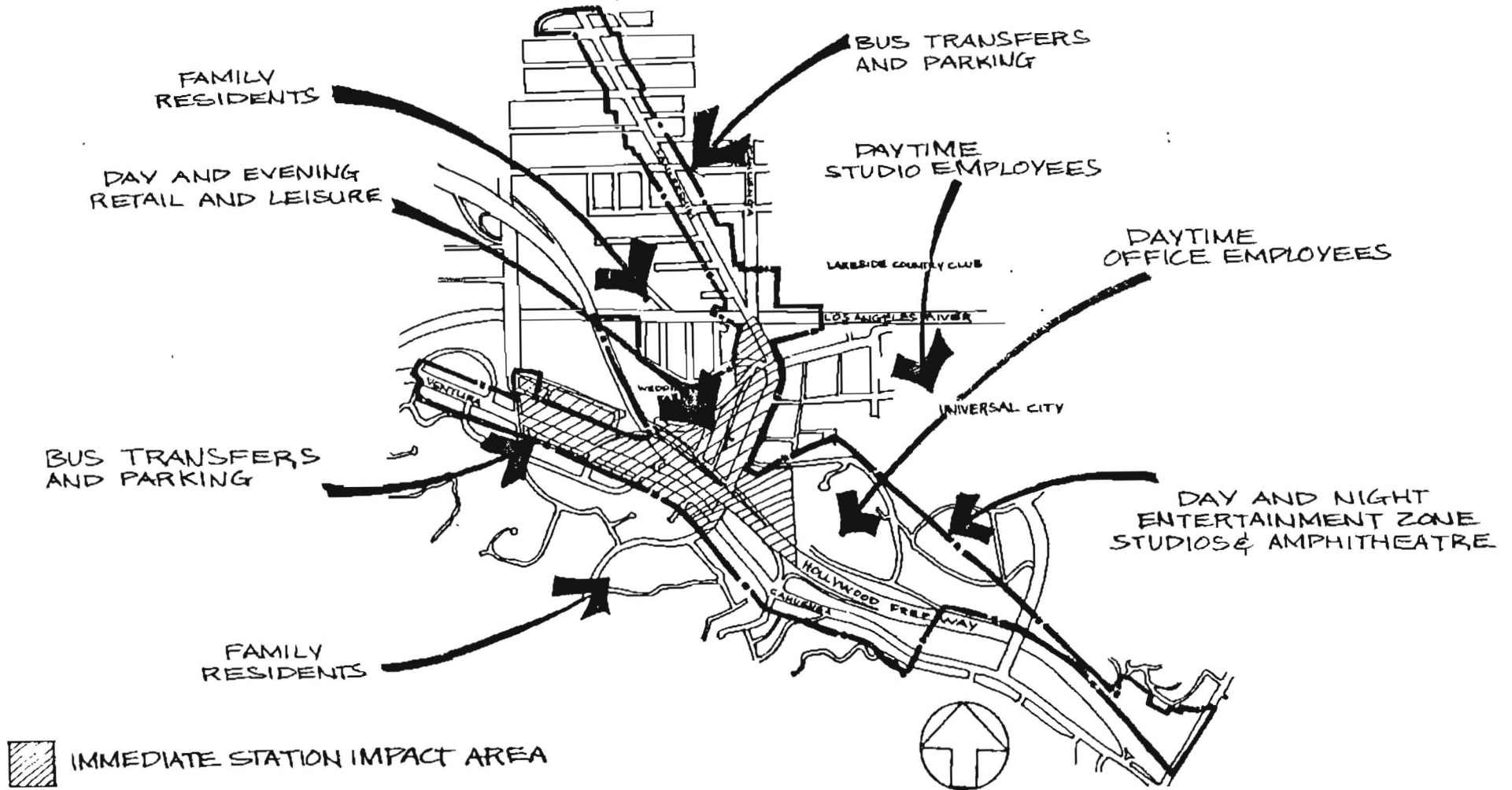


*Uses*

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# GENERAL USERS

INFORMATION SOURCE:  
LADOP



 IMMEDIATE STATION IMPACT AREA

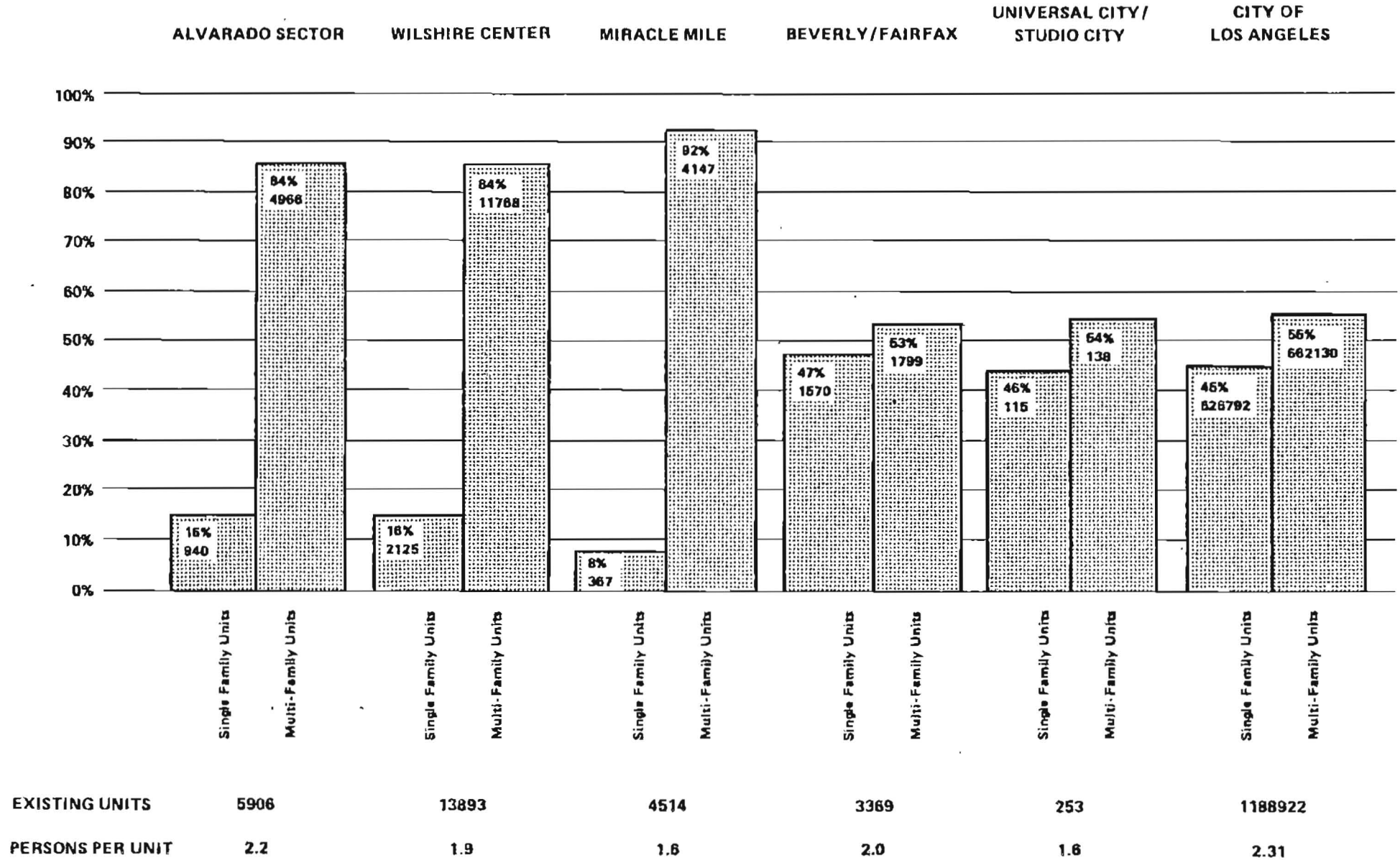
# SPECIAL CHARACTERISTICS OF USERS

INFORMATION SOURCE: EIS

% TRANSIT DISABLED	% WITHOUT VEHICLE ACCESS
2.2%	8%

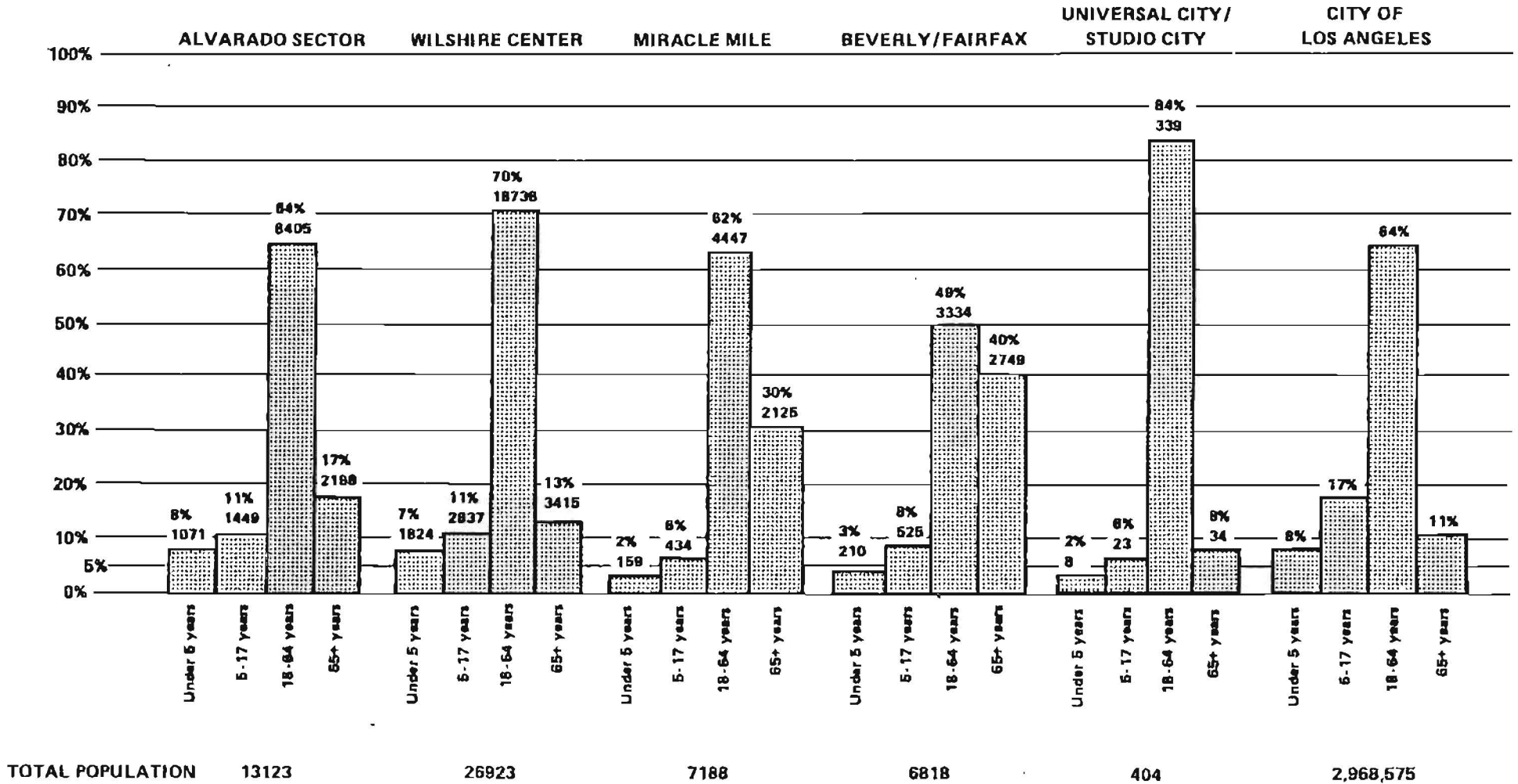
# HOUSING CHARACTERISTICS BY SECTOR

NOTE:  
 DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.



### AGE CHARACTERISTICS BY SECTOR

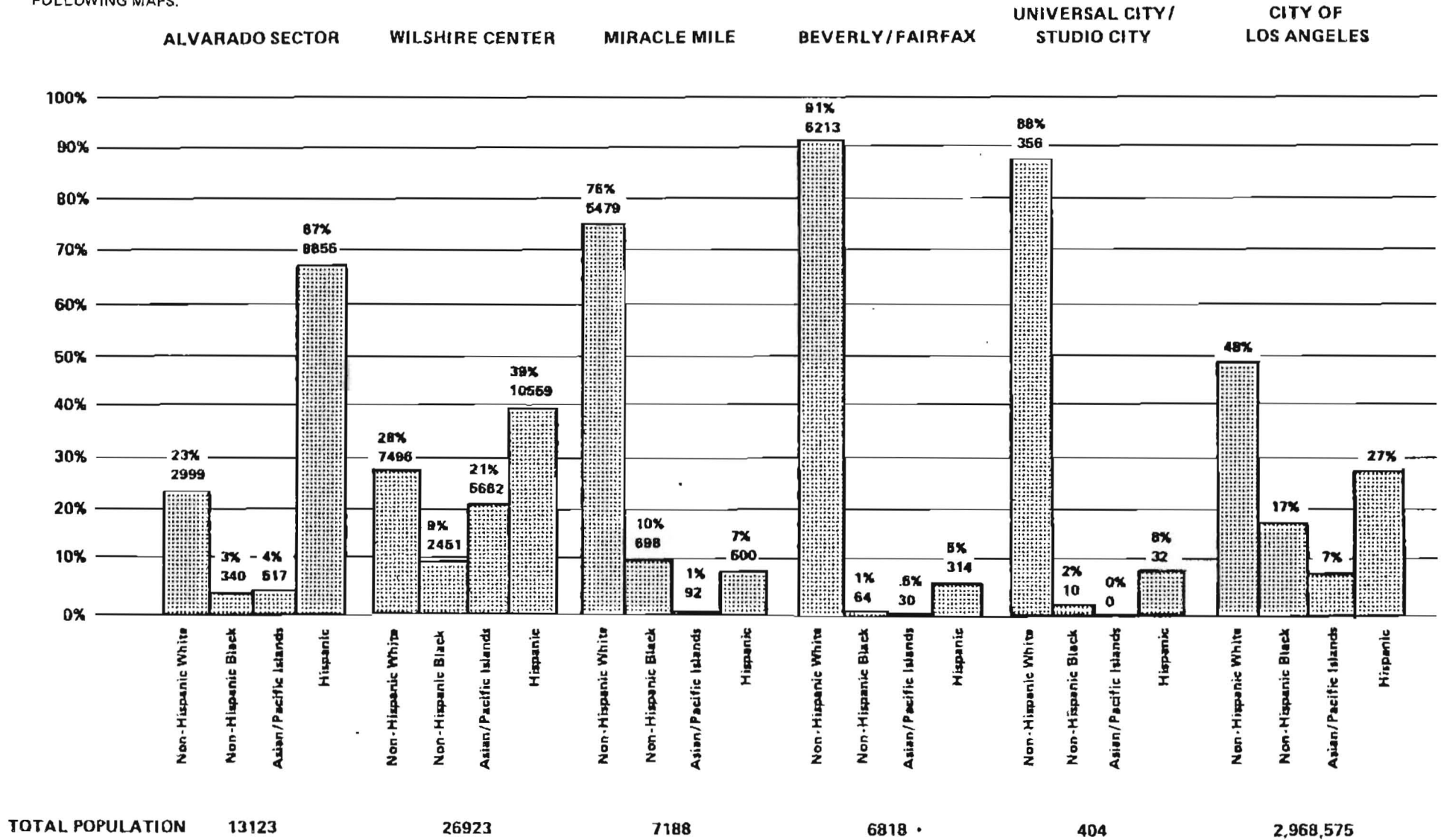
NOTE:  
DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.





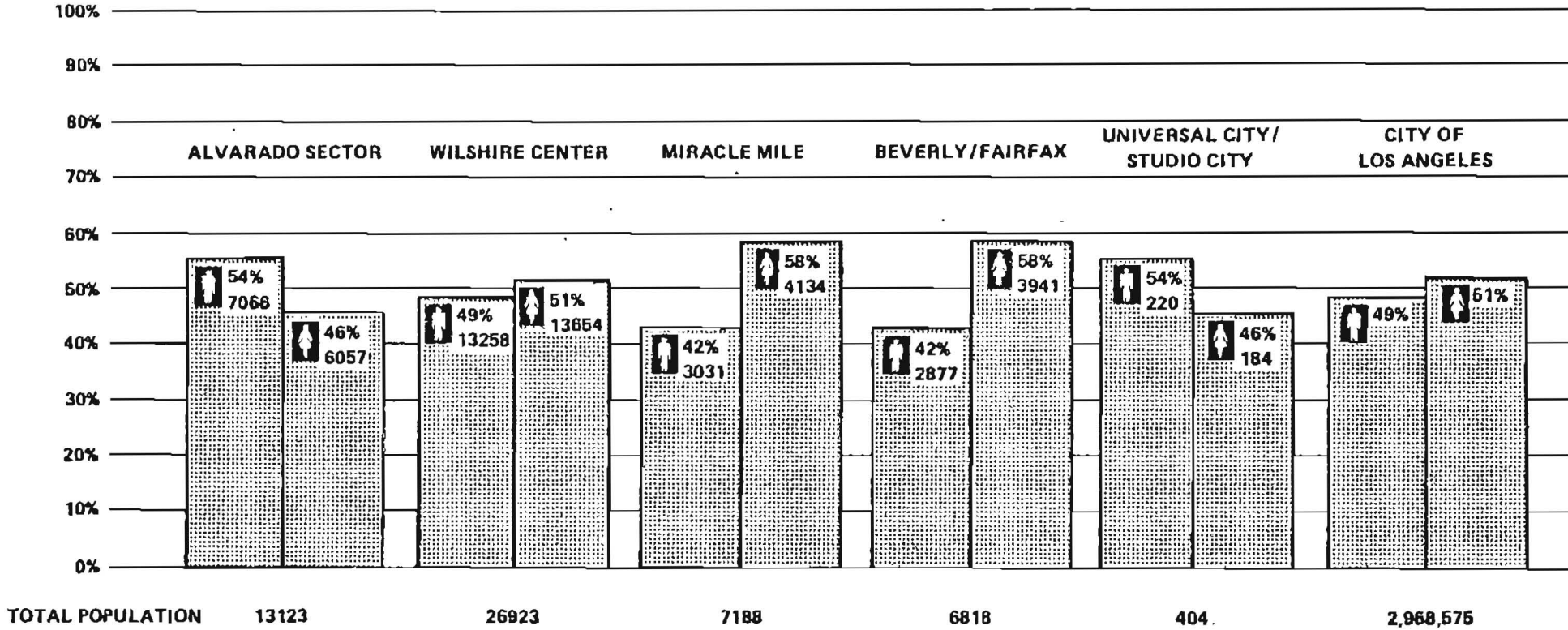
### ETHNICITY/RACE CHARACTERISTICS BY SECTOR

NOTE:  
 DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.



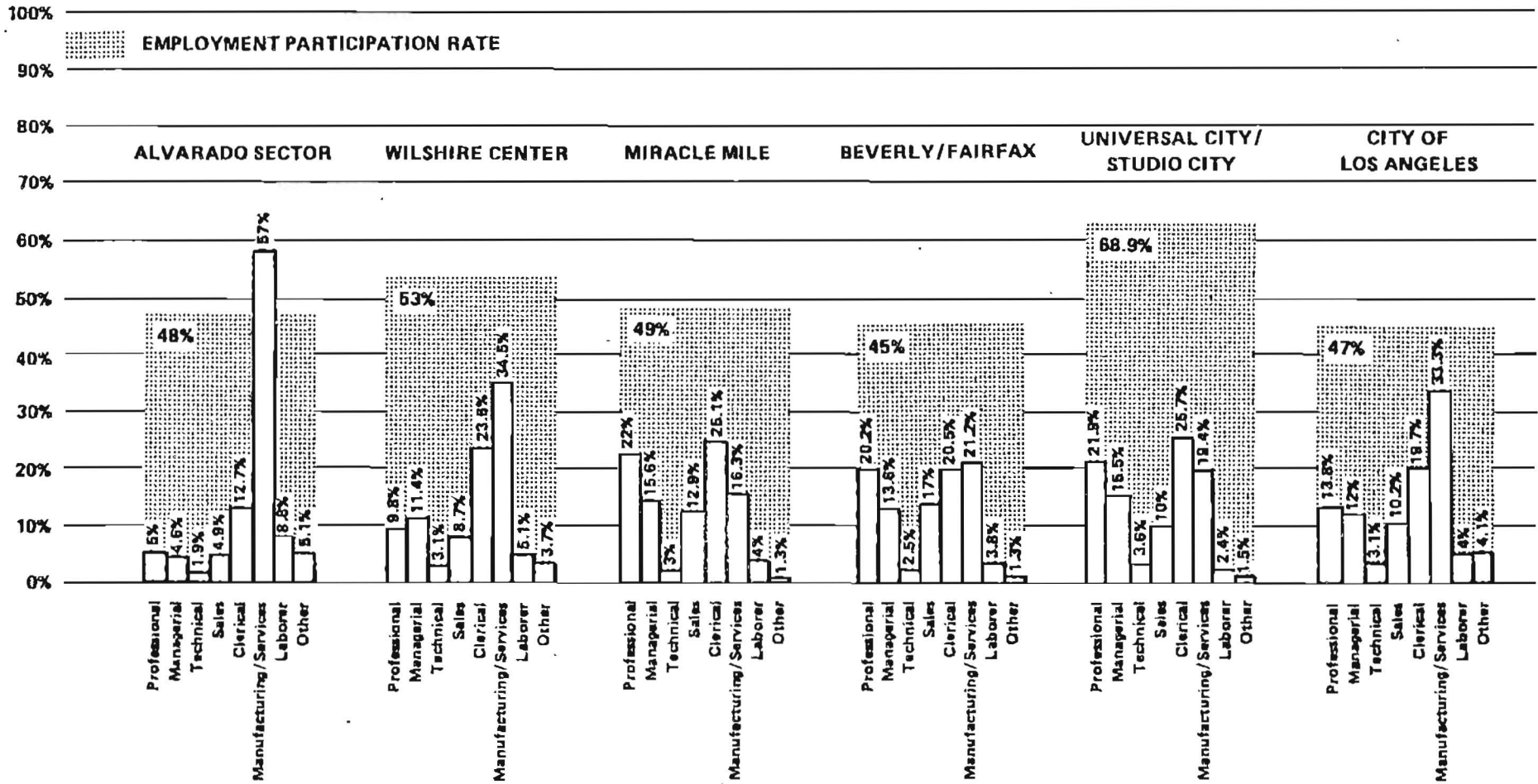
**SEX/POPULATION CHARACTERISTICS BY SECTOR**

NOTE:  
 DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.



# INCOME/EMPLOYMENT CHARACTERISTICS BY SECTOR

NOTE:  
 DATA WAS COLLECTED FROM AREAS WHICH APPROXIMATE THE SPECIFIC PLAN SECTOR BOUNDARIES. THEIR APPROXIMATED AREAS ARE ILLUSTRATED ON THE FOLLOWING MAPS.



MEDIAN HOUSEHOLD INCOME \$ 8951

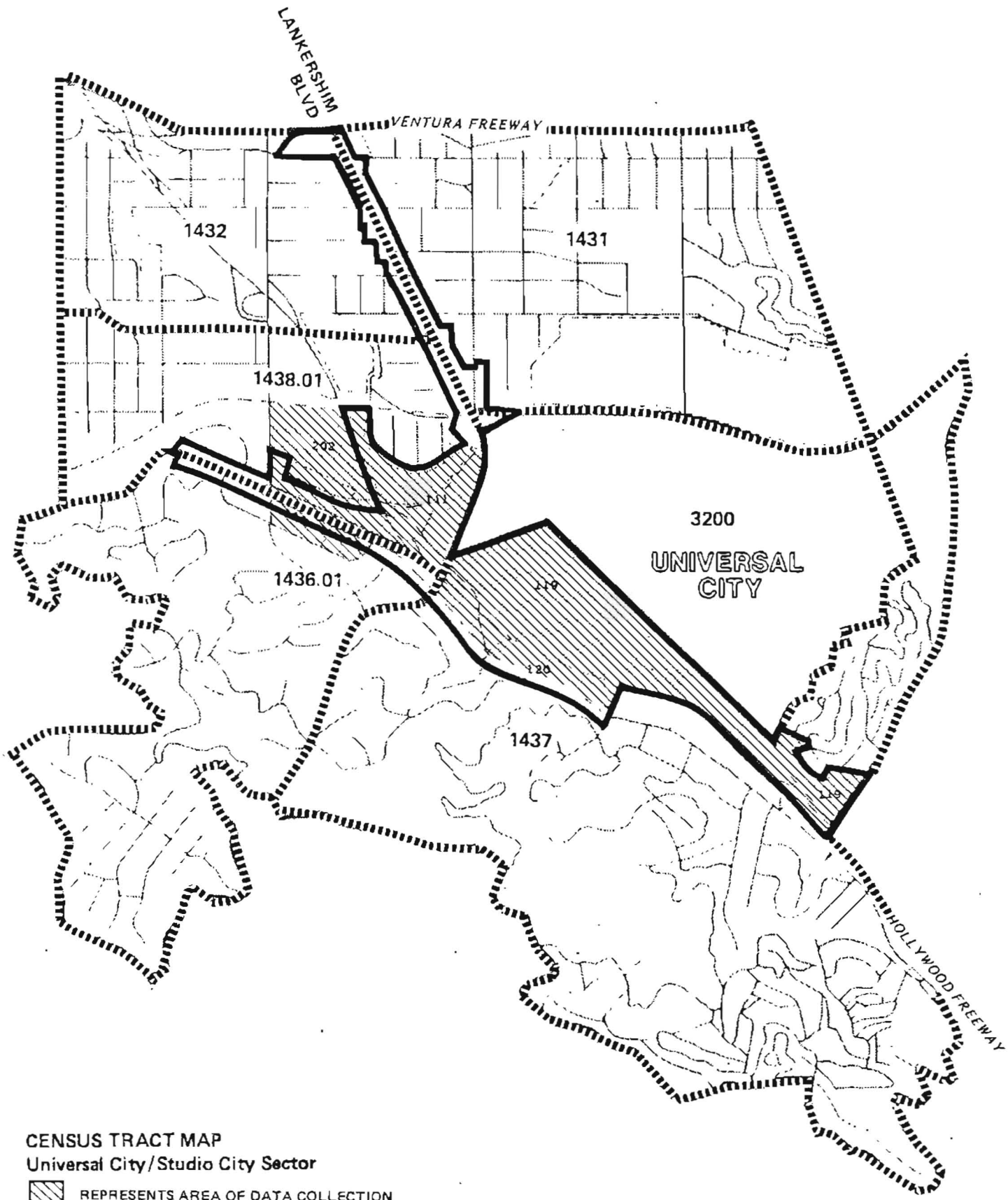
\$ 14289

\$ 21429

\$ 18961

\$ 21151

\$ 21714



**CENSUS TRACT MAP**

Universal City/Studio City Sector



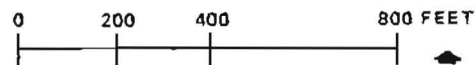
REPRESENTS AREA OF DATA COLLECTION

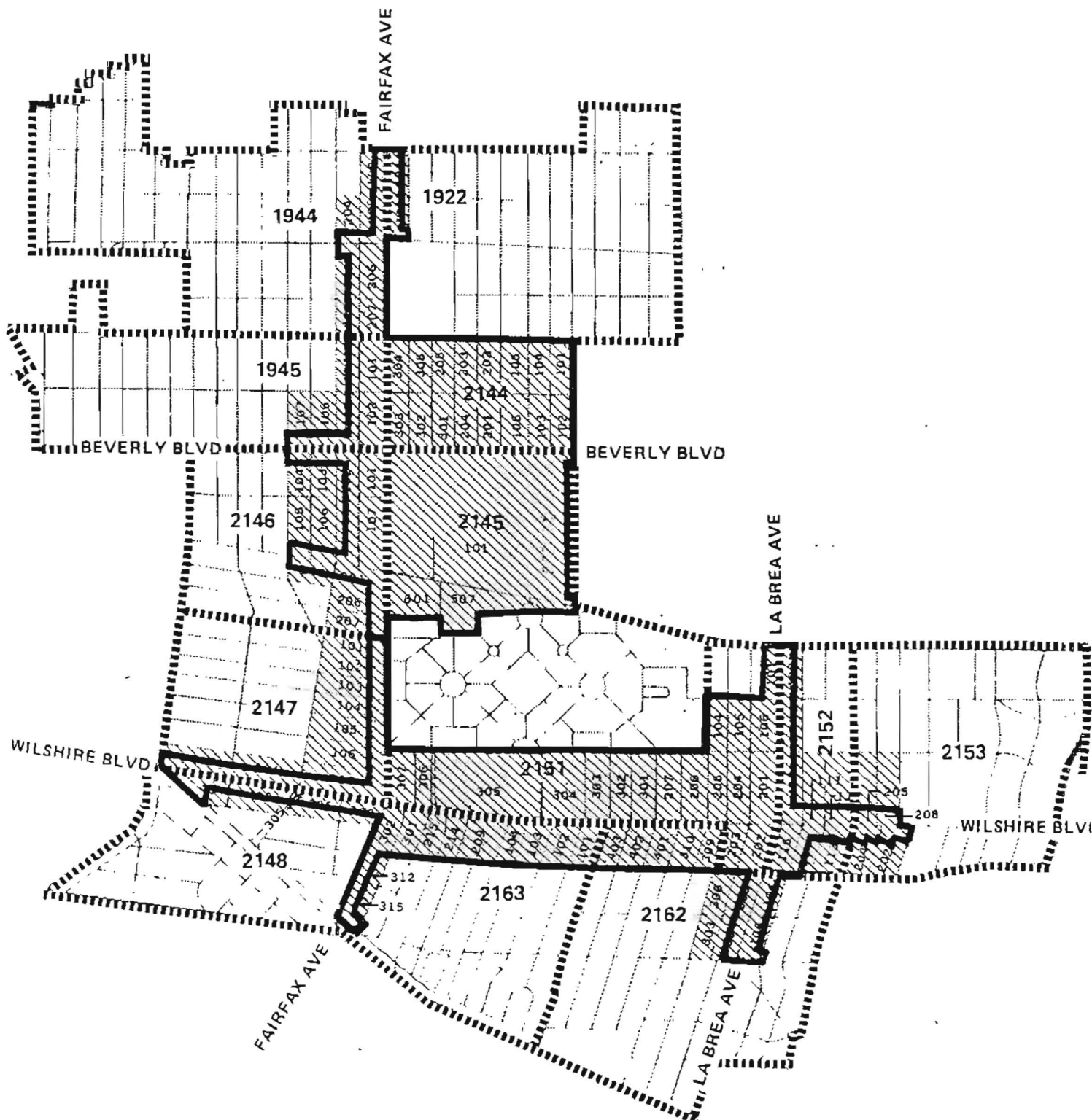
..... Census Tract boundary

———— Specific Plan Area boundary

LARGE NUMBERS indicate Census Tract Numbers


SMALL NUMBERS indicate Census Block Study Areas





**CENSUS TRACT MAP**  
 Beverly/Fairfax Sector and  
 Miracle Mile Sector

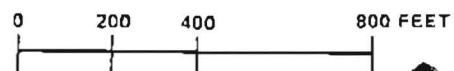
 REPRESENTS AREA OF DATA COLLECTION

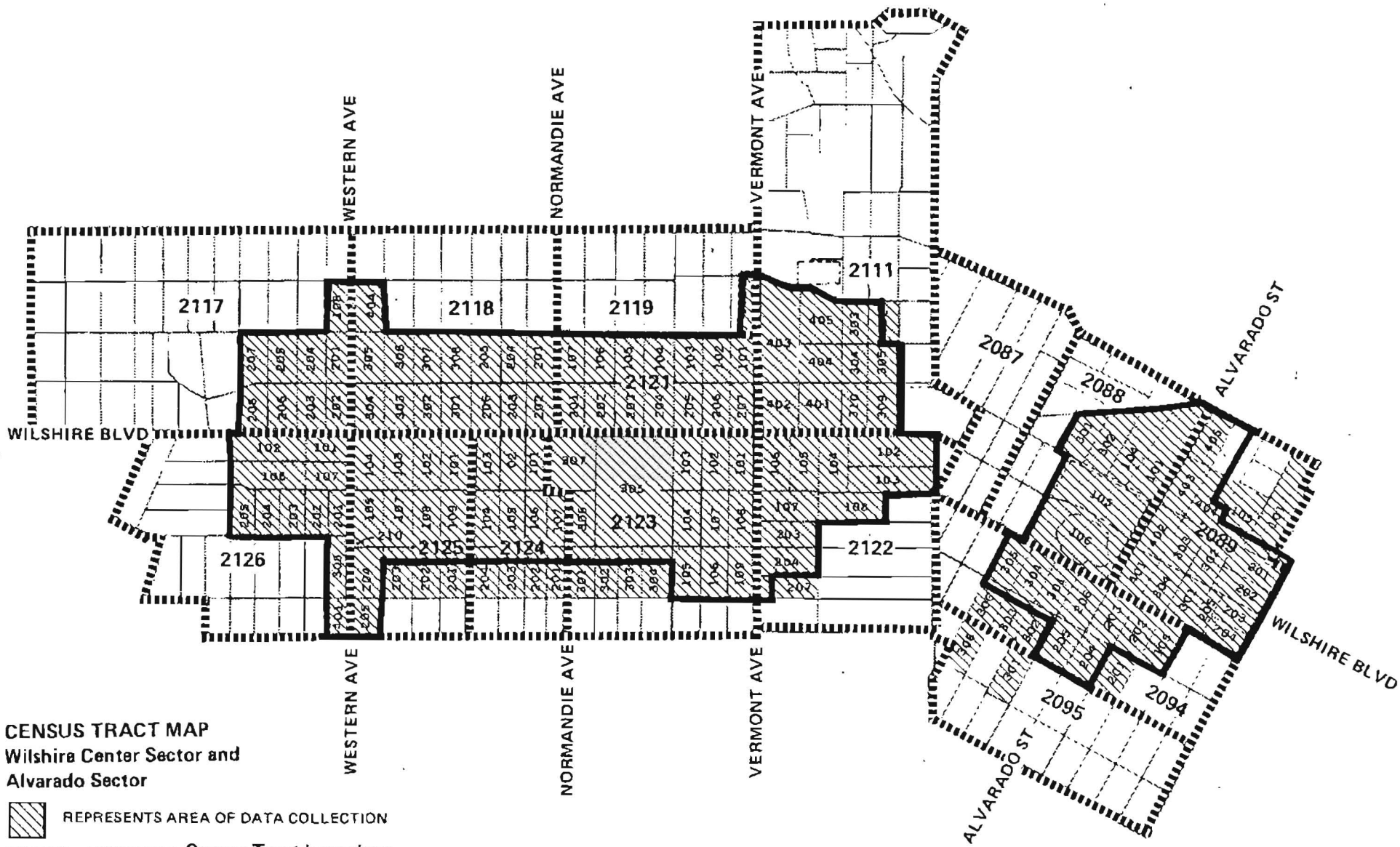
 Census Tract boundary

 Specific Plan Area boundary

LARGE NUMBERS indicate Census Tract Numbers

SMALL NUMBERS indicate Census Block Study Areas





**CENSUS TRACT MAP**  
 Wilshire Center Sector and  
 Alvarado Sector

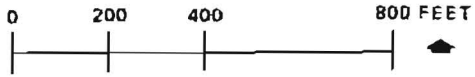
 REPRESENTS AREA OF DATA COLLECTION

 Census Tract boundary

 Specific Plan Area boundary

**LARGE NUMBERS** indicate Census Tract Numbers

**SMALL NUMBERS** indicate Census Block Study Areas



*Development*

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UNIVERSAL CITY/STUDIO CITY  
METHODOLOGY

The methodology employed to determine the market potential in the Universal City/Studio City Immediate Station Impact Area (ISIA) involved:

- 1) disaggregating the Economics Research Associates (ERA) East San Fernando Valley projections to extract projections for the Universal City/Studio City ISIA, and
- 2) supplementing those with additional data and information available to the City Planning Department.

According to the ERA report, the East San Fernando Valley consists of a number of communities including Studio City and Universal City, the two communities closest to the planned station portal. The report's market area maps indicate (for the purposes of the the ERA report) that Universal City is generally the large holding owned by MCA, Inc. including land that is within as well as outside the City of Los Angeles boundaries. Only a small portion of this MCA holding is within the boudaries of the ISIA. Furthermore, the portion that is within the ISIA is already built to the maximum density allowed by the proposed Transit Corridor Specific Plan. Therefore, no further development is anticipated for this portion of the ISIA. The Planning Department recognizes that future development will occur in Universal City, but that that development must necessarily occur outside of the ISIA. Future development within the ISIA will occur in the Studio City community of the East San Fernando Valley.

OFFICE:

The ERA report projected a total of 4,020,000 square feet of office in the East San Fernando Valley, between 1983 and 1995. Of this, 1,970,000 square feet was projected for the short term (before 1989), and 2,050,000 square was projected for the long term (1989-1995). Of the long term projection, the ERA report estimates that 7 percent (150,000 square feet) will occur in the Studio City community of the East San Fernando Valley.

This same percentage could be utilized by the Planning Department to estimate the amount of office development expected in the short term. However, the Planning Department projects that additional office space will not be constructed in the Studio City community in the short term. This opinion is held because considerable space will soon be available at 10 Universal Plaza (on MCA land at the northwest corner of Lankershim Boulevard and the Hollywood Freeway offramp) which the Planning Department expects will more than adequately accommodate the area's short term office space needs.

Instead, the Planning Department anticipates that the ERA projected



demand to build in the short term will be reflected in additional building activity in the long term, thus increasing the amount of long term office development projected by the Planning Department by 190,000 square feet. This increased amount was derived by taking what might have been expected in the short term had the ERA methodology been utilized (140,000 square feet) and converting it to the long term. The amount was then augmented by an additional 50,000 square feet for a total of 340,000 square feet of office development to be expected in the ISIA.

#### RETAIL:

ERA report projects a total of 1,786,000 square feet of retail for the East San Fernando Valley between 1983 and 1995. Of this, 686,000 square feet is anticipated in the short term (before 1989), and 1,100,000 square feet is expected in the long term (1989 and beyond). The Planning Department applied the 7 percent factor utilized previously to separate the development expected in the Studio City community from that which is projected for the entire East San Fernando Valley. As a result, approximately 48,000 square feet would be expected in the short term and 77,000 square feet in the long term. Though comfortable with the short term figure, the Planning Department believes that the long term figure significantly understates the amount of retail development which might be expected to occur over the station portal given the paucity of retail choices in the area and the fact that the nearest retail shopping center is as far away as Sherman Oaks. The Planning Department estimates that the amount of long term retail development which could be expected at that site will be approximately 200,000 square feet, for a total of 248,000 square feet of retail to be developed by 1995.

#### HOTEL:

No hotel rooms are projected for the ISIA.

#### RESIDENTIAL:

No residential units are projected for the ISIA.

PLANNING DEPARTMENT PROJECTIONS FOR ISIA:

UNIVERSAL CITY/STUDIO CITY SUMMARY

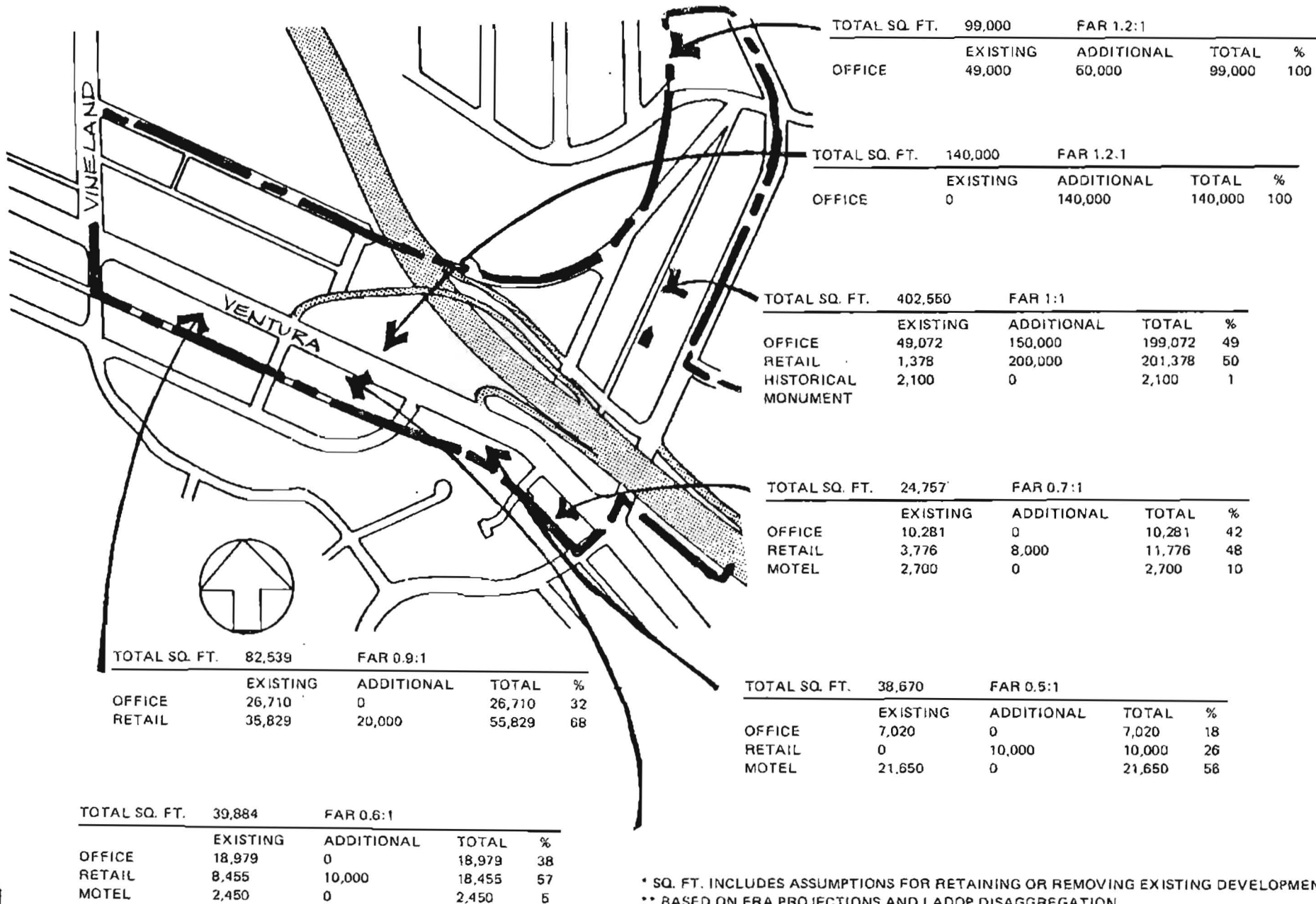
	<u>SHORT-TERM</u> <u>(1983-88)</u>	<u>LONG-TERM</u> <u>(1989-95)</u>	<u>TOTAL</u> <u>(1983-95)</u>
OFFICE	Ø	340,000 sq. ft.	340,000 sq. ft.
RETAIL	48,000 sq. ft.	200,000 sq. ft.	248,000 sq. ft.
HOTEL	Ø	Ø	Ø
RESIDENTIAL	Ø	Ø	Ø

PLANNING DEPARTMENT/ERA COMPARISON:

UNIVERSAL CITY/STUDIO CITY SUMMARY (1983-1995)

	<u>PLANNING DEPARTMENT</u> <u>ESTIMATES FOR ISIA</u>	<u>FINAL ERA ESTIMATES</u> <u>FOR EAST SAN FERNANDO VALLEY</u>
OFFICE	340,000 sq. ft.	4,020,000 sq. ft.
RETAIL	248,000 sq. ft.	1,786,000 sq. ft.
HOTEL	Ø	2,000 Rooms
RESIDENTIAL	Ø	26,900 Units

# TOTAL\* PROJECTED DEVELOPMENT FOR SELECTED BLOCKS BY 1990\*\*



TOTAL SQ. FT.		FAR 1.2:1		
	EXISTING	ADDITIONAL	TOTAL	%
OFFICE	49,000	60,000	99,000	100

TOTAL SQ. FT.		FAR 1.2:1		
	EXISTING	ADDITIONAL	TOTAL	%
OFFICE	0	140,000	140,000	100

TOTAL SQ. FT.		FAR 1:1		
	EXISTING	ADDITIONAL	TOTAL	%
OFFICE	49,072	150,000	199,072	49
RETAIL	1,378	200,000	201,378	50
HISTORICAL MONUMENT	2,100	0	2,100	1

TOTAL SQ. FT.		FAR 0.7:1		
	EXISTING	ADDITIONAL	TOTAL	%
OFFICE	10,281	0	10,281	42
RETAIL	3,776	8,000	11,776	48
MOTEL	2,700	0	2,700	10

TOTAL SQ. FT.		FAR 0.9:1		
	EXISTING	ADDITIONAL	TOTAL	%
OFFICE	26,710	0	26,710	32
RETAIL	35,829	20,000	55,829	68

TOTAL SQ. FT.		FAR 0.5:1		
	EXISTING	ADDITIONAL	TOTAL	%
OFFICE	7,020	0	7,020	18
RETAIL	0	10,000	10,000	26
MOTEL	21,650	0	21,650	56

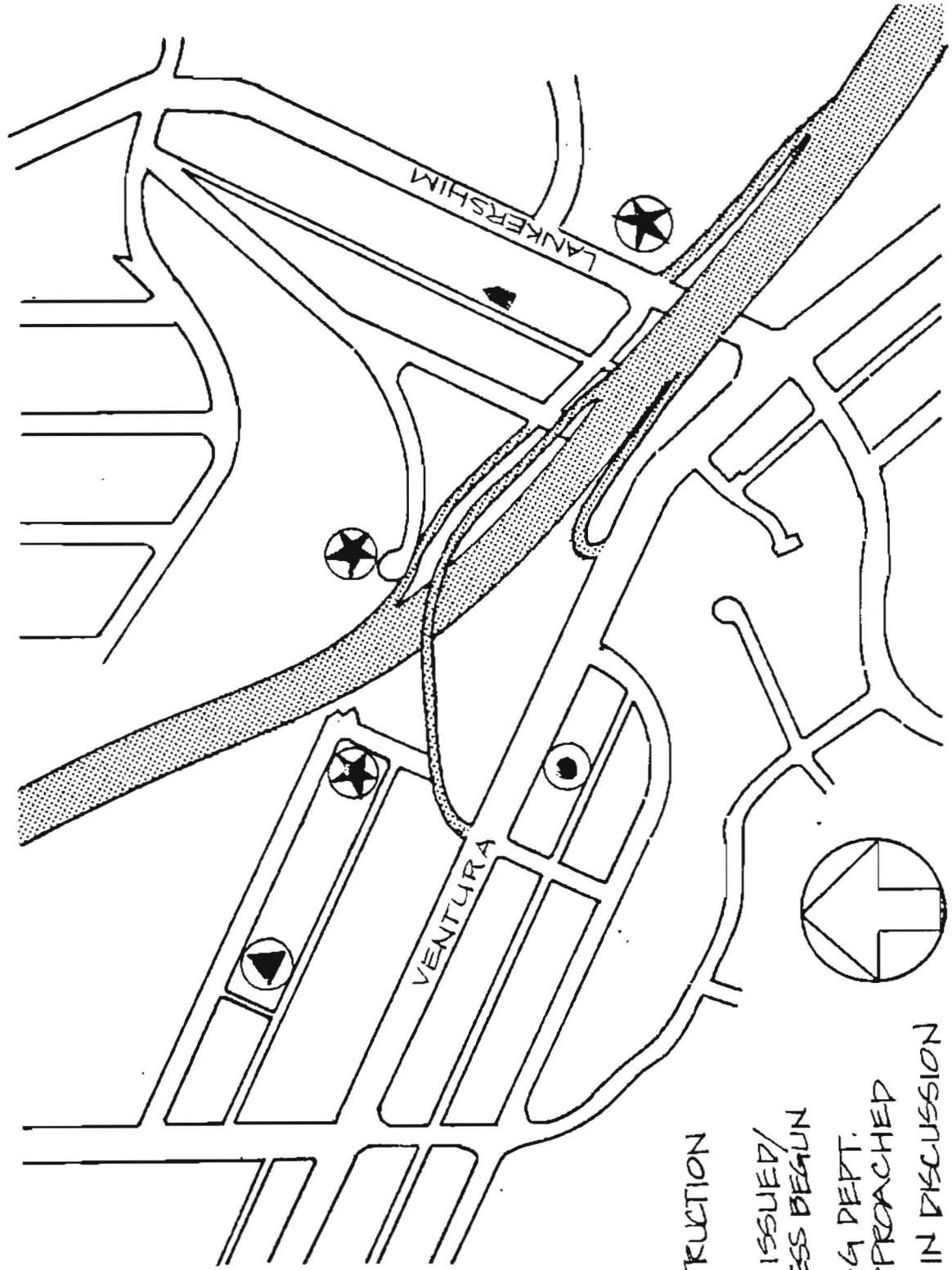
TOTAL SQ. FT.		FAR 0.6:1		
	EXISTING	ADDITIONAL	TOTAL	%
OFFICE	18,979	0	18,979	38
RETAIL	8,455	10,000	18,455	57
MOTEL	2,450	0	2,450	5





\* SQ. FT. INCLUDES ASSUMPTIONS FOR RETAINING OR REMOVING EXISTING DEVELOPMENT.  
\*\* BASED ON ERA PROJECTIONS AND LADOP DISAGGREGATION.

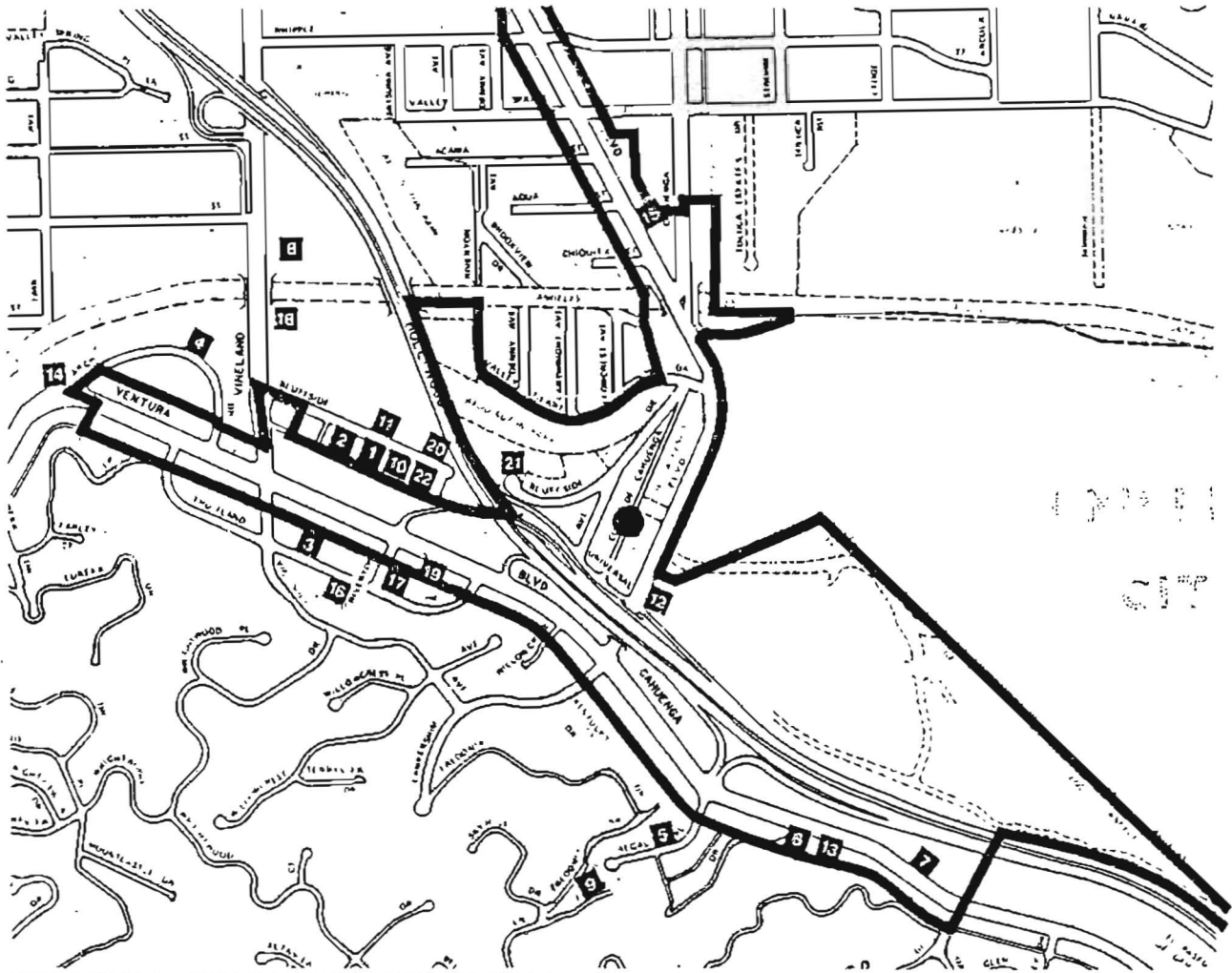
# IMMINENT DEVELOPMENT

INFORMATION SOURCE:  
**LADOP**  
OCTOBER 1984

STATUS OF PROJECTS IN IMMEDIATE STATION IMPACT AREA



-  UNDER CONSTRUCTION
-  BLDG. PERMIT ISSUED/  
PERMIT PROCESS BEGUN
-  CITY PLANNING DEPT.  
HAS BEEN APPROACHED
-  DEVELOPER IN DISCUSSION  
PHASE



**UNIVERSAL CITY/STUDIO CITY STATION  
IMMINENT DEVELOPMENT**

- |    |  |    |   |
|----|--|----|---|
| 1  | 40 CONDOMINIUMS  | 11 | 23 CONDOMINIUMS   |
| 2  | 30 CONDOMINIUMS  | 12 | 36 STORY OFFICE & RETAIL DEVELOPMENT<br>+ 6 STORY PARKING STRUCTURE |
| 3  | 18 CONDOMINIUMS  | 13 | 3 STORY OFFICE BUILDING   |
| 4  | 10 CONDOMINIUMS  | 14 | 1 STORY RETAIL BUILDING   |
| 5  | 25 CONDOMINIUMS  | 15 | 3 STORY OFFICE/COMMERCIAL BUILDING                                  |
| 6  | COMMERCIAL CONDOMINIUMS  | 16 | 2 STORY APARTMENT BUILDING  |
| 7  | 4-6 STORY OFFICE BUILDINGS<br>370,000 SQ. FT.                        | 17 | 4 STORY APARTMENT BUILDING  |
| 8  | EXPANSION OF HOWARD JOHNSON'S LODGE, COCKTAIL LOUNGE<br>& RESTAURANT | 18 | DEMOLITION OF SINGLE FAMILY DWELLING                                |
| 9  | 2 CONDOMINIUMS   | 19 | PROPOSAL FOR COMMERCIAL TO CONNECT<br>WITH RTD PARKING LOT          |
| 10 | 67 APARTMENTS  | 20 | 3 STORY APARTMENT BUILDING  |
|    |  | 21 | R4 DENSITY RESIDENTIAL  |
|    |  | 22 | RESIDENTIAL   |

UNIVERSAL CITY  
IMMINENT DEVELOPMENT

Map Code	Address	Project	Developer/Owner/ Representative	Source of Project Description	Building Permit Issued	Date Permit Information Obtained/ Updated	Other Data
1	10910 Bluffside Drive	40 condominiums	Pace Engineering	EIR CASE NO. RD 66-81-SUB (10/83)	No	11/83	T.T. 41690 constructed (field work 10/84)
2	10944-50 Bluffside Drive	40 apartments Two-story	B.G.P. Dev. Corp.	EIR CASE NO. 78-81-SUB (10/83)	1983	11/83	T.T. 41621 Building Permit No. VN 50806
3	11045 Fruitland Drive	18 condominiums	Tierra Engineering	EIR CASE NO. 89-81-SUB(ZC) (10/83)	1982	11/83	T.T. 41937
4	4248 Arch Drive	10 condominiums	Tierra Engineering	EIR CASE NO. 149-81-SUB (10/83)	No	11/83	T.T. 42104
5	3649-57 Regal Place	25 condominiums	Southwest Engineering	EIR CASE NO. 87-81-SUB(ZC) (10/83)	No	11/83	T.T. 41000
6	3597 Caluenga Boulevard	Commercial condominiums	Bechtel & Emerson	EIR CASE NO. 688-81-SUB (10/83)	No	11/83	T.T. 30262
7	3400 Caluenga Boulevard	Four six-story office buildings 370,000 square feet	Hanna-Barbera Productions	EIR CASE NO. 249-82-110(SUB) (10/83)	No	11/83	
8	4200 Vineland	Expansion of Howard Johnson's Lodge, cocktail lounge and restaurant	Howard Johnson's	EIR CASE NOS. 137-83-ZV and 315-82-CU7 (10/83)	No	11/83	
9	3677 Fredonia	Two condominiums	W.W. Handley	EIR CASE NO. 307-82-SUB(ZC) (10/83)	No	11/83	
*	11136 Acama Street	Two-story apartments	Carr and Lopuch Assoc.	Department of Building and Safety	1983	11/18/83	
10	10900 Bluffside	67 apartments Three-story	Carr and Lopuch	Department of Building and Safety	1983	11/18/83	Building Permit No. 60130 construction has begun (field work 10/84)

\*Outside of map area

UNIVERSAL CITY  
IMMINENT DEVELOPMENT (Cont'd)

Map Code	Address	Project	Developer/Owner/ Representative	Source of Project Description	Building Permit Issued	Date Permit Information Obtained/ Updated	Other Data
11	10911 Bluffside	23 condominiums	The Bluffs, Ltd.	Department of Building and Safety	1983	11/18/83 10/19/84	CPC No. 29555 Building Permit No. 83 LA 64177 Certificate of Occupancy- 8/6/84
12	3838 Lankershim Boulevard	36-story office development and retail	MCA, Inc./Texaco	Department of Building and Safety	1982	11/18/83 10/2/84	
*	3801 Barham Bl.	Three-story office/retail	MCA, Inc.	Department of Building and Safety	1982	11/18/83	
13	3599 Cahuenga Bl.	Three-story office building	Universal Terrace Assoc.	Department of Building and Safety	1983	11/18/83	
14	11265 Ventura Boulevard	One-story retail building		Department of Building and Safety	Yes	11/22/83	
15	4142 Lankershim Boulevard	Three-story office/commercial building (over parking)		Z.V. 83-314		1/20/84	
16	11008 Fruitland Dr.	Two-story apartment building		Department of Building and Safety	Yes	1/10/84	Permit No. 80151
17	10965 Fruitland Dr.	Four-story apartment building		Department of Building and Safety	Yes	4/3/84	Permit No. 69095
18	4074 Vineland	Demolition of one-story dwelling	Bluffside Development Corp.	Department of Building and Safety	Yes	8/24/84	
19	11330 Ventura	Preliminary discussions to construct commercial building to connect with SCR10 parking lot	Walt Asher	SCR10	No	10/3/84	

\*Outside of map area

UNIVERSAL CITY  
IMMINENT DEVELOPMENT (Cont'd)

Map Code	Address	Project	Developer/Owner/ Representative	Source of Project Description	Building Permit Issued	Date Permit Obtained/ Updated	Other Data
20	10865 Bluffside	Three-story apartment		Department of Building and Safety	Yes	10/15/84	Permit No. 74974
21	Northside of Bluffside Drive at cul-de-sac	R4 density residential	Jim Fry Annino Investments	Community Plans (Johnson)		8/15/84	Construction begun (field work 10/84)
22	Southside of Bluffside Drive at cul-de-sac	Residential		field work 10/84		10/84	Under construction

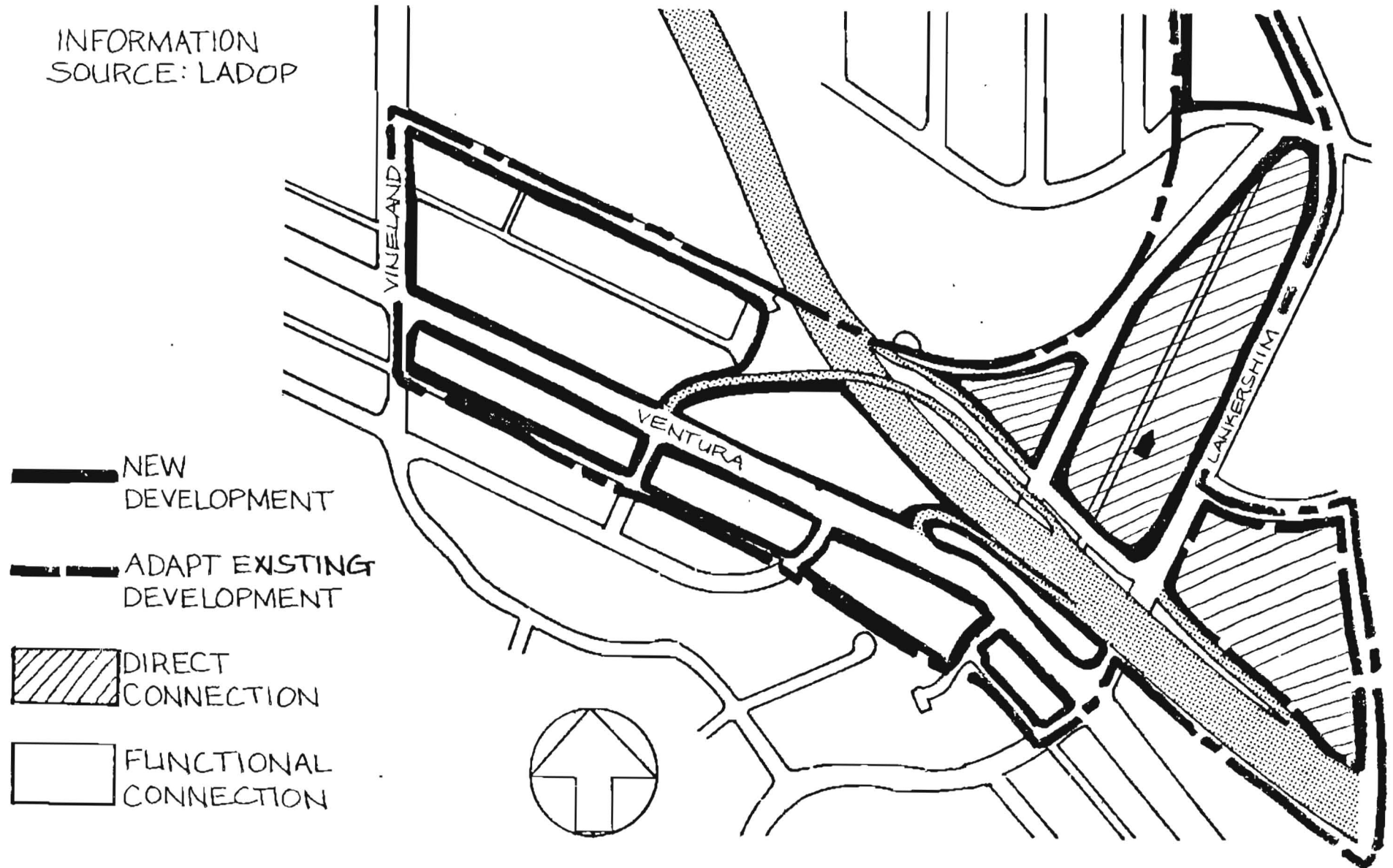
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COM143



# STATION INTEGRATION OPPORTUNITIES

INFORMATION  
SOURCE: LADOP



**METRO RAIL IMMEDIATE STATION IMPACT AREA  
COMPARISON OF VARIOUS LAND DEVELOPMENT POTENTIALS**

METRO RAIL IMMEDIATE STATION IMPACT AREA	LAND AREA (NET ACRES)	EXISTING LAND USE (GROSS SQUARE FEET)		EXISTING ZONING (TOTAL POTENTIAL: IN NET BUILDING SQUARE FEET)		EXISTING GENERAL PLAN (TOTAL POTENTIAL: IN NET BUILDING SQUARE FEET)		SPECIFIC PLAN (TOTAL POTENTIAL: IN NET BUILDING SQUARE FEET)		DEVELOPMENT MARKET PROJECTION (ADDITIONAL POTENTIAL: IN NET BUILDING SQUARE FEET)	
		COMMERCIAL	RESIDENTIAL	COMMERCIAL	RESIDENTIAL	COMMERCIAL	RESIDENTIAL	COMMERCIAL	RESIDENTIAL	COMMERCIAL	RESIDENTIAL
Wilshire/Alvarado	22	540,400	622 D. U.	11,794,000	150 D. U.	5,365,600	0	8,378,100	68 D. U.	285,000	100 D. U.
Wilshire/Vermont	40	1,931,400	394 D. U.	17,384,800	1161 D. U.	9,039,500	0	13,218,700	305 D. U.	1,340,000	300 D. U.
Wilshire/La Brea	16	488,000	0	6,537,300	133 D. U.	2,407,000	176 D. U.	5,562,100	185 D. U.	410,000	525 D. U.
Wilshire/Fairfax	24	1,168,700	0	8,241,000	0	4,064,800	0	9,197,100	402 D. U.	2,380,000	600 D. U.
Beverly/Fairfax	66	521,000	0	34,099,500	0	8,565,300	0	3,172,100	0	2,282,000	0
Universal City/ Studio City	38	1,004,300	264 D. U.	3,031,600	1374 D. U.	3,756,100	606 D. U.	2,955,000	0	588,000	0

**NOTES:**

This tabulation reports residential units only where there are residential zones. However, the existing zoning and existing general plan allow residential units within commercial zones. For simplicity, this tabulation assumes all square footage within commercial zones to be commercial use.

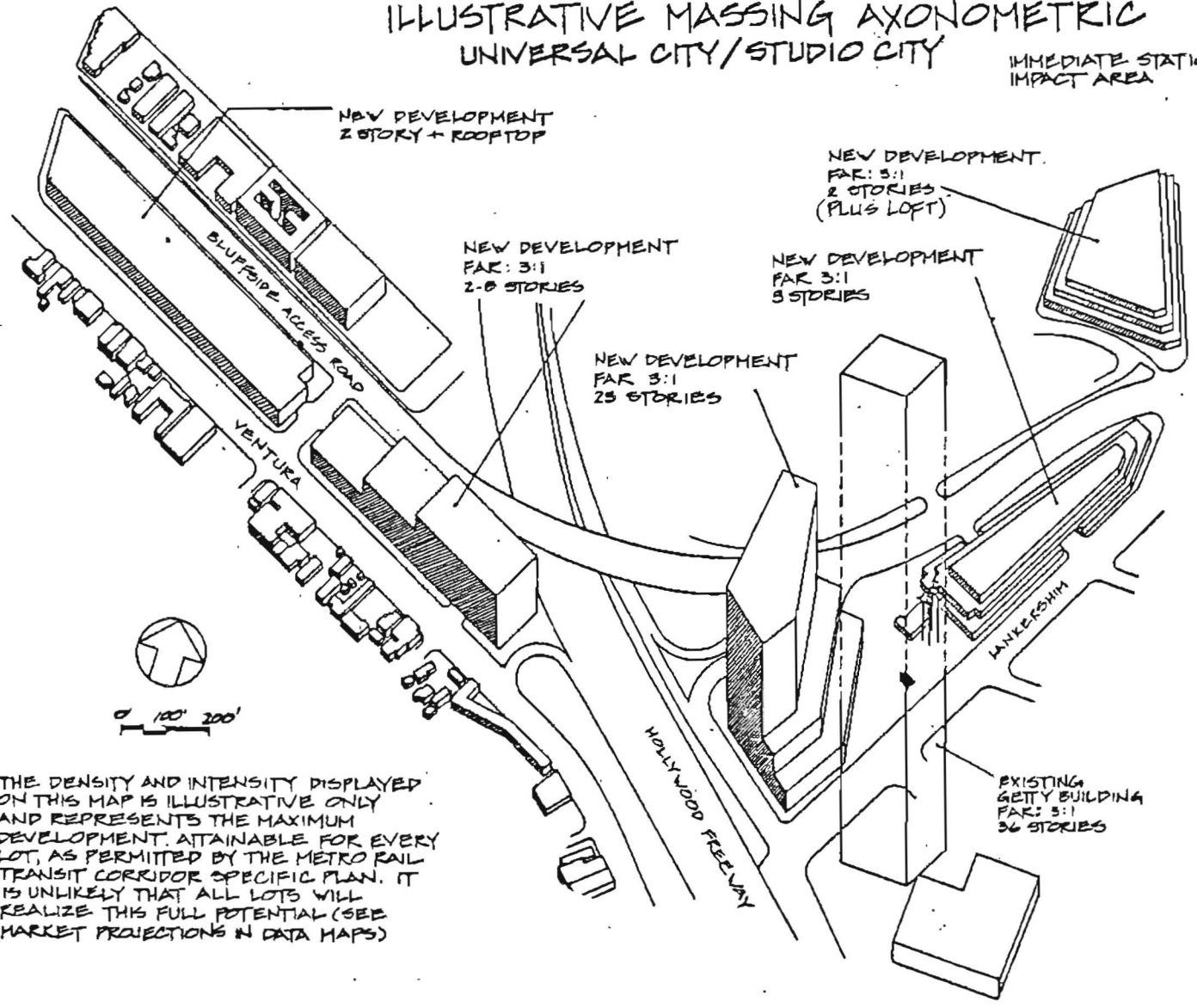
*Miscellaneous*

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# ILLUSTRATIVE MASSING AXONOMETRIC UNIVERSAL CITY/STUDIO CITY

IMMEDIATE STATION  
IMPACT AREA



THE DENSITY AND INTENSITY DISPLAYED ON THIS MAP IS ILLUSTRATIVE ONLY AND REPRESENTS THE MAXIMUM DEVELOPMENT ATTAINABLE FOR EVERY LOT, AS PERMITTED BY THE METRO RAIL TRANSIT CORRIDOR SPECIFIC PLAN. IT IS UNLIKELY THAT ALL LOTS WILL REALIZE THIS FULL POTENTIAL (SEE MARKET PROJECTIONS IN DATA MAPS)

**UNIVERSAL STATION MEGABLOCK EXAMPLE  
SPECIFIC PLAN PHASE I**

METRO RAIL STATION AREA DEVELOPMENT PLANS  
EXAMPLE OF DEVELOPMENT POTENTIAL

**STEP 1 IDENTIFY PARCEL & PHASE**

ADDRESS: 2 BLOCKS BOUNDED BY LANKERSHIM, BLUFFSIDE,  
& HOLLYWOOD FWY. -- UNIVERSAL MEGABLOCK  
BOOK-PAGE-PARCEL #: 2423-036, 2423-038, 2423-037  
SPECIFIC PLAN SECTOR: UNIVERSAL CITY/STUDIO CITY  
STATION: UNIVERSAL  
SUBAREAS: 1a, 1b, 1c, 1d, 1e  
PHASE: I

**STEP 2 CALCULATE RESIDENTIAL BUILDABLE AREA**

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA	AVE. LOT AREA/D.U.
1c, 1d, 1e	(R-3)	199905	43350	156555	1000

**STEP 3 CALCULATE DEVELOPMENT ON RESIDENTIALLY-ZONED PORTION**

USE	PERMITTED	EXISTING	PROPOSED ADDITIONAL	F.A.R. (EXISTING+ PROPOSED)
COMMERCIAL SQFT.	0	0	0	0.00
SUBSET: HOTEL ROOMS	0	0	0	
RESIDENTIAL SQFT. (EST)	234833	0	234833	1.50
D.U.'S	157	0	157	
TOTAL SQFT.	234833	0	234833	1.50

**STEP 4 CALCULATE COMMERCIAL BUILDABLE AREA**

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA
1a	C4-1	95000	0	95000
1b	C4-1VL	135500	0	135500
TOTAL		230500	0	230500

**STEP 5 CALCULATE MAXIMUM TRIPS PERMITTED BY SPECIFIC PLAN**

SUBAREA	ALLOCATION TYPE	TRIPS/1000 SQFT. BUILDABLE AREA	TRIPS PERMITTED
1a	INITIAL ALLOCATION	42 TRIPS	3990
1b	INITIAL ALLOCATION	28 TRIPS	3794

**STEP 6 CALCULATE DEVELOPMENT ON COMMERCIALY-ZONED PORTION USING INITIAL ALLOCATION OF TRIPS FROM STEP 5**

USE	TRIPS GENERATED	EXISTING SQFT. ROOMS OR D.U.'S	PROPOSED SQFT. ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	REQUIRED PARKING SPACES	ESTIMATED COST OF REQUIRED PARKING
OFFICE	14/1000 SQFT.		500000	7000	116	58000000	1000	11200000
RETAIL	35/1000 SQFT.		16000	560	77	1232000	32	358400
MEDICAL	75/1000 SQFT.			0	127	0	0	0
RESTAURANT	45/1000 SQFT.		5000	225	175	675000	10	112000
FAST FOOD	164/1000 SQFT.			0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.			0	95	0	0	0
ENTERTAINMENT	14/1000 SQFT.			0	123	0	0	0
HOTEL	10/ROOM			0	93	0	0	0
RESIDENTIAL	7.55/D.U.			0	82	0	0	0
TOTAL SQ.FT		0	521000					
TOTAL HOTEL ROOMS		0	0					
TOTAL D.U.'S		0	0					
TOTAL TRIPS USED				7785				
MAX. TRIPS PERMITTED				7784				
TOTALS						59907000	1042	11670400
TOTAL CONSTRUCTION + PARKING COST.....						71577400		

STEP 7 CALCULATE BONUS TRIPS GENERATED BY DEVELOPMENT IN STEP 6  
(ALVARADO, WILSHIRE CENTER, MIRACLE MILE SECTORS ONLY)

BONUSABLE FEATURE (SUBAREAS)	PROPOSED SQFT. OR "1" IF B.A.*	BONUS FACTOR	BONUS TRIPS ALLOCATED
<b>TRANSIT:</b>			
(1) DIRECT CONNECTION		14/1000 B.A.	0
(1) OFF-ST.BUS TERMINAL		14/1000 B.A.	0
(1) OFF-ST.PARKING		14/1000 B.A.	0
(1,2) FUNCTIONAL CONNECTION		5/1000 B.A.	0
<b>STREET ENVIRONMENT:</b>			
(1,2) GROUND FLOOR RETAIL		7/100 SQFT.	0
(1,2) GROUND FLOOR RESTURANT		7/100 SQFT.	0
(1,2) OUTDOOR CAFE		7/100 SQFT.	0
<b>CULTURAL:</b>			
(1,2) CULTURAL/ENTERTAINMENT		5.6/100 SQFT.	0
<b>HISTORIC PRESEPVATION:</b>			
(1,2) HISTORIC PROPERTY		5.6/100 SQFT.	0
(1,2) HISTORIC FACADE		5/1000 B.A.	0
<b>COMMUNITY SERVICES:</b>			
(1,2) COMMUNITY USE FACILITY		5.6/100 SQFT.	0
<b>OPEN SPACE:</b>			
(1,2) AMENITY SPACE		4.2/100 SQFT.	0
(1,2) RECREATIONAL USE		4.2/100 SQFT.	0
(1,2) ROOFTOP GARDEN		4.2/100 SQFT.	0
<b>HOUSING:</b>			
(1,2) HANDICAPPED		7/100 SQFT.	0
(1,2) SENIOR CITIZEN		7/100 SQFT.	0
(1,2) LOW TO MODERATE		7/100 SQFT.	0
(1,2) RENTAL		5.6/100 SQFT.	0
(1,2) CONDOMINIUMS		2.8/100 SQFT.	0
TOTALS	0		0
MAX. TRIPS PERMITTED			0

STEP 8 INDICATE TDR TRIPS NEEDED TO REACH MAXIMUM F.A.R. ALLOWED BY  
SPECIFIC PLAN (ALVARADO, WILSHIRE CENTER, MIRACLE MILE  
SECTORS ONLY)

0

STEP 9 CALCULATE DEVELOPMENT ON COMMERCIALY-ZONED PORTION USING BONUS &  
TDR ALLOCATION OF TRIPS FROM STEPS 7 & 8

USE	TRIPS GENERATED	PROPOSED SQFT./ROOMS OR D.U.'S	ESTIMATED CONSTRUCT. COST/SQFT. TRIPS USED	ESTIMATED CONSTRUCT. COST (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	REQUIRED PARKING SPACES	ESTIMATED COST OF REQUIRED PARKING
OFFICE	14/1000 SQFT.		0	116	0	0	0
RETAIL	35/1000 SQFT.		0	77	0	0	0
MEDICAL	75/1000 SQFT.		0	127	0	0	0
RESTAURANT	45/1000 SQFT.		0	135	0	0	0
FAST FOOD	164/1000 SQFT.		0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.		0	95	0	0	0
ENTERTAINMENT	14/1000 SQFT.		0	123	0	0	0
HOTEL	10/ROOM		0	93	0	0	0
RESIDENTIAL	7.55/D.U.		0	82	0	0	0
TOTAL SQFT.		0					
TOTAL HOTEL ROOMS		0					
TOTAL D.U.'S		0					
TOTAL TRIPS USED			0				
MAX. TRIPS PERMITTED			0				
TOTALS					0	0	0
TOTAL CONSTRUCTION + PARKING COST.....					0		

\* B.A. - BUILDABLE AREA

STEP 10 INDICATE TOTAL DEVELOPMENT ON COMMERCIALY-ZONED PORTION  
(SUM OF DEVELOPMENT FROM STEPS 6 & 9)

USE	PROPOSED SOFT. ROOMS OR D.U.'S	EXISTING SOFT. ROOMS OR D.U.'S	ESTIMATED CONSTRUCT. TRIPS USED	ESTIMATED CONSTRUCT. COST/SOFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	REQUIRED PARKING SPACES	ESTIMATED COST OF REQUIRED PARKING
OFFICE	500000	0	7000	116	58000000	1000	11200000
RETAIL							
GROUND FLOOR	0	0	0	77	0	0	0
OPTIONAL	16000	0	560	77	1232000	32	358400
MEDICAL	0	0	0	127	0	0	0
RESTAURANTS	5000	0	225	175	675000	10	112000
FAST FOOD	0	0	0	95	0	0	0
DRIVE-THRU	0	0	0	95	0	0	0
ENTERTAINMENT							
CULTURAL	0	0	0	125	0	0	0
OPTIONAL	0	0	0	125	0	0	0
HOTEL	0	0	0	82	0	0	0
RESIDENTIAL							
HANDICAPPED	0	0	0	82	0	0	0
SENIOR CITIZEN	0	0	0	82	0	0	0
LOW TO MODERATE	0	0	0	82	0	0	0
RENTAL	0	0	0	82	0	0	0
CONDOMINIUMS	0	0	0	82	0	0	0
OPTIONAL	0	0	0	82	0	0	0
TOTAL SOFT.	521000	0					
TOTAL HOTEL ROOMS	0	0					
TOTAL D.U.'S	0	0					
TOTAL TRIPS USED			7785				
MAX. TRIPS PERMITTED			7784				
TOTALS					59907000	1042	11670400
TOTAL CONSTRUCTION + PARKING COST.....					71577400		

STEP 11 INDICATE TOTAL DEVELOPMENT ON ENTIRE SITE (SUMMARY OF STEPS 3&10)

	COMMERCIALY- ZONED PORTION	RESIDENTIALLY- ZONED PORTION	TOTAL
TOTAL SOFT. (NOTE 2)	521000	234833	755833
SUBSET: HOTEL ROOMS	0	0	0
SUBSET: D.U.'S	0	157	157
F.A.R.	2.26	1.50	1.95

APPENDIX

HOTEL PARKING CALCULATION:	FALSE
	0
	TRUE
	FALSE
	0
	FALSE
	0
	0
SOFT./PARKING SPACE: (NOTE 3)	400
EST. COST/SOFT. PARKING: (NOTE 4)	28
SOFT./DWELLING UNIT (NOTE 2)	1500
SOFT./HOTEL ROOM (NOTE 2)	500

NOTES

1. VALUATION ESTIMATE, CITY OF L.A. DEPT OF BUILDING AND SAFETY, JAN. 1984; ASSUMED "EXCELLENT" QUALITY CONSTRUCTION AND "TYPE I&II" FIRE RESISTANCE FOR COMMERCIAL BUILDINGS AND "MASONRY" CONSTRUCTION FOR RESIDENTIAL.
2. RESIDENTIAL: 1000 SQ.FT. PER DWELLING UNIT ESTIMATE.  
HOTEL: 500/SO.FT. PER ROOM ESTIMATE.
3. ESTIMATED SQ.FT. PER PARKING SPACE FOR CALCULATING PARKING LOT SIZE. FROM KEVIN LYNCH, SITE PLANNING, 1962 (CAMBRIDGE: MIT PRESS).
4. VALUATION ESTIMATE, CITY OF L.A. DEPT. OF BUILDING AND SAFETY, JAN. 1984; "PARKING GARAGE".



**UNIVERSAL STATION MEGABLOCK EXAMPLE**  
**SPECIFIC PLAN PHASE II**  
**(CUMULATIVE WITH PHASE I)**

METRO RAIL STATION AREA DEVELOPMENT PLANS  
 EXAMPLE OF DEVELOPMENT POTENTIAL

**STEP 1 IDENTIFY PARCEL & PHASE**

ADDRESS: 2 BLOCKS BOUNDED BY LANIERSHIM, BLUFFSIDE,  
 & HOLLYWOOD FWY.--UNIVERSAL MEGABLOCK  
 BOOK-PAGE-PARCEL #: 2423-036, 2423-038, 2423-037  
 SPECIFIC PLAN SECTOR: UNIVERSAL CITY/STUDIO CITY  
 STATION: UNIVERSAL  
 SUBAREAS: 1a, 1b, 1c, 1d, 1e  
 PHASE: II

**STEP 2 CALCULATE RESIDENTIAL BUILDABLE AREA**

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA	AVE. LOT AREA/D.U.
---------	--------	------------	--------------	----------------	--------------------

**STEP 3 CALCULATE DEVELOPMENT ON RESIDENTIALLY-ZONED PORTION**

USE	PERMITTED	EXISTING	PROPOSED (EXISTING+ ADDITIONAL)	F.A.R. PROPOSED
COMMERCIAL SQFT.				
SUBSET: HOTEL ROOMS				
RESIDENTIAL SQFT. (EST)				
D.U.'S				
TOTAL SQFT.				

**STEP 4 CALCULATE COMMERCIAL BUILDABLE AREA**

SUBAREA	ZONING	GROSS AREA	SETBACK AREA	BUILDABLE AREA
1a	C4-1	95000	0	95000
1b	C4-1VL	135500	0	135500
1c	(Q)C4-1VL	59280	0	59280
1d, 1e	(Q)C4-1	140625	0	140625
TOTAL		430405	0	430405

**STEP 5 CALCULATE MAXIMUM TRIPS PERMITTED BY SPECIFIC PLAN**

SUBAREA	ALLOCATION TYPE	TRIPS/1000 SQFT. BUILDABLE AREA	TRIPS PERMITTED
1a	ALLOCATION	42 TRIPS	3990
1b	ALLOCATION	42 TRIPS	5691
1c	ALLOCATION	42 TRIPS	2490
1d, 1e	ALLOCATION	42 TRIPS	5906
TOTAL			18077

**STEP 6 CALCULATE DEVELOPMENT ON COMMERCIALY-ZONED PORTION, USING INITIAL ALLOCATION OF TRIPS FROM STEP 5**

USE	TRIPS GENERATED	EXISTING TRIPS SOFT. ROOMS OR D.U.'S	PROPOSED TRIPS SOFT. ROOMS OR D.U.'S	TRIPS USED	ESTIMATED CONSTRUCT. COST/SOFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	REQUIRED PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	14/1000 SQFT.	500000	480000	13720	116	55680000	960	10752000
RETAIL	35/1000 SQFT.	16000	44000	2100	77	3388000	88	905600
MEDICAL	75/1000 SQFT.			0	127	0	0	0
RESTAURANT	45/1000 SQFT.	5000	2500	338	133	337500	5	56000
FAST FOOD	164/1000 SQFT.			0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.			0	95	0	0	0
ENTERTAINMENT	14/1000 SQFT.		10000	140	123	1230000	286	3200000
HOTEL	10/ROOM			0	93	0	0	0
RESIDENTIAL	7.35/D.U.	157		1185	82	0	0	0
TOTAL SQ.FT		521000	536500					
TOTAL HOTEL ROOMS		0	0					
TOTAL D.U.'S		157	0					
TOTAL TRIPS USED				17483				
MAX. TRIPS PERMITTED				18077				
REQUIRED PARKING							1332	
TOTAL COSTS						60635500		14992500
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS)						75499100		

STEP 7 CALCULATE BONUS TRIPS GENERATED BY DEVELOPMENT IN STEP 6  
(ALVARADO, WILSHIRE CENTER, MIRACLE MILE SECTORS ONLY)

BONUSABLE FEATURE (SUBAREAS)	PROPOSED SQFT. OR "1" IF B.A.*	BONUS FACTOR	BONUS TRIPS ALLOCATED
<b>TRANSIT:</b>			
(1) DIRECT CONNECTION		14/1000 B.A.	0
(1) OFF-ST. BUS TERMINAL		14/1000 B.A.	0
(1) OFF-ST. PARKING		14/1000 B.A.	0
(1,2) FUNCTIONAL CONNECTION		5/1000 B.A.	0
<b>BYREET ENVIRONMENT:</b>			
(1,2) GROUND FLOOR RETAIL		7/100 SQFT.	0
(1,2) GROUND FLOOR RESTURANT		7/100 SQFT.	0
(1,2) OUTDOOR CAFE		7/100 SQFT.	0
<b>CULTURAL:</b>			
(1,2) CULTURAL/ENTERTAINMENT		5.6/100 SQFT.	0
<b>HISTORIC PRESERVATION:</b>			
(1,2) HISTORIC PROPERTY		5.6/100 SQFT.	0
(1,2) HISTORIC FACADE		5/1000 B.A.	0
<b>COMMUNITY SERVICES:</b>			
(1,2) COMMUNITY USE FACILITY		5.6/100 SQFT.	0
<b>OPEN SPACE:</b>			
(1,2) AMENITY SPACE		4.2/100 SQFT.	0
(1,2) RECREATIONAL USE		4.2/100 SQFT.	0
(1,2) ROOFTOP GARDEN		4.2/100 SQFT.	0
<b>HOUSING:</b>			
(1,2) HANDICAPPED		7/100 SQFT.	0
(1,2) SENIOR CITIZEN		7/100 SQFT.	0
(1,2) LOW TO MODERATE		7/100 SQFT.	0
(1,2) RENTAL		5.6/100 SQFT.	0
(1,2) CONDOMINIUMS		2.8/100 SQFT.	0
TOTALS			0
MAX. TRIPS PERMITTED			0

STEP 8 INDICATE TDR TRIPS NEEDED TO REACH MAXIMUM F.A.R ALLOWED BY  
SPECIFIC PLAN (ALVARADO, WILSHIRE CENTER, MIRACLE MILE  
SECTORS ONLY)

0

STEP 9 CALCULATE DEVELOPMENT ON COMMERCIALY-ZONED PORTION USING BONUS &  
TDR ALLOCATION OF TRIPS FROM STEPS 7 & 8

USE	TRIPS GENERATED	PROPOSED SQFT./ROOMS OR D.U.'S	ESTIMATED TRIPS USED	ESTIMATED CONSTRUCT. COST/SQFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	REQUIRED PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	14/1000 SQFT.		0	116	0	0	0
RETAIL	33/1000 SQFT.		0	77	0	0	0
MEDICAL	75/1000 SQFT.		0	127	0	0	0
RESTAURANT	45/1000 SQFT.		0	135	0	0	0
FAST FOOD	164/1000 SQFT.		0	95	0	0	0
DRIVE-THRU	553/1000 SQFT.		0	95	0	0	0
ENTERTAINMENT	14/1000 SQFT.		0	123	0	0	0
HOTEL	10/ROOM		0	93	0	0	0
RESIDENTIAL	7-SS/D.U.		0	82	0	0	0
TOTAL SQFT.		0					
TOTAL HOTEL ROOMS		0					
TOTAL D.U.'S		0					
TOTAL TRIPS USED			0				
MAX. TRIPS PERMITTED			0				
REQUIRED PARKING						0	
TOTAL COSTS					0		0
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					0		0

\* B.A. - BUILDABLE AREA

STEP 10 INDICATE TOTAL DEVELOPMENT ON COMMERCIALY-ZONED PORTION  
(SUM OF DEVELOPMENT FROM STEPS 6 & 9)

USE	PROPOSED SOFT. ROOMS OR D.U.'S	EXISTING SOFT. ROOMS OR D.U.'S	ESTIMATED TRIPS USED	ESTIMATED CONSTRUCT. COST/SOFT. (NOTE 1)	ESTIMATED CONSTRUCT. COST (NOTE 2)	REQUIRED PARKING SPACES	ESTIMATED COST OF PARKING (NOTE 4)
OFFICE	480000	500000	13720	116	55680000	960	10752000
RETAIL							
GROUND FLOOR	0	0	0	77	0	0	0
OPTIONAL	44000	16000	2100	77	3388000	88	985600
MEDICAL	0	0	0	127	0	0	0
RESTAURANTS	2500	5000	338	135	337500	5	56000
FAST FOOD	0	0	0	95	0	0	0
DRIVE-THRU	0	0	0	95	0	0	0
ENTERTAINMENT							
CULTURAL	0	0	0	123	0	0	0
OPTIONAL	10000	0	140	123	1230000	286	3200000
HOTEL	0	0	0	82	0	0	0
RESIDENTIAL							
HANDICAPPED	0	0	0	82	0	0	0
SENIOR CITIZEN	0	0	0	82	0	0	0
LOW TO MODERATE	0	0	0	82	0	0	0
RENTAL	57	0	430	82	2337000	86	957600
CONDOMINIUMS	100	0	755	82	4100000	150	1680000
OPTIONAL	0	0	0	82	0	0	0
TOTAL SOFT.	536500	521000					
TOTAL HOTEL ROOMS	0	0					
TOTAL D.U.'S	157	0					
TOTAL TRIPS USED			17483				
MAX. TRIPS PERMITTED			18077				
REQUIRED PARKING						1574	
TOTAL COSTS					67072500		17631200
BUILDING VALUATION (CONSTRUCTION + PARKING COSTS).....					84479700		

STEP 11 INDICATE TOTAL DEVELOPMENT ON ENTIRE SITE (SUMMARY OF STEPS 3&10)

	COMMERCIALY- ZONED PORTION	RESIDENTIALLY- ZONED PORTION	TOTAL
TOTAL SOFT. (NOTE 2)	1293000	0	1293000
SUBSET: HOTEL ROOMS	0	0	0
SUBSET: D.U.'S	157	0	157
REQUIRED PARKING	1554	0	1554
F.A.R.	3.00	0.00	3.00

APPENDIX

HOTEL PARKING CALCULATION:	FALSE
	0
	TRUE
	FALSE
	0
	FALSE
	0
	0
SOFT./PARKING SPACE: (NOTE 3)	400
EST. COST/SOFT. PARKING: (NOTE 4)	28
SOFT./DWELLING UNIT: (NOTE 2)	1500
SOFT./HOTEL ROOM: (NOTE 2)	500

NOTES

1. VALUATION ESTIMATE, CITY OF L.A. DEPT. OF BUILDING AND SAFETY, JAN. 1984; ASSUMED "EXCELLENT" QUALITY CONSTRUCTION AND "TYPE I&II" FIRE RESISTANCE FOR COMMERCIAL BUILDINGS AND "MASONRY" CONSTRUCTION FOR RESIDENTIAL.
2. RESIDENTIAL: 1500 SQ.FT. PER DWELLING UNIT ESTIMATE. HOTEL: 500/SOFT. PER ROOM ESTIMATE.
3. ESTIMATED SO.FT. PER PARKING SPACE FOR CALCULATING PARKING LOT SIZE. FROM KEVIN LYNCH, SITE PLANNING, 1962 (CAMBRIDGE: MIT PRESS).
4. VALUATION ESTIMATE, CITY OF L.A. DEPT. OF BUILDING AND SAFETY, JAN. 1984; "PARKING GARAGE".

## STUDY OF PARKING POLICIES AND PROGRAMS FOR METRO RAIL STATION AREAS

The purpose of this report is to discuss relevant issues and recommendations regarding the use of parking incentives and peripheral parking in the Metro Rail Station Areas. The recommendations of the Mayor's Blue Ribbon Committee on the Los Angeles CBD Transportation Study, the CRA's experience in the CBD and the Planning Department's parking demand forecasts have been utilized in this briefing. The policy and program recommendations are intended for use in the Station Area Development Plans' Economic Incentives Section.

Parking incentives in the City of Los Angeles allow a 40 percent reduction in required on-site parking if the developer provides 1) an acceptable Transportation Alternative, such as a ridesharing program, or 2) remote off-site parking. Transportation Alternatives must have significant, achievable participation levels (e.g., 20% of building employees). With remote off-site parking, the developer must provide transportation between the remote site and the main building. These conditions are treated as legal obligations on the building owner. The purpose of the incentives is to reduce traffic congestion and to facilitate development by lowering the cost of providing parking.

Parking requirements in Centers are proposed to be changed, by ordinance, to one space per 1,000 square feet of commercial floor area, while outside of Centers required parking would be increased to three spaces per 1,000 square feet. Most Metro Rail Station Areas are contiguous with Centers.

The market for reduced parking requirements (parking incentives) is limited, based on the City's experience with its own program, in part because of lending institutions' loan criteria. In order to secure a loan, a developer is often required to provide parking in excess of that required by City ordinance. Thus, even if the City's parking requirement is decreased, parking incentives aren't likely to help developers undercut the minimum requirements established by private lending committees. This problem is exacerbated by lenders' unfamiliarity with transportation system management (TSM) strategies, their success rate and their function in a broader transportation/land use framework. In the scheme of real estate investment decision-making, parking "incentives" aren't really meaningful in the context of more important market conditions, such as location. Therefore, TSM strategies should not be treated as incentives but simply as conditions of approval.

The need for peripheral parking is growing in the CBD and will undoubtedly be felt in other areas of high-density development, such as Metro Rail Station Areas. Peripheral, or off-site, parking is a TSM strategy to achieve a reduction in traffic congestion that would otherwise be expected to accompany projected development. Its purpose is to intercept commuter traffic from all directions before it enters the Station Area/Center. Commuters park at the peripheral parking facility and complete their journey into the Station Area/Center by walking or on a short shuttle ride. Analyses indicate that to

efficiently operate a shuttle service, each facility should contain at least 400 cars. Also, an area must have relatively high parking prices in order to create sufficient market demand to support peripheral facilities.

The CRA's experience with peripheral parking in the CBD has led to a detailed study to develop program policies, identify an optimal, long-term network of peripheral sites, and develop an implementation program. Peripheral parking requirements are included in CRA's development agreements for major CBD projects. The agency estimates that 40 percent of Code-required parking for such projects is now being located outside the CBD Traffic Impact Zone.

CRA - identified(1) factors for a successful peripheral program include the provision of Proposition A subsidies for a shuttle service, the existence of high market prices for parking within the CBD, user accessibility and convenience of peripheral sites, and the location of sites near freeway off-ramps to mitigate traffic into downtown. The CRA is also concerned with the impact of peripheral facilities on host communities.

The Mayor's Blue Ribbon Committee recommends that at least 25 percent of Code-required parking for new CBD development be located in peripheral locations. The Committee is considering the use of peripheral parking to replace spaces lost as a result of new development, when such spaces are required to be replaced. Peripheral parking can also be used to support the rehabilitation of existing buildings. In general, the Committee has set the following objectives regarding peripheral parking:

1. Emphasize commuter convenience and security at peripheral lots.
2. Utilize reasonable means to allow preferential use of streets by shuttle vehicles.
3. Test market issues and consumer acceptance through a City-sponsored pilot project.
4. Create incentives for the free-market reallocation of existing parking spaces within the Station Area.
5. Keep the shuttle running late enough to accommodate those on staggered work hours. Late-hour operation could also accommodate Station Area cultural and recreational activity schedules, enhancing the economic opportunities of the Area.

The Mayor's Blue Ribbon Committee makes a number of recommendations regarding TSM programs, including peripheral parking:

1. TSM programs should be required and enforced on all new developments in the CBD. Existing businesses should be encouraged to participate.
2. The City should design an annual monitoring/audit system which can measure rideshaping levels. The City should enforce TSM programs if goals are not reached.

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(1) Rich Willson, CRA, telephone conversation, February 1986

3. Efforts should be made to encourage flexibility between peripheral parking, transit and ridesharing use - both in new programs and in enforcement efforts. Staggered work hours and flex time should be encouraged in order to move trips out of peak congestion hours.
4. Developers should be given credit for establishing and maintaining increased ridesharing and transit usage in existing nearby buildings for which TSM programs are not required.

The Ad Hoc Transportation Committee for the CBD recommended that parking demand and supply forecasts be made for the CBD to ascertain the precise need for peripheral parking. As part of such a needs assessment, they recommended inclusion of figures on existing parking, expected deficits, and planned parking for on-going development.

A needs assessment for peripheral parking in Station Areas follows. Figures for current estimated usage and supply of parking, 1995 projected total demand for parking (constrained and unconstrained)(2) and 1995 projected total supply of parking under three different scenarios are presented for eight Station Areas in Table 1. The sources for these figures and projections are the data maps for the eight Station Area Development Plans. Chart 1 is a graphic illustration of projected supply and demand scenarios from Table 1.

#### Findings

1. In all of the eight Station Areas, current supply of parking exceeds current usage of parking by anywhere from 22 to 55 percent.
2. In the Alvarado Station Area, projected demand exceeds projected supply in every scenario.
3. In the Vermont Station Area, projected supply substantially exceeds projected demand in every scenario.
4. In the Normandie Station Area, projected supply exceeds projected demand in all but one scenario (unconstrained demand and 1:1,000 parking requirement) and then only slightly.
5. In the Western Station Area, projected unconstrained demand exceeds projected supply, while projected constrained demand consistently falls short of projected supply.
6. In the La Brea, Wilshire/Fairfax, Beverly/Fairfax and Universal City Station Area, projected supply exceeds projected demand in every scenario.

(2) "Unconstrained Demand" - Number of parkers attached to a given trip generator.

"Constrained Demand" - Number of parkers who need to be accommodated in a given facility after the use of alternative facilities and TSM programs are considered.

TABLE 1  
EXISTING AND PROJECTED TOTAL DEMAND AND SUPPLY OF PARKING  
IN METRO RAIL STATION AREAS

Station Area	Current Usage(1)	Current Supply(2)	1995 Projected Total Demand		1995 Projected Total Supply (Existing + Additional)		
			Unconstrained(2)	Constrained(3)	Option 1(4)	Option 2(5)	Option 3(6)
Alvarado	1,107	1,724	7,300	3,000	2,159	2,494	2,779
Vermont	6,827	8,322	4,511	2,204	10,117	11,608	12,948
Normandie	7,703	10,015	10,824	4,730	10,580	11,145	11,695
Western	2,202	3,216	8,033	3,533	4,336	5,396	6,426
LaBrea	1,359	1,705	2,126	1,238	2,768	3,395	3,805
Fairfax	4,201	6,367	8,163	3,745	9,752	12,537	15,022
Beverly	5,771	7,192	6,570	2,628	9,474	11,756	14,038
Universal	1,914	2,807	2,069	827	3,393	3,983	4,571

Notes

1. Source: Los Angeles City Planning Department, Preliminary Draft Station Area Development Plans (STARDs)
2. Calculated from projected total development in Preliminary Draft Station Area Development Plans using the following factors:  
2.50 spaces/1,000 sq. ft. GLA (peak hour)  
1.75 spaces/D.U.  
(Source: ULI & National Parking Association (1983) Dimensions of Parking 2nd Edition)
3. Calculated from projected total development in Preliminary Draft STARDs, using the following factors:  
1.00 space/1,000 sq. ft. GLA (peak hour)  
1.50 spaces/D.U.  
(Source: Ibid)
4. Calculated from existing supply added to projected supply, using the following parking requirement:  
1.00 space/1,000 sq. ft. of Commercial  
1.50 space/D.U.
5. Calculated from existing supply added to projected supply, using the following parking requirement:  
2.00 spaces/1,000 sq. ft. of Commercial  
2.00 spaces/D.U.
6. Calculated from existing supply added to projected supply, using the following parking requirement:  
3.00 spaces/1,000 sq. ft. of Commercial  
2.00 spaces/D.U.

4. Require and enforce transportation system management programs on new development in the Station Areas. These programs should reflect a mixture of transit, ridesharing and peripheral parking. Staggered work hours and flex time should be encouraged to move trips out of peak congestion hours.

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