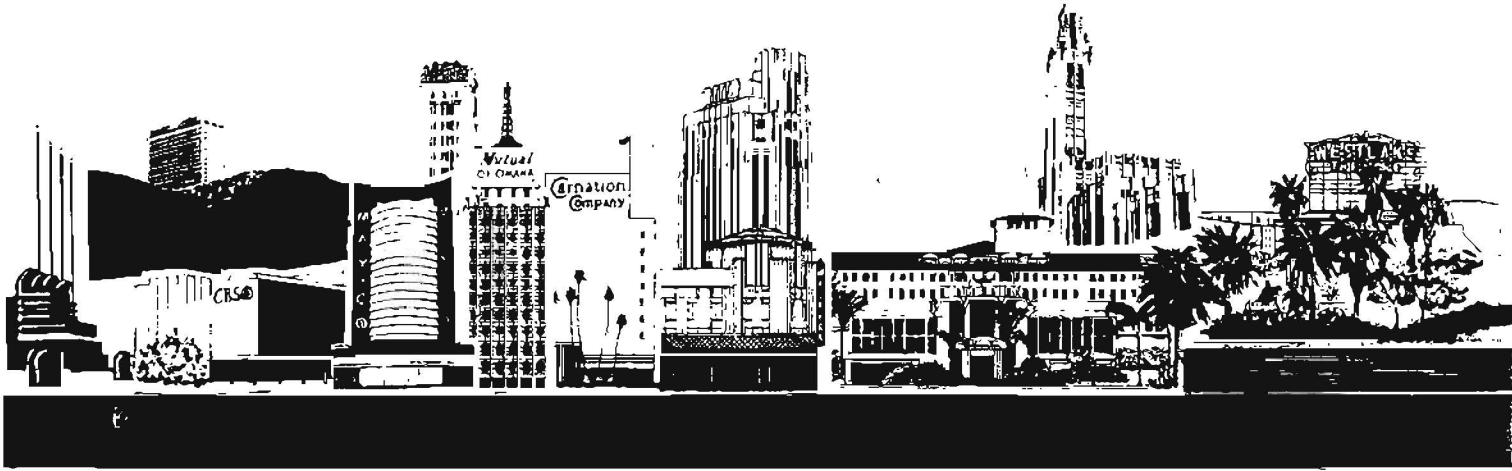


PROPOSED PLAN



City of Los Angeles

Metro Rail

Station Area Development Plan

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Universal City / Studio City

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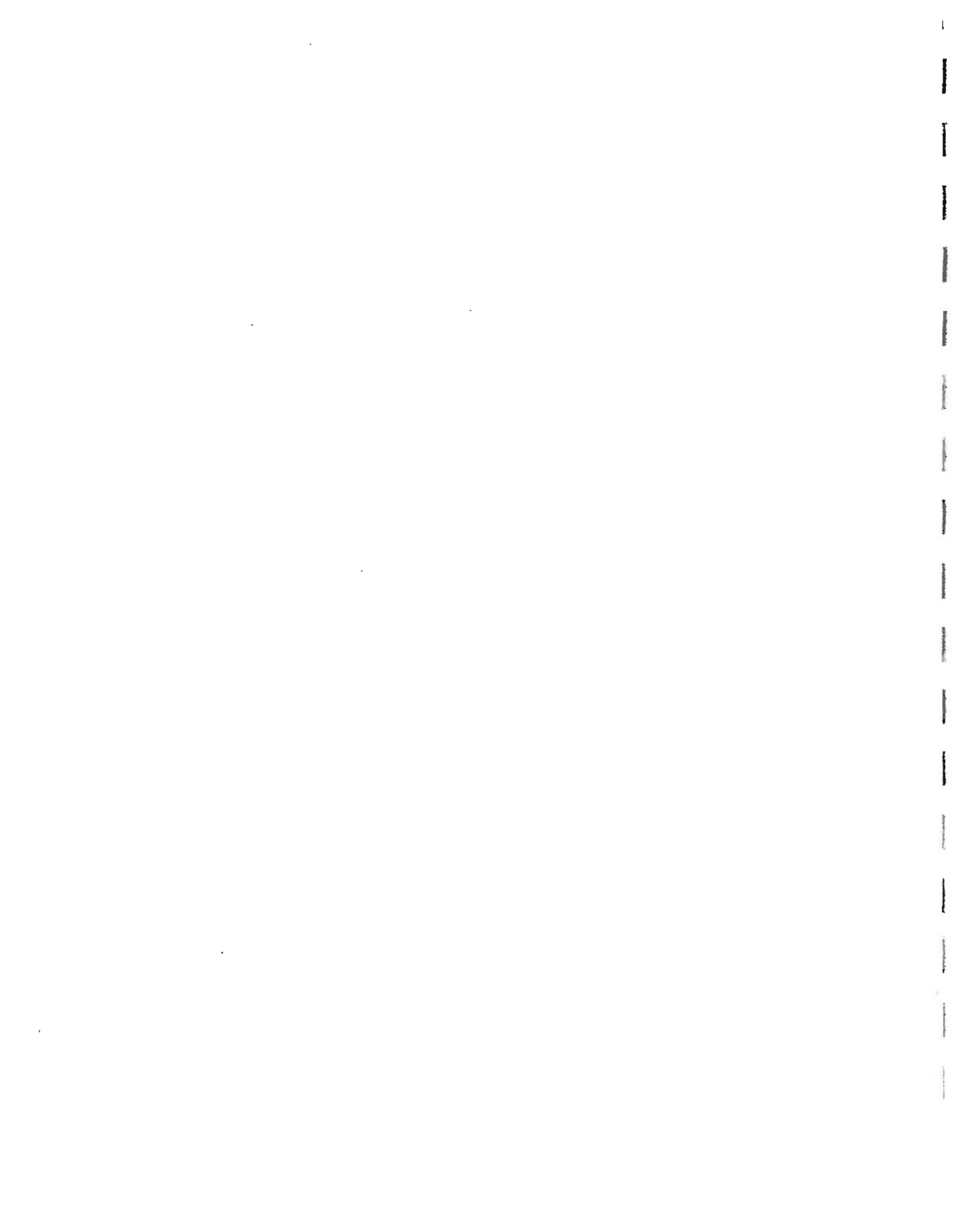
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METRO RAIL STATION AREA DEVELOPMENT PLAN
FOR THE UNIVERSAL CITY/STUDIO CITY STATION

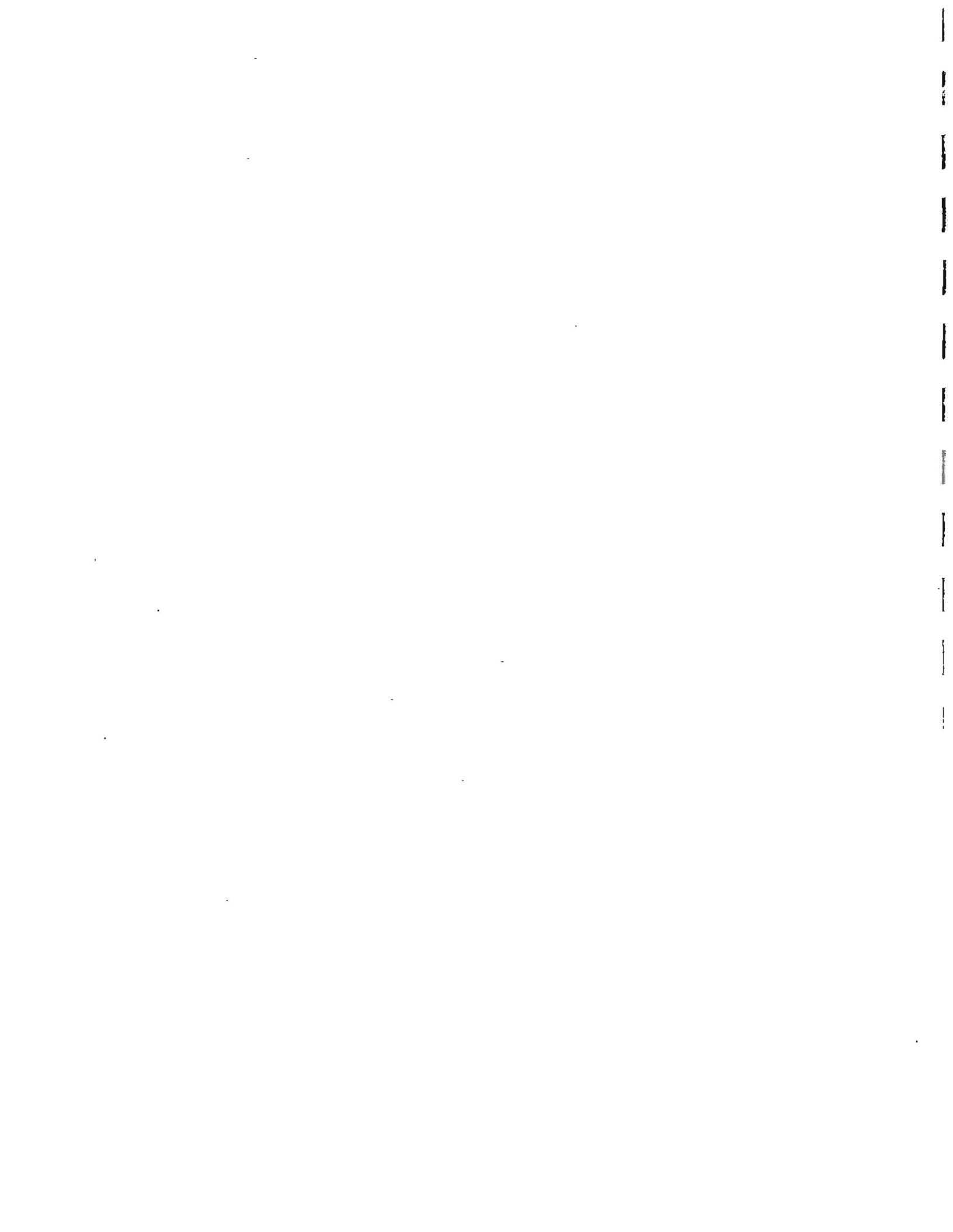
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I. PREFACE



WHAT IS METRO RAIL?

Metro Rail is the initial segment of a 150-mile rail rapid transit system planned to serve the greater Los Angeles region. This "Starter Line" is 18.6 miles in length linking important Centers in downtown Los Angeles, the Wilshire Corridor, Hollywood and the San Fernando Valley.

WHO IS INVOLVED?

The Los Angeles City Planning Department is currently involved in preparing land use plans at the following stations:

- Wilshire and Alvarado
- Wilshire and Vermont
- Wilshire and Normandie
- Wilshire and Western
- Wilshire and Crenshaw
- Wilshire and La Brea
- Wilshire and Fairfax
- Beverly and Fairfax
- Universal City (part)

The Los Angeles City Planning Commission, City Council and Mayor must review and approve all plans for the above stations.

The Los Angeles City Planning Department, Department of Transportation and other City Departments have been under contract with the Southern California Rapid Transit District since August, 1977, as partners in the Metro Rail Project.

The Community Redevelopment Agency of the City of Los Angeles oversees planning at the following stations:

- Union Station
- First and Hill
- Fifth and Hill
- Seventh and Flower
- Sunset and La Brea
- Hollywood and Cahuenga
- Chandler and Lankershim

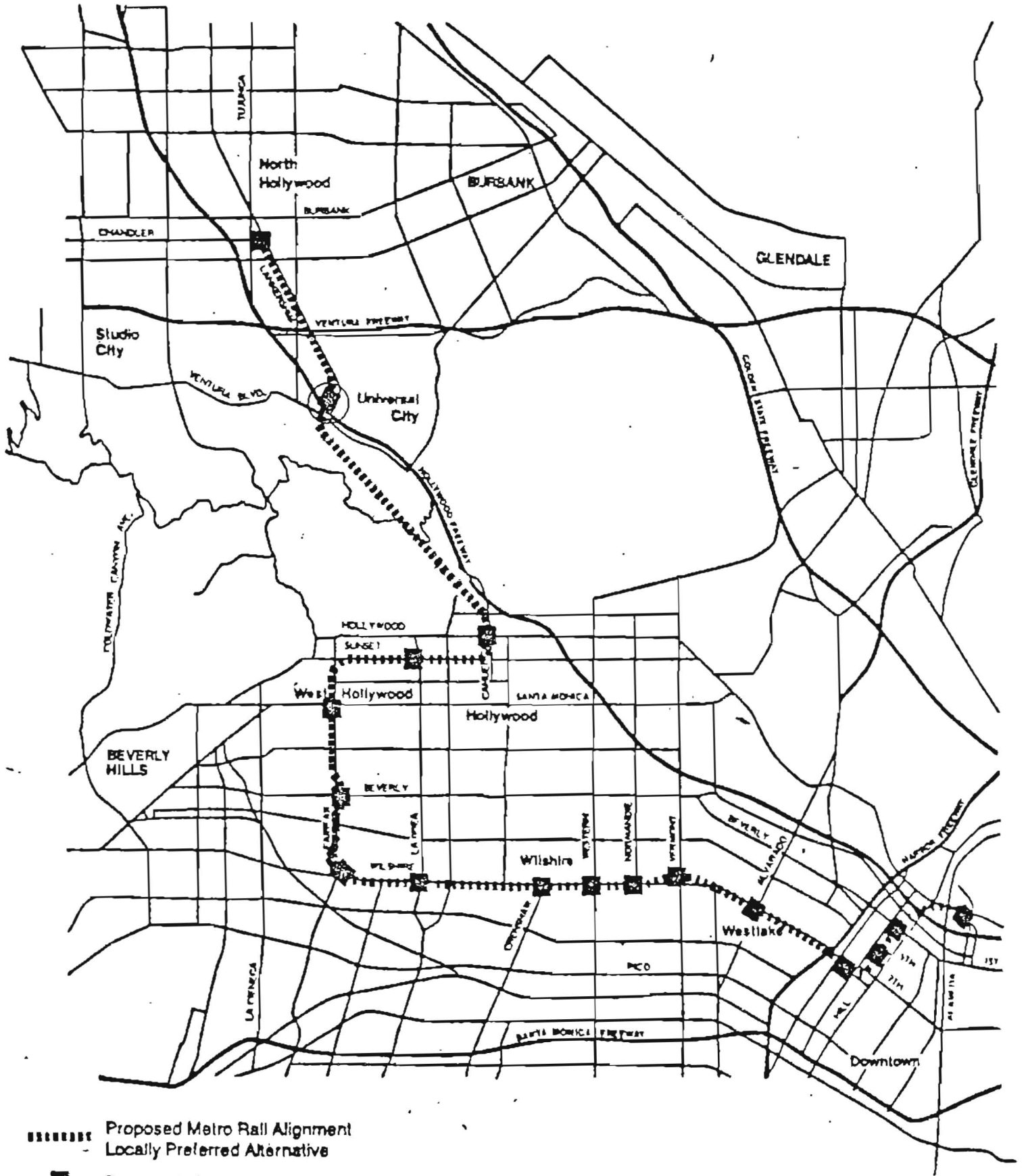
The Los Angeles County Regional Planning Department is involved in planning at the following station:

- Universal City (part)

The City of West Hollywood is responsible for planning at the following station:

- Santa Monica and Fairfax

The Southern California Rapid Transit District is the lead agency for Metro Rail and will construct and operate the system. They also coordinate, participate in and partially fund the planning activities of the planning agencies named above.

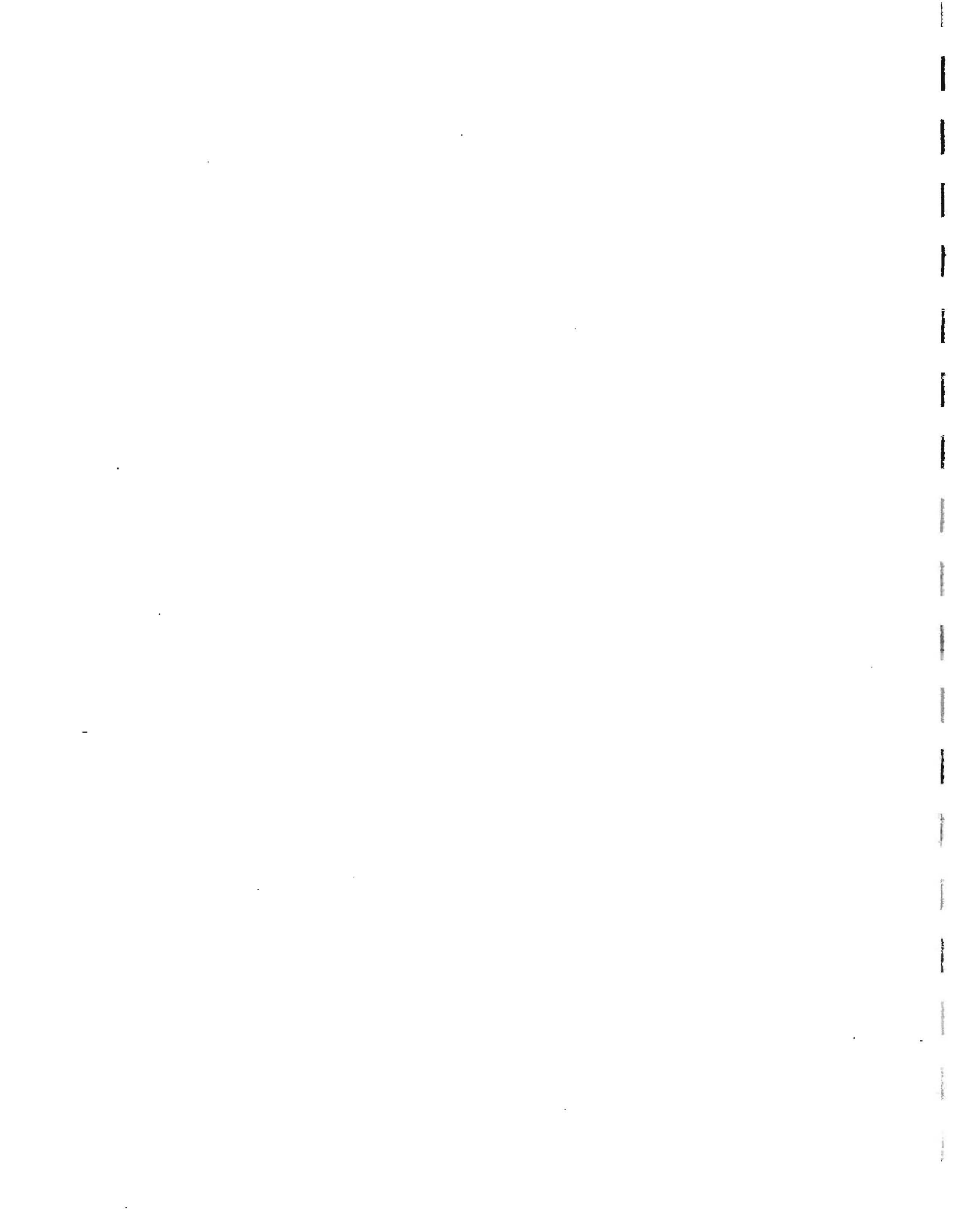


- Proposed Metro Rail Alignment
- Locally Preferred Alternative
- Proposed Metro Rail Station

The Southern California Association of Governments is a regional planning agency which prepares and coordinates regional plans and forecasts regional population estimates and growth locations. They are involved in the regional planning implications of this "Starter Line" and an ultimate 150-mile transit system.

The Los Angeles County Transportation Commission is responsible for coordinating rail transportation facilities in the County. They will also partially fund the construction of the total 150-mile system.

The Urban Mass Transit Authority is a federal agency within the U.S. Department of Transportation, which approves the planning, construction and funding of Metro Rail.



11. PURPOSE

The purpose of the Station Area Development Plans is to assure that development within the transit corridor is coordinated with the planning and construction of Metro Rail and established land use objectives. This process is hereinafter referred to as joint development, and by definition involves all projects within the Station Area Development Plan boundaries.

The Station Area Development Plans are intended to implement the Metro Rail Transit Corridor Specific Plan, which describes zoning throughout the Metro Rail Transit Corridor. The Development Plans encourage the highest density and intensity of uses in the areas immediately adjacent to the Metro Rail station stops, consistent with the Specific Plan. These plans contain urban design criteria and economic incentives to facilitate the types of development projects encouraged by the Transit Corridor Specific Plan and the City's Centers Program. Joint development and related programs are intended to actively promote the coordination of private development with the construction of the Metro Rail project to achieve mutual benefits and goals.

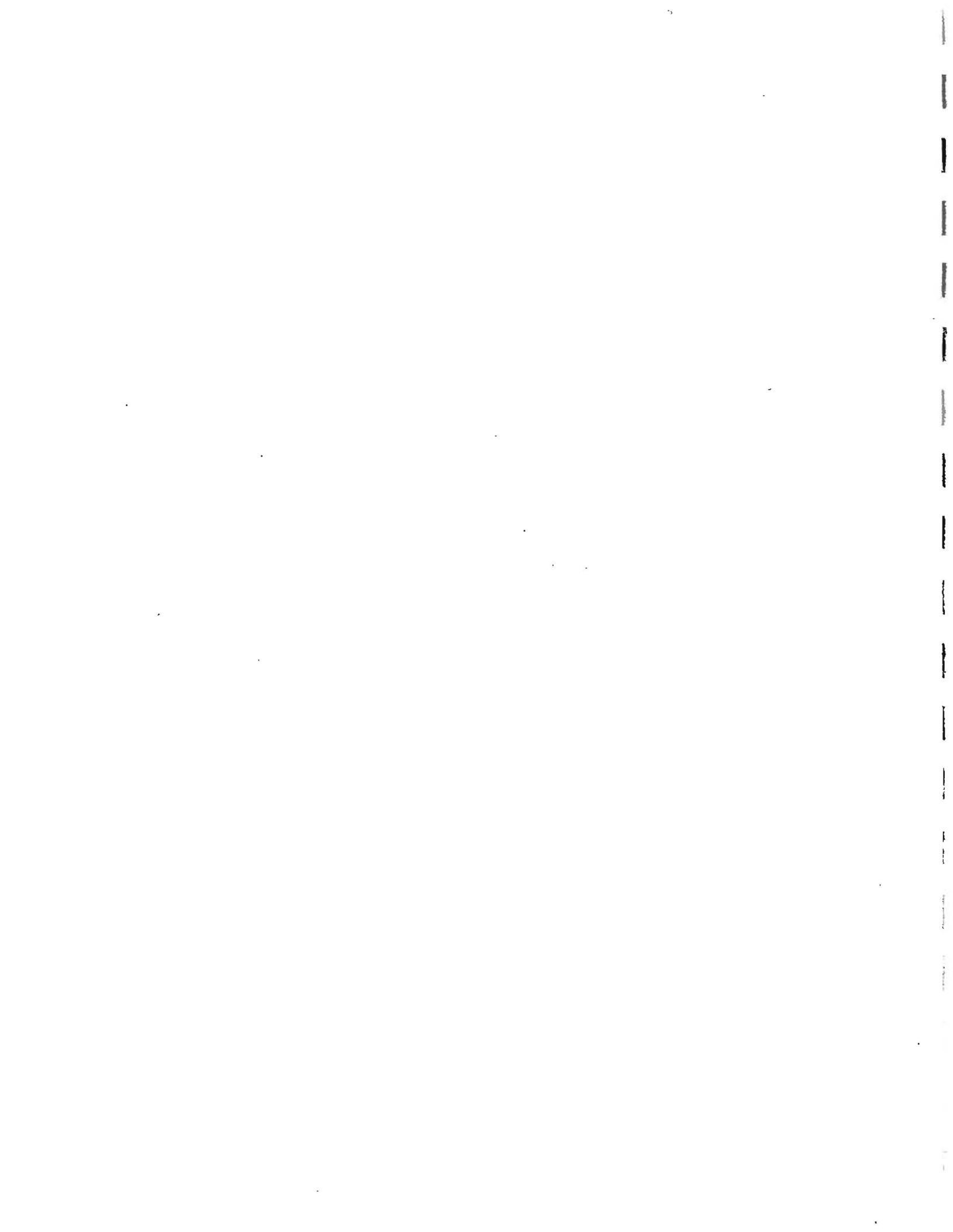
Examples of such benefits to the developer include increased land values due to proximity to the Metro Rail Station and increased access to transportation facilities for patrons of the private development. Examples of benefits to the public include improved quality and availability of public transit and the sharing of costs of station construction and revenues through fees to assist in maintenance and operation costs.

Each Station Area Development Plan consists of three major sections: Economic Incentives, Urban Design and Implementation. These sections are intended to provide the City with the tools necessary to attract and facilitate high intensity development, thereby creating centers incorporating commercials, entertainment, employment and residential components consistent with the long-range goals of the City's Concept Los Angeles.

The Economic Incentives Section addresses the economic aspects of joint development, including 1) general policies of the City Planning Department for the utilization of economic incentives; 2) various City financial assistance programs available to achieve the Policies and Urban Design Guidelines of the Development Plan; and 3) site-specific criteria for maximizing density bonuses and other economic incentives available to an applicant.

The Urban Design Section contains both an overall Design Concept and a series of Design Guidelines, which define the urban design criteria for the development plan station areas. Site - specific design criteria for the areas immediately adjacent to the station stop are also delineated.

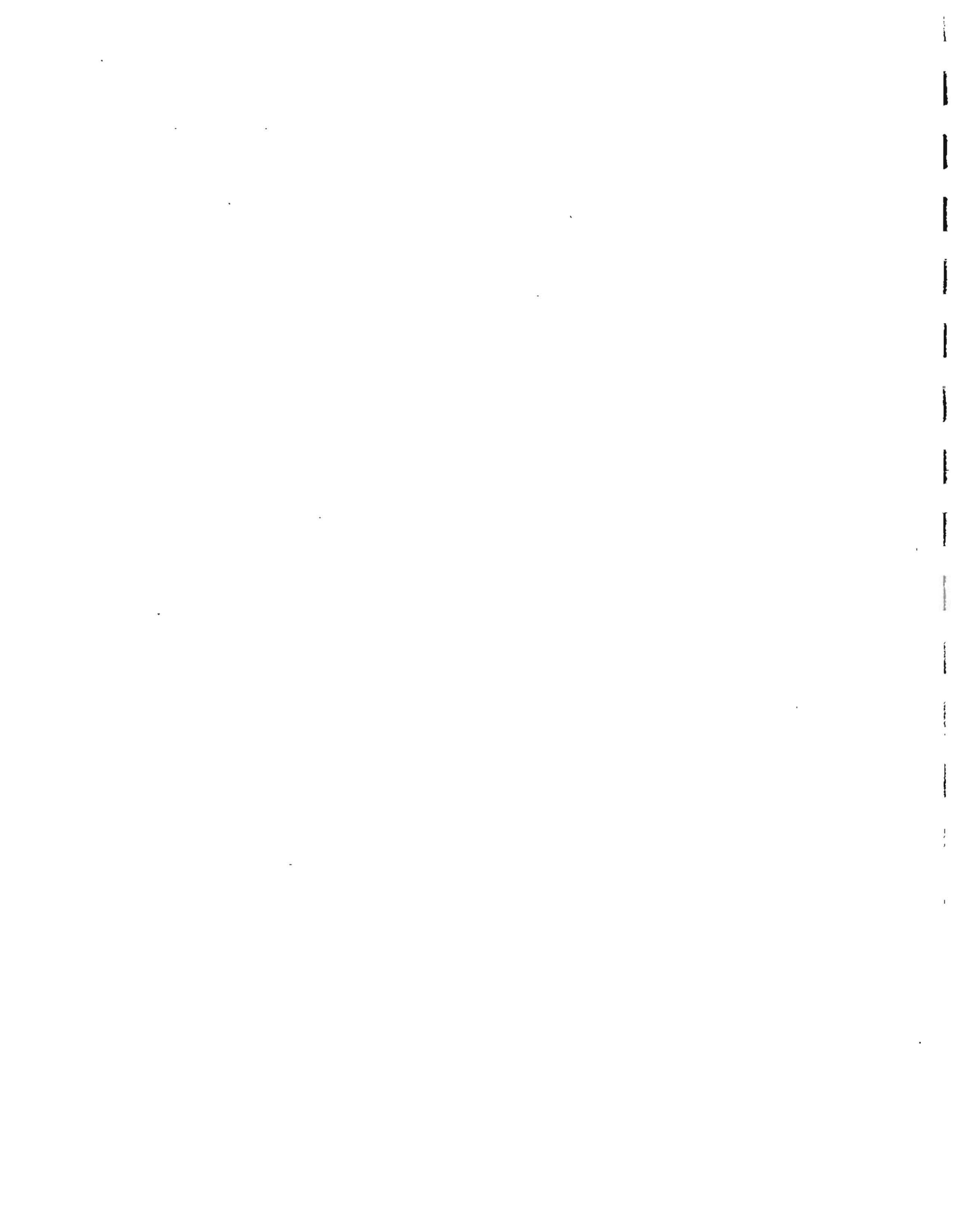
The Implementation Section addresses the character and extent of public agency involvement in attracting, implementing, expediting and monitoring joint development including procedures for inter-agency cooperation. In particular, public/private co-ventures are examined in terms of the City's administrative structure and RTD opportunities.



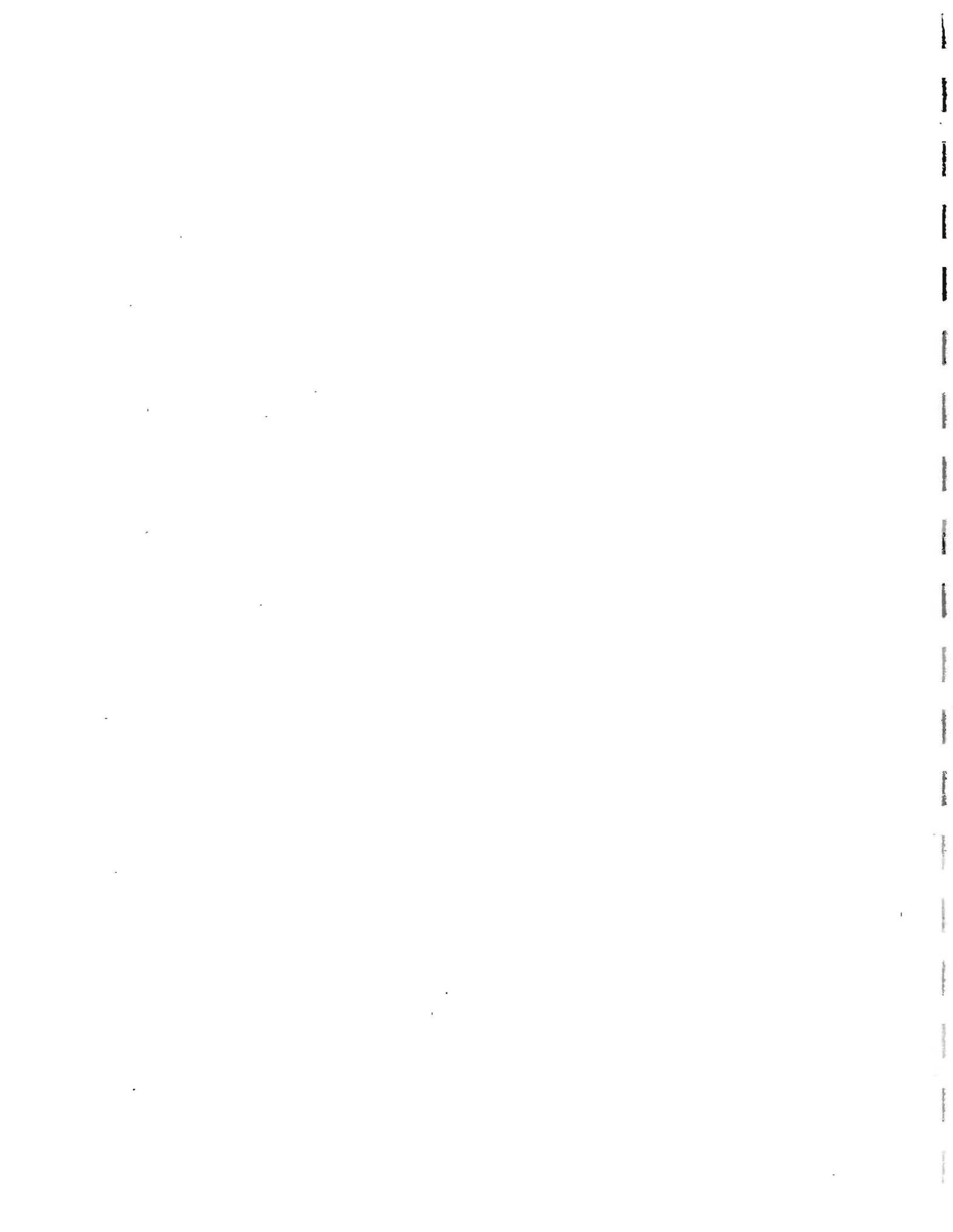
III. USE OF PLAN

The Station Area Development Plans are intended to be used in a twofold manner:

- A. As a statement of public policy with supporting guidelines for negotiations, project packaging and implementation with property owners and developers at sites having the potential for a physical or functional connection to one of the Metro Rail Station stops.
- B. As a prospectus to be used by the public sector in actively seeking and soliciting projects which fulfill the objectives of the Station Area Development Plans.



IV. GOALS OF PLAN



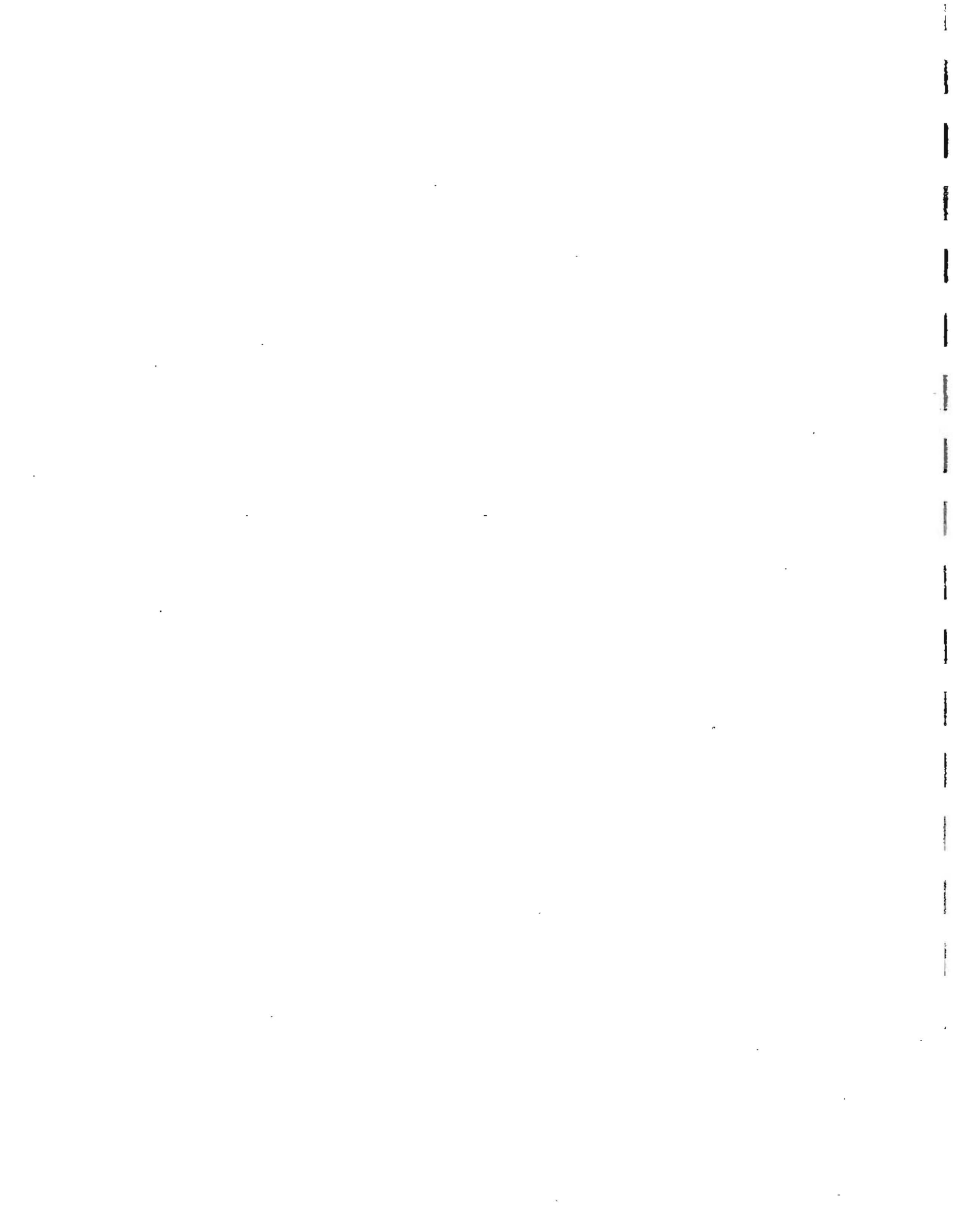
The primary goal of the Station Area Development Plans is to optimize benefits to the public and private sectors through maximizing joint development opportunities and expediting their implementation.

A. Private Benefit Objectives:

1. To optimize access to transit through direct and functional connections to stations.
2. To provide project packaging services as well as construction expediting services from project inception through construction.
3. To provide maximum development levels through bonuses delineated in the Specific Plan.
4. To provide public financial participation and assistance to facilitate projects incorporating appropriate land uses and urban design features.

B. Public Benefit Objectives:

1. To assure the types and intensities of land uses necessary for the formation and continued vitality of Centers, while incorporating appropriate mitigation measures where necessary.
2. To promote superior urban design with integral pedestrian and vehicular networks through specific design recommendations.
3. To optimize transit usage through direct and functional connections between Metro Rail and adjacent development.
4. To optimize transit and infrastructure cost sharing.



V. RELATIONSHIP TO OTHER
PLANNING EFFORTS

The Station Area Development Plans are one component of a comprehensive planning effort in the Metro Rail Transit Corridor. This effort includes the following elements.

A. THE CENTERS CONCEPT

The long term goals for development in the City of Los Angeles are described in Concept Los Angeles, which was adopted by the City Council and Mayor in 1974. These goals, encourage high intensity development in Centers and promote the preservation of the predominantly low-density character of the City for those areas outside of Centers. As originally described in the Concept Plan, a Center is a self-contained grouping of and highly concentrated land uses diverse urban activities. The Centers Program is continuing to examine those goals for the entire City and study mechanisms for their implementation.

Concept Los Angeles identified preliminary locations for Centers and envisioned these Centers to be interconnected by a rapid transit system. An important, high priority component of the Centers Program now underway is the examination of those Centers identified by Concept Los Angeles, which are located in the current Metro Rail Transit Corridor, to more explicitly identify and define these Centers in coordination with the rail alignment and station locations of Metro Rail.

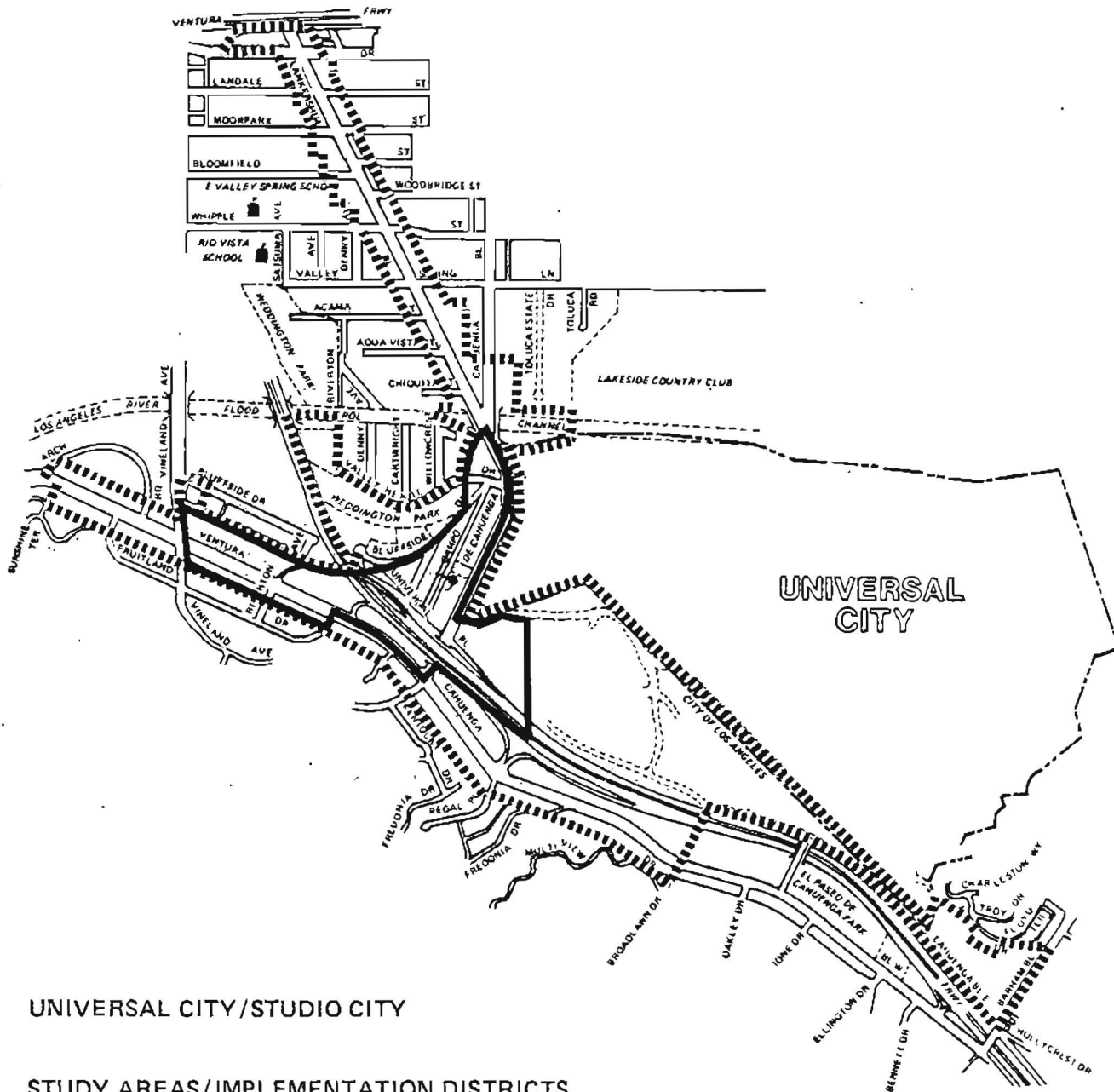
B. THE GENERAL PLAN/ZONE CONSISTENCY PROGRAM

A general plan/zone consistency program is taking place at this time outside of the Metro Rail Transit Corridor. The purpose of this program is to preserve the low-density character outside of Centers. Concurrently, it encourages higher intensity of development within Centers, in particular in areas near transit stations as proposed in the Specific Plan. This General Plan/Zone Consistency Program will implement the Community Plans, which are part of the City's General Plan, and further the Centers Program as described in Concept of Los Angeles.

C. THE TRANSIT CORRIDOR SPECIFIC PLAN





The Specific Plan is intended to complement and promote the Metro Rail transit line and its stations as well as other transportation systems improvement measures. It provides for appropriate types and intensities of commercial and residential development within the transit corridor. The Plan also focuses the most intensive development nearer to the station areas, it encourages employment opportunities within the transit corridor, and it provides for a variety of housing opportunities.

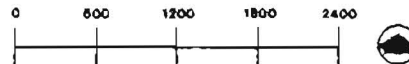
Further, the Plan is a guide to future development and the levels of impacts which may occur. It seeks to minimize traffic and parking problems, and to preserve historically and architecturally significant structures and unique cultural and entertainment/recreational uses, among other items.



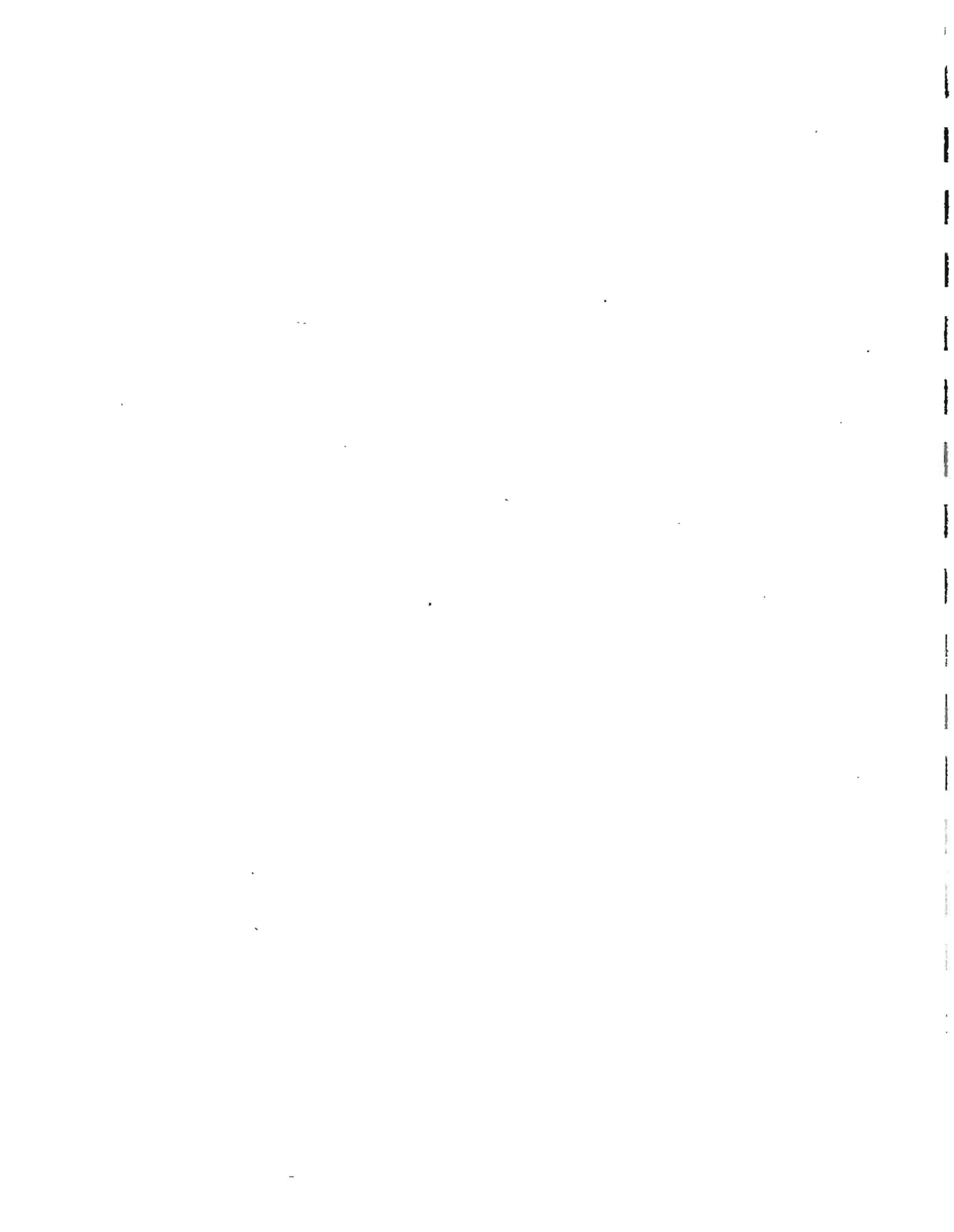
UNIVERSAL CITY/STUDIO CITY

STUDY AREAS/IMPLEMENTATION DISTRICTS

-  Station (with ● portals)
-  Immediate Station Impact Area
-  Primary Station Impact Area
(coterminus with proposed Transit Corridor Specific Plan boundaries)
-  Secondary Station Impact Area
(not shown)



VI. ECONOMIC INCENTIVES



A. PURPOSE

The Economic Incentives Section articulates the general position of the City with respect to joint development and the use of economic incentives in the station area. The intent of making these policies, objectives and standards known is to inform the general public, the real estate development community and other City and non-City agencies or districts of the rationale underlying the City positions and actions regarding joint development and the application of economic incentives. The statements of policy, objectives and standards contained herein may be refined by action of the City Planning Commission and City Council, as circumstances warrant.

B. POLICIES

1. Promote development and co-ventures in station areas which 1) increase Metro Rail ridership; 2) are potential revenue sources for transit-related facilities and the City; 3) provide goods, services or jobs for local residents; and 4) follow the overall urban design concepts delineated below.
2. Direct City financial assistance to qualified businesses and new developments in economically-distressed station areas. Priority is to be given to promoting projects which provide goods, services or jobs for lower-income residents of these areas.
3. Support establishment of economic development corporations to administer financial assistance for businesses, housing and new development in economically-distressed station areas.
4. Monitor economic indicators within station areas for evaluating the feasibility of co-venture investments in those areas.
5. Actively participate with developers, SCRTD and other agencies in co-ventures, as delineated in the implementation section.
6. Support private acquisition of Metro Rail station facilities with lease-back to SCRTD.
7. Encourage private assembly of parcels for mixed use development through the incentives of financial assistance (in qualified areas) and density bonuses.
8. Provide Development Agreements for large, complex development projects, as requested by the developer and approved by the City Council.
9. Promote private lease of public land for co-venture development projects overseen by DART.
10. Treat "joint development" as the development of real estate projects in relation to public transit stations. Joint development may be planned and executed in close coordination with the development of the transit station, including direct physical connections, or can be a project both physically and sequentially separate from the transit station development.

11. Assign priority for staff processing and Planning Commission scheduling when a case requires discretionary approval.

C. OBJECTIVES

Economic incentives in the Universal City/Studio City station area should be targeted to support the following activities, which are of particular concern in this area:

1. Encourage parcel assembly to facilitate larger-scale, mixed-use development, as illustrated in the Urban Design Section.
2. Facilitate RTD-co-ventures (land leases, direct connections, 'kiss 'n' ride) with appropriate City mechanisms.
3. Create an intensive mixed-use complex on the station site that complements the station, Universal Hill Entertainment Complex and adjacent office/retail residential development.
4. Encourage the development of new multi-family housing within mixed-use development.
5. Encourage the development of retail frontage integrated with structured parking along Ventura Boulevard, to serve the local community and park 'n' ride commuters.
6. Promote, via development fees or conditions of approval, two public private co-venture to construct and maintain a tramway which links park 'n' ride facilities, the station site and the Universal Studios entertainment complex.

D. STANDARDS

A chart of recommended standards and corresponding incentives for selected sites (from the Potential Development Sites Map, Figure VI.01) follows. This chart illustrates specific application of the City's policies and objectives, but has no binding authority on actual parcel development. It is to be used as an aid in project planning. Alternative development proposals may be equally suitable for economic incentives. In addition, economic incentives will be utilized only after City determination of their suitability for individual project proposals.

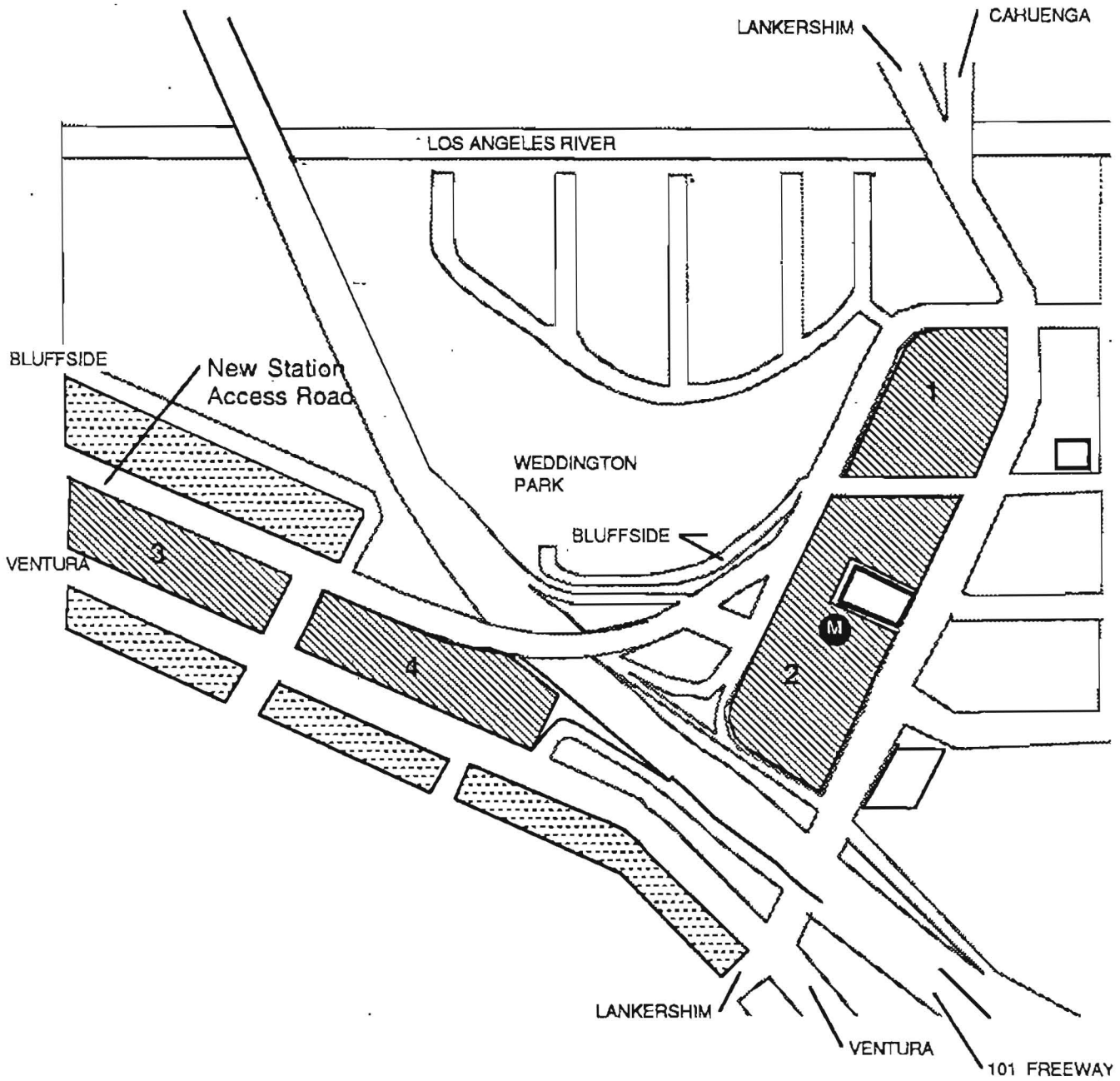
A Build-Out Potential chart (Figure VI.02) for the same sites precedes the chart of standards and incentives. This chart, which shows site square footage, proposed Specific Plan zoning and potential build-out, is also to be used as a development aid. It is for illustrative purposes only, and no guarantee is made that the City will approve these densities.

Following these charts is a description of the City's Land Use/Trip Use Model for calculating development potential on individual sites. The model, which is a software spreadsheet program, is useful for testing project feasibility and designing master site plans. Examples of the model's product which were used in formulating development envelopes for the Urban Design component can be found in the Station Area Development Plan Background Report.

On all sites, and throughout the station area, development applications will be "fast-tracked" through the City's permit process. Fast-tracking procedures are currently being developed (see Implementation section). In addition, the City is exploring the use of Master EIRs for station areas in order to expedite environmental review of individual projects.

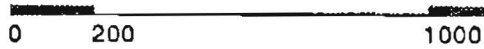
The Potential Development Sites Map was formulated from information contained in the following Data Maps from the Station Area Development Plan Background Report: Existing Land Use, Land Use Allowed by Specific Plan, Age of Buildings, Condition of Buildings, Total Projected Development for Selected Blocks by 1995, Building and Parcels Susceptible to Change, Significance of Properties and Station Integration Opportunities.

DEVELOPMENT SITES



LEGEND

-  POTENTIAL DEVELOPMENT SITES
-  MASTER DEVELOPMENT SITES
-  REHAB / INFILL SITES
-  BUILDINGS / SITES NOT SUSCEPTIBLE TO CHANGE
-  METRO RAIL PORTAL



UNIVERSAL CITY
 LOS ANGELES DEPARTMENT OF CITY PLANNING
 METRO RAIL STATION AREA DEVELOPMENT PLAN

Figure VI.02
BUILD-OUT POTENTIAL
UNIVERSAL CITY/STUDION CITY

<u>SITE NUMBER*</u>	<u>LOCATION</u>	<u>SITE SQ. FT.</u>	<u>SPECIFIC PLAN F.A.R.</u>	<u>BUILD-OUT POTENTIAL</u>
1,2	Lankershim between Bluffside & Hollywood Freeway	430,405	3:1	1,291,215
3	Ventura & Vineland	222,000	3:1	666,000
4	Ventura & Vineland	115,000	3:1	345,000

*Site Numbers keyed to Potential Development Sites Map, Figure VI.01.

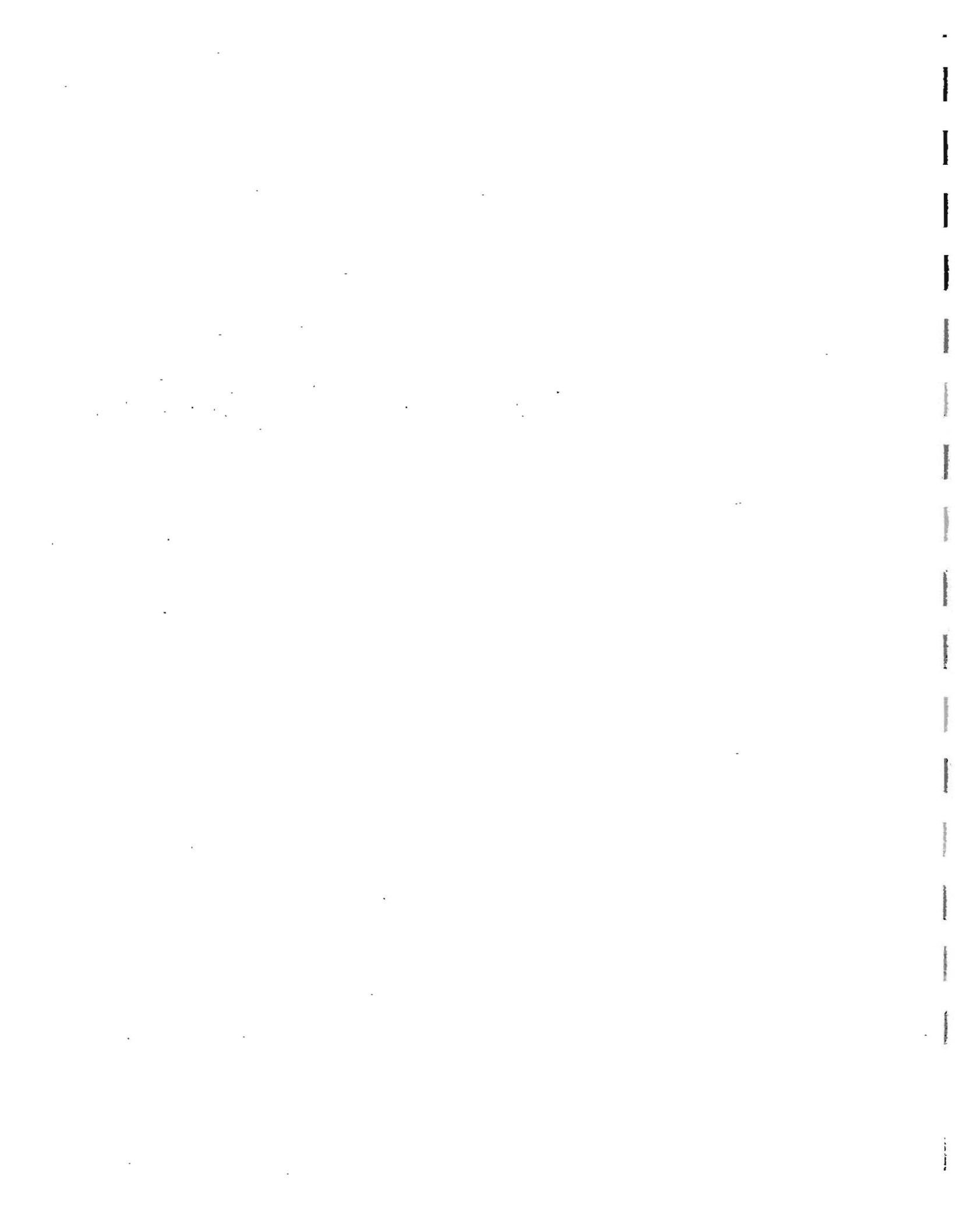


Figure VI.03
 ECONOMIC INCENTIVES AND STANDARDS FOR SELECTED SITES¹
 UNIVERSAL CITY/STUDIO CITY

SITE #	LOCATION	SITE STANDARDS AND COMMENTS	POTENTIAL ECONOMIC INCENTIVES ²							
			PARKING	FINANCIAL ASSISTANCE: SMALL BUSINESS	FINANCIAL ASSISTANCE: LARGE BUSINESS	FINANCIAL ASSISTANCE: RESIDENTIAL	PUBLIC LAND LEASING	DENSITY BONUSES	TRANSFER DEVELOPMENT RIGHTS	DEVELOPMENT AGREEMENT
1, 2	Lankershim between Bluffside & Hollywood freeway	<u>RTD Co-Venture Opportunity:</u> RTD will acquire sites; direct connection possible utilizing proposed knock-out panel; kiss 'n' ride and park 'n' ride facilities; off-site parking with shuttle; recommended for mid- and high-rise office and low-rise retail arcade over structured parking.	●					●		●
3, 4	Ventura & Vineland	<u>RTD Co-Venture Opportunity:</u> RTD will acquire sites; park 'n' ride facility with shuttle to Metro Rail portal; off-site parking facility for Sites 1 and 2; recommended for structured parking over retail frontage along Ventura Boulevard; mid-rise office tower on Site No. 4.						●		●

1 Site #'s keyed to Potential Development Site Map

2 See Programs description

Land Use/Trip Use Model

Using a software spreadsheet program developed by the City Planning Department, the development potential of individual parcels under a variety of zoning and density bonus scenarios can be quickly determined. The development potential is measured in square footage and number of vehicular trips generated. Additional features include automatic calculation of floor/area ratio, required parking spaces, construction costs, and building valuation.

The Land Use/Trip Use Model can be used to test the development potential of individual sites and to create projects which meet the objectives of the Development Plan while capitalizing on Specific Plan zoning. The model can also be used to test the feasibility of development proposals in terms of Specific Plan densities and uses. Examples of the model's product are in the Station Area Development Plan Background Report.

Following is a step-by-step description of how the Land Use/Trip Use Model works in terms of input data and output information.

Step 1

Input: Address/location, Book-Page-Parcel Number, Specific Plan Sector, Subareas, Phase

RESIDENTIAL ZONES (ONLY)

Step 2

Input: Gross area, setback area, average lot area per dwelling unit

Output: Buildable area

Step 3

Input: Existing square footage, existing number of dwelling units

Output: Total and additional permitted square footage and number of dwelling units; floor/area ratios

COMMERCIAL ZONES (ONLY)

Step 4

Input: Zoning, gross area, setback area

Output: Buildable area

Step 5

Input: Subareas, trips permitted per 1,000 square feet of buildable area

Output: Trips permitted on parcel "by right" and with "discretionary review"

Step 6 ("By Right")

Input: Existing and proposed "by right" commercial square footage, dwelling units and hotel rooms

Output: Trips used at "by right" development level; total square footage, dwelling units and hotel rooms; floor/area ratios; required parking; construction costs; building valuation

Step 7 (Density Bonus)

Input: Proposed square footage or number of bonusable features

Output: Density Bonus allocated

Step 8 ("Discretionary Review")

Input: Proposed commercial square footage, hotel rooms and dwelling units required discretionary review

Output: Trips used at "discretionary review" development level; total square footage, dwelling units and hotel rooms; floor/area ratios; required parking; construction costs; building valuation

Step 9

Output: Total existing and proposed commercial square footage, hotel rooms and dwelling units; floor/area ratios; total trips used, total required parking; total construction costs; total building valuation

E. PROGRAMS

The economic incentives listed in the Economic Incentives and Standards for Selected Sites chart are intended to help developers reduce risk, reduce cost and increase allowable density over the Specific Plan's "by right" allocation, in exchange for their cooperation in helping the City to implement the policies and objectives of the Station Area Development Plan. The economic incentives are actually comprised of many different City programs, ordinances and procedures, which will be applied to individual projects at the discretion of the Development Area Review Team (DART), a City inter-departmental advisory committee (see Implementation section for further description of DART and its functions).

The City's economic incentives are described below, with individual programs, ordinances and procedures organized under the general headings from the Economic Incentives and Standards for Selected Sites chart.

1. Parking Incentives

Parking incentives allow a reduction of on-site parking requirements in exchange for alternative arrangements, such as ride sharing or peripheral parking. With regard to the Station Area Development Plan, the objectives of these incentives are:

- 1) to facilitate development by reducing the cost of providing on-site parking, and
- 2) to ameliorate traffic congestion, especially during peak hours, within the station area.

The City currently requires one parking space per 500 square feet of building gross floor area for commercial or industrial uses. Required on-site parking may be reduced up to 40% 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). In the case of remote off-site parking, the developer must provide transportation between the remote site and the main building. Additionally, no more than 75% of the building's parking may be provided off-site.

A developer may apply for a Reduced On-site Parking/Transportation Alternative Authorization through the City Planning Department. The application is treated as a Conditional Use Permit. It must include a Parking Management Plan, which is treated as a legal agreement between the landowner and the City.

Analysis of peripheral parking needs in the Station Area should be done by the Planning Department in conjunction with the implementation of any transportation system management programs. Such a needs assessment can be done by projecting future parking demand and supply in the Station Area based on current supply of parking, projected development levels and the impact of Metro Rail on vehicle trip generation. (Techniques for performing this assessment have been developed by the City Planning Department.) Should the assessment reveal a projected deficit in parking supply, the City may wish to initiate a public/private co-venture effort to provide peripheral parking facilities near the affected Station Area or Areas. In some cases, a station Area may have enough surplus parking to act as a peripheral parking facility for other Areas, with the Metro Rail providing shuttle service.

The City is considering increasing the number of parking spaces required for commercial and office development from two spaces to three spaces per 1,000 square feet. If this change was enacted, the City Planning Department would seek to place Station Areas in a special discretionary zone, similar to the Central Business District, where the City Planning Commission could lower the parking requirement to one space per 1,000 square feet of commercial or office development. This discretionary incentive would be offered to developers in exchange for including features in their projects which meet the objectives of the Station Area Development Plan, such as senior citizens housing.

2. Financial Assistance: Small Business

Financial assistance is available for eligible small businesses through City agencies and City-sponsored economic development corporations. Businesses must be located in lower-income neighborhoods or provide goods, services or jobs for lower income persons. With regard to the Station Area Development Plan, the objectives of these financial assistance programs are:

- 1) To increase return on investment by reducing costs to small businesses
- 2) To reduce risk for private investors, particularly in locations which are unattractive without City investment, and
- 3) To ensure a supply of goods, services and jobs for lower income residents of Station Areas.

A number of public and private non-profit corporations have been formed locally to assist businesses in preparing applications for funds from private lending institutions and from loan and grant programs available through the City. Below are listed the economic development corporations which cover this Station Area:

Los Angeles Economic Development Corporation
1411 West Olympic Boulevard
Los Angeles, CA 90015
(213) 385-0351

Pacific Coast Regional
1930 Wilshire Boulevard, Suite 414
Los Angeles, CA 90057
(213) 484-2900

The following City programs are specifically targeted at small businesses, and can be accessed through the economic development corporations listed above:

- 1) Commercial Area Revitalization Effort (CARE) - low interest loans, rehabilitations rebates, facade improvement grants, public improvements and technical assistance. (Administered by the City's Community Development Department.)
- 2) Small Business Revolving Loan Fund - low interest loans up to \$40,000 to match private funding on a dollar for dollar basis. (Administered by the City's Community Development Department.)

- 3) Small Business Administration Loans and Loan Guarantees - SBA 502 and SBA 503 provide loans at below-market interest rate SBA 7a provides loans and guarantees at market interest rate. (Administered by the City Economic Development Office.)
- 4) Industrial-Commercial Revolving Loan Program - adjustable rate loans of up to \$250,000 to cover 30% of project costs. (Administered by the City Economic Development Office.)

3. Financial Assistance: Large Business

Financial assistance is available for qualified large businesses and private developers seeking gap-financing for major commercial development projects that would not be feasible without such assistance. Businesses and developers must meet the eligibility criteria established by the administering City agency, as well as DART, to qualify for funding. With regard to the Station Area Development Plan, the objectives of these financial assistance programs are:

- 1) To increase return on investment by reducing costs to businesses and developers,
- 2) To reduce risk for private investors, particularly in locations which are unattractive without City investment,
- 3) To encourage the development of projects which are consistent with the policies and objectives of the Station Area Development Plan, and
- 4) To obtain a stream of income for the City through equity participation, leasing or other financial arrangement in co-venture projects.

The following Programs are administered by, and can be accessed through, the Community Development Department, Industrial and Commercial Development, (213) 485-2952:

- 1) Urban Development Action Grants (UDAGs) - reduced interest rate loans for land, building, machinery, equipment and other capitalized costs.
- 2) Local Economic Action Program (LEAP) - low interest and deferred payment loans between \$100,000 and \$500,000.
- 3) Industrial Development Bonds (IDB) - tax exempt financing up to \$10 million for industrial or energy-related development.
- 4) Marks Historic Rehabilitation Bonds (pending City Council approval) - low interest loans for rehabilitation of historic or architecturally significant buildings.
- 5) Construction Loans - large, short-term loans for major development projects.

Programs which are administered by, and can be accessed through, the City Economic Development Office, (213) 485-6154:

- 1) Economic Development Administration Grants - loans of up to \$15 million for operating public works and major commercial and industrial projects.
- 2) Industrial-Commercial Revolving Loan Program - adjustable rate loans of up to \$250,000 to cover 30% of project costs.

4. Financial Assistance: Residential

Financial assistance is available for various types of residential construction and rehabilitation in areas with low-income households and a deteriorated housing stock. With regard to the Station Area Development Plans, the objectives of these financial assistance programs are:

- 1) To reduce financial risk for private investors in locations which are unattractive without City investment,
- 2) To improve conditions for Station Area tenants and homeowners, encouraging stability in the resident population, and
- 3) To encourage the development of housing projects which are consistent with the policies and objectives of the Station Area Development Plan.

The following programs are administered by, and can be accessed through, the Community Development Department, Housing Division, (213) 485-3406:

- 1) Housing Production Program - gap-financing, utilizing predevelopment loans and land write downs, for Section 8 housing projects.
- 2) Multi-Family Rehabilitation Program (MORE) - low-interest loans for the rehabilitation of sub-standard apartment buildings.
- 3) Homeowner Opportunity Maintenance Effort Program (HOME) - interest rate subsidies and technical and architectural assistance for rehabilitation of owner or renter-occupied single-family dwellings.

5. Public Land Leasing

Private developers can benefit from leasing, rather than buying, public land through lower up-front cost (no land purchase), access to prime properties and minimal land rents. The advantages for the City of leasing, rather than selling, its vacant or underutilized land include a higher return on investment, a future stream of income and greater control over new development. As a lessor, the City is in a better position to negotiate for particular land uses and amenities.

The City currently has no set program for the lease of vacant, City-owned land. Two departments, however, are engaged in this activity. The Department of General Services has a Leasing Office which respond to public inquires about vacant City properties (e.g., Los Angeles Mall space). The Department will act as leasing agent for vacant City land if that land meets at least one of the following criteria:*

- 1) Where such property is 10,000 square feet in size or larger;
- 2) Where the appraised value (or approximate value where there is no official appraisal) of such property is \$100 a square foot or more;
- 3) Where significant private and/or public redevelopment and/or rehabilitation activities are underway;
- 4) Where a Community Plan, Redevelopment Plan, Specific Plan or similar land use plan or study is in progress;
- 5) Where any building moratorium is in effect;
- 6) Where the subject property in whole or part may be eligible for historic landmark designation by a City, State or Federal agency and where such application or determination has not yet been made;
- 7) Where other unique situations apply (e.g., the use of such property for staging, in whole or part, the Olympics).

The City Administrator's Office (CAO) is occasionally approached by developers or others about vacant or underused City property, in which case it may act as the leasing or sales agent or as a project coordinator. The CAO also, from time to time, sends out RFP's for development of particular parcels.

A number of California municipalities are pursuing aggressive leasing programs, utilizing RFP's and "participating leases" for large, complex projects. In a participating lease, a minimum land rent (below market) is negotiated by the City and the developer. The developer pays either that minimum rent or some percentage of sales or profits from the development, whichever is higher. Such a lease is usually long-term.

Developers benefit by leasing, primarily through lower up front cost (no land purchase), access to prime properties and minimum land rents. For the City, the advantages of leasing are a higher return on investment than from direct sale of the land, and greater control over new development since the City is also the landlord. As a lessor, the City is in a better position to negotiate for particular land uses and amenities.

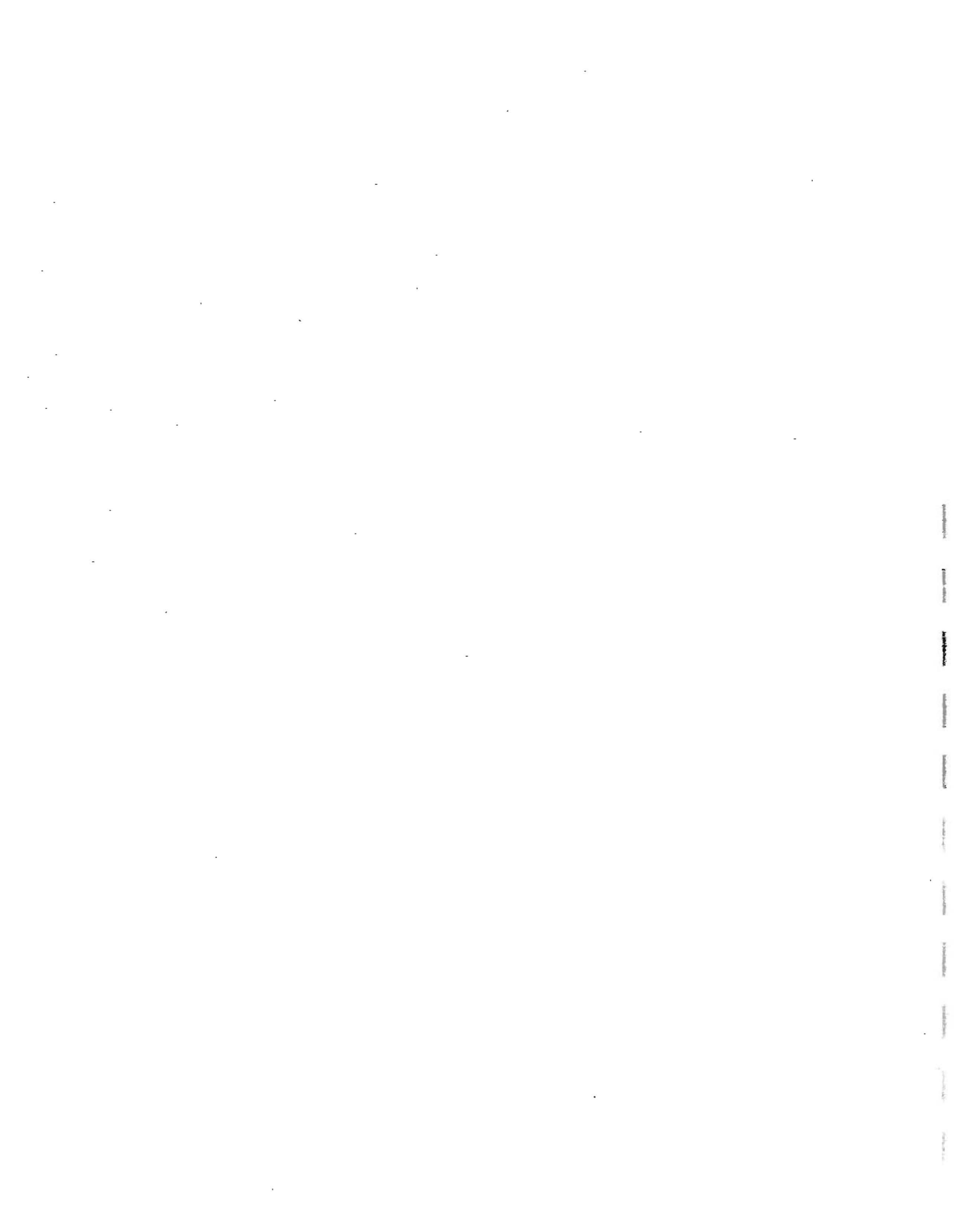
* City Planning Case No. 83-137-PWA. Adopted as precedent for lease of public land by City Planning Commission.

8. Development Agreements

In response to requests from the development community, California State Law (Government Code 65864) authorizes cities and counties to enter into legal agreements with developers. These agreements set forth the rules that will govern a development as it proceeds through the permit process. The city or county agrees not to change its planning or zoning laws applicable to a development for a specific period of time. The jurisdiction does not guarantee unconditional or qualified approval of the development, but it may not base its decisions on zoning changes or plan amendments which occurred after the agreement was effectuated. The developer may agree, in return, to construct specific improvements, provide public facilities or to follow a specified time schedule.

A development agreement, which takes the form of a legal contract and is enacted as an ordinance, is only practical for complex development proposals. Extensive legal documentation, security instruments and an EIR are usually required. The agreement must stipulate the period of time in which the City or County may not alter zoning or general plan requirements, permitted uses on the property, density, size of buildings, provisions for public dedication of land, and requirements imposed on the developer. (See the Implementation section for further discussion).

VII. URBAN DESIGN



A. PURPOSE

This Section defines the urban design criteria for development within the station area development plan boundaries. Also see Section VI, Economic Incentives, for direction to facilitate these guidelines, and Section VIII, Implementation, for procedures of review and approval.

B. POLICIES

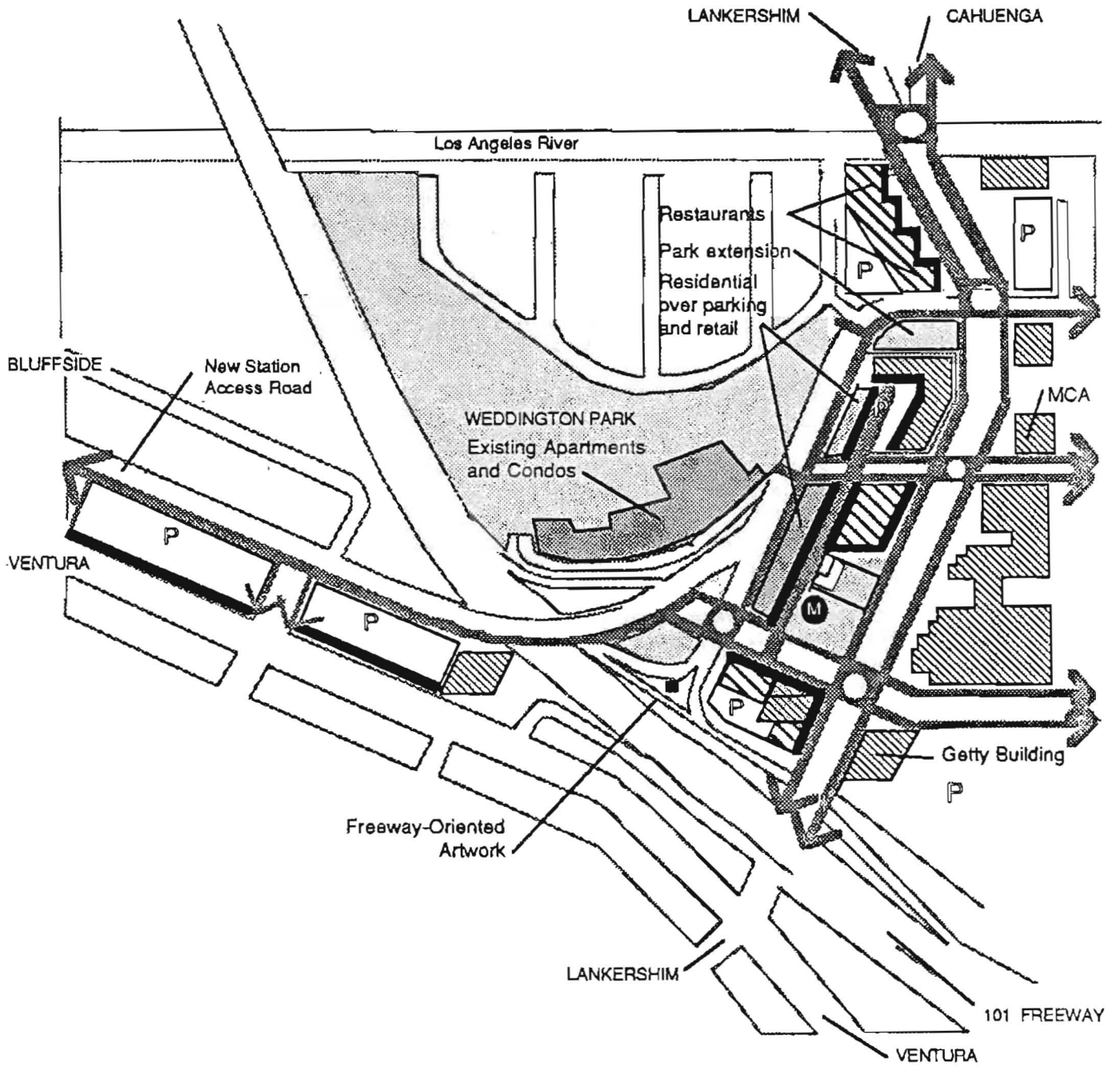
1. Develop an urban design theme, character or identity for the station area which creates and reinforces a link between the transit station and surrounding land uses.
2. Encourage new construction and additions to existing buildings to be designed with sensitivity to the scale, massing and elevation, detailing of adjacent historic and noteworthy buildings.
3. Encourage developer's sensitivity to the solar rights of existing and future buildings.
4. Encourage commercial, entertainment, and cultural uses to be visible and readily accessible from the street.
5. Enhance and improve the aesthetic quality, vitality and safety of the pedestrian environment.
6. Ensure that open space amenities are proximate to and/or well connected by views and public walkways to pedestrian activity generators.
7. Create active public open spaces and pedestrian areas which reinforce the individual identity of the station and which assist in relating the transit station to surrounding development. Avoid creating "dead" or unused open spaces.
8. Encourage the incorporation of small-scale plazas at the front of buildings.
9. Encourage provisions of rooftop plazas and gardens no higher than the third story level.

C. DESIGN CONCEPT AND GUIDELINES










1. CORRIDOR ROLE OF STATION

The station's accessible location at the Hollywood Freeway and Lankershim Boulevard indicates the potential for a major retail center and office complex, in addition to providing sizeable Park-n-Ride facilities. Its proximity to Universal Studios and the entertainment/hotel facilities there creates additional development potential on the station block and on parcels across the Hollywood Freeway to the west.

DESIGN CONCEPT



LEGEND

-  RETAIL
-  OFFICE OVER RETAIL
-  PUBLIC
-  OPEN SPACE/ PLAZAS
-  OFFICE
-  RESIDENTIAL
-  PEDESTRIAN FRAMEWORK
-  PARKING
-  METRO RAIL PORTAL

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 LOS ANGELES DEPARTMENT OF CITY PLANNING
 METRO RAIL STATION AREA DEVELOPMENT PLAN

2. DESIGN CONCEPT

The concept is a center with almost 1,000,000 square feet of office space, 100,000 square feet of restaurant and retail uses, plus residential units and a park-n-ride structure, built around the Metro Rail portal and the Campo de Cahuenga (See Figure VII.01).

The new development would extend from the Hollywood Freeway to the Los Angeles River drainage channel; uses on the major site would be connected by a mid-block pedestrian spine that runs the length of the block.

Weddington Park would be extended out to Lankershim Avenue, and a substantial landscaped edge would be extended along Lankershim. Across the freeway, office space would be developed over parking along Bluffside Drive, and at the station block, a large park-n-ride facility would be developed.

3. METRO RAIL PORTALS AND TRANSIT INTERFACES

One Metro Rail portal is planned, near the Campo de Cahuenga (See Figure VII.03). Buses would pick up passengers near the Campo de Cahuenga at a plaza adjacent to the Campo. Bus bays and layover would be in the immediate area. A tramway is planned to connect the Universal Hill development to Metro Rail.

Guideline 3.1 Bus bays and bus layover should be incorporated into the development as designated on the Circulation map, Figure VII.10 immediately adjacent to the plaza.

Guideline 3.2 An aerial tramway and terminal at the plaza adjacent to the Campo de Cahuenga, as shown on the Circulation map, shall be encouraged.

Guideline 3.3 RTD Park-n-ride spaces shall be provided on the Station site, in parking structures adjacent to the Campo de Cahuenga.

Guideline 3.4 Kiss-n-ride lot should be located between the office building and the Metro Rail portal, adjacent to the plaza.

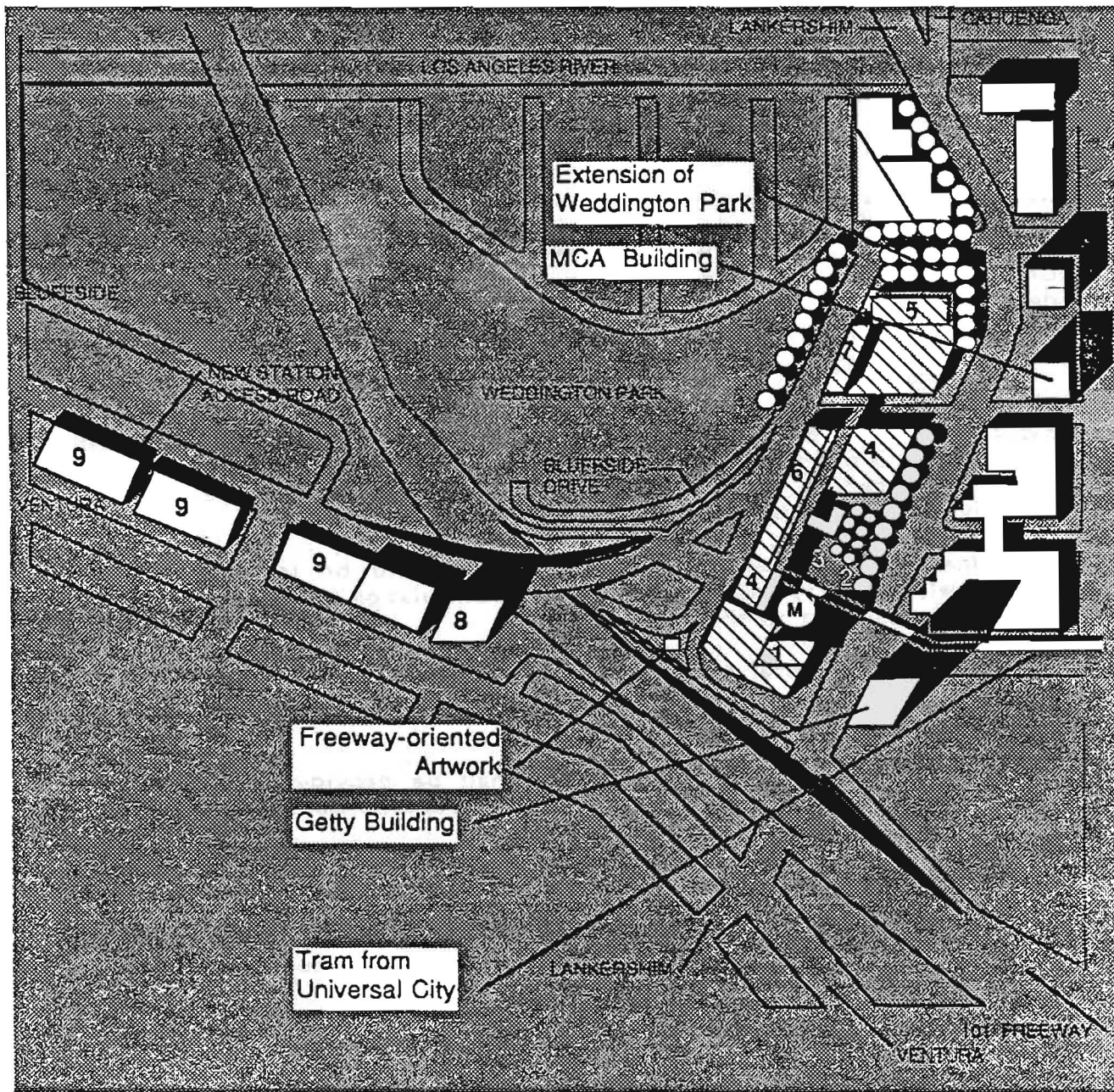
Shuttle service across the freeway to Bluffside Drive and park-n-ride parking could be an incentive to office or other developers, which could permit them to build fewer on-site parking spaces.

Guideline 3.5 Shuttle service across the freeway to connect remote parking to office space on the station block should be provided by the private sector.

4. LAND USE

Retail Stores: Retail space and restaurants would be developed around the Campo de Cahuenga. Multiple levels could be developed, coordinated with the subway mezzanine and upper levels where restaurants could be located overlooking the plaza and Weddington Park. Additional restaurant uses could be located farther north on Lankershim, near the L.A. River channel.

ILLUSTRATIVE SITE PLAN



LEGEND

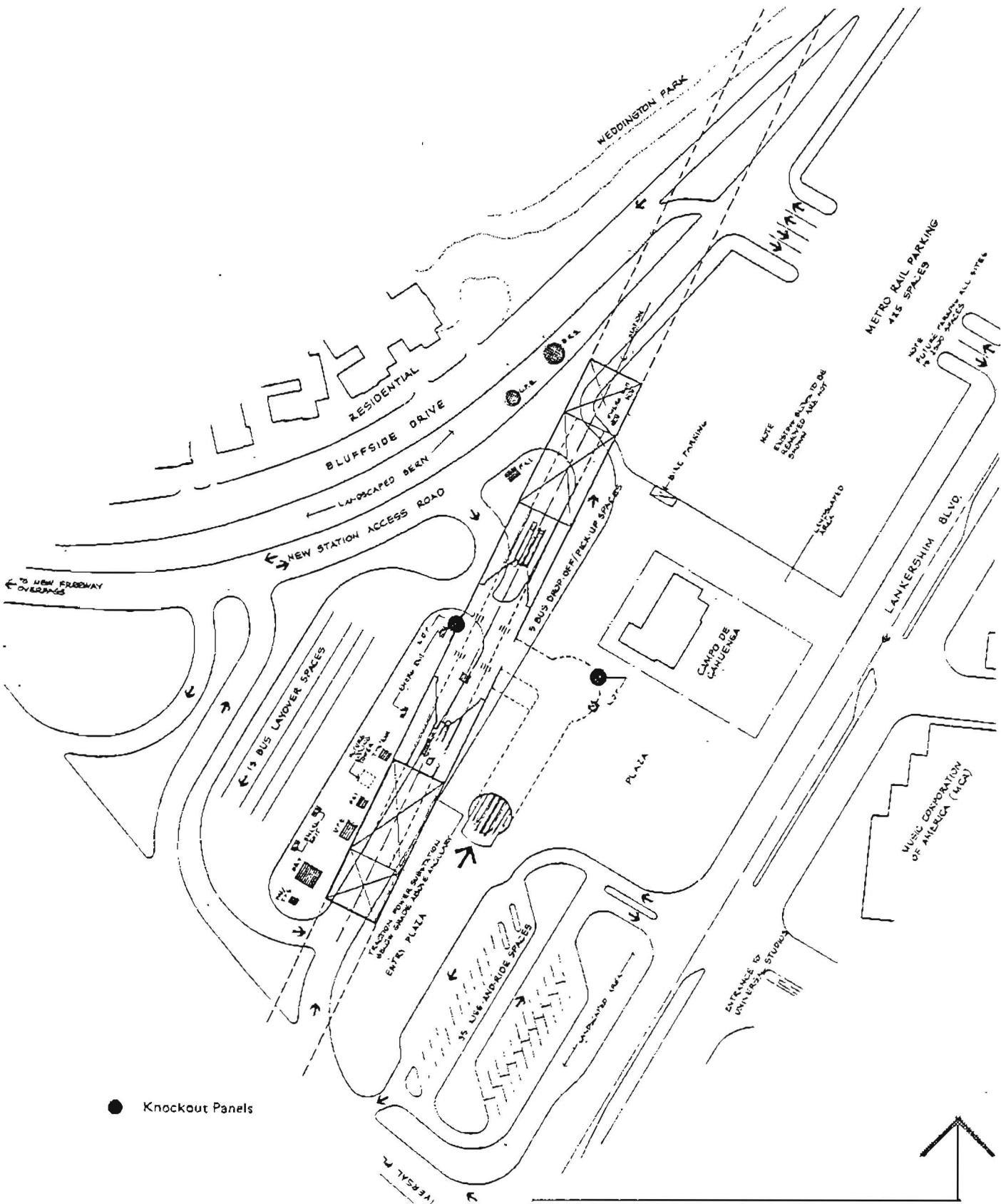
- | | |
|--------------------------|----------------------------|
| 1 HIGH-RISE OVER PARKING | 6 RESIDENTIAL OVER PARKING |
| 2 KISS-N-RIDE AT PLAZA | 7 RESIDENTIAL OVER PARKING |
| 3 CAMPO DE CAHUENGA | 8 OFFICE |
| 4 RETAIL CENTER | 9 PARK-N-RIDE |
| 5 OFFICE OVER PARKING | |

 DEVELOPMENT POTENTIAL EXAMPLE

 METRO RAIL PORTAL



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● Knockout Panels

Guideline 4.1 Retail and restaurant space should be developed as shown on the Design Concept map, Figure VII.01. The frontages should be continuous to the maximum extent possible, around the plaza, to provide a focus for the activity around the Station area.

Finally, retail space along Ventura Boulevard could be located in new buildings on the north side of Ventura Boulevard.

Office Space: Office space would be located as follows: 1. A high-rise tower across from the Getty Building on a base of retail and parking uses; 2. a mid-rise building at the corner of Bluffside and Lankershim, above parking; and 3. across and near to the Hollywood Freeway, between Ventura Boulevard and Bluffside Drive.

Guideline 4.2 Office space in the development should be located at the Hollywood Freeway (south) end of the site, and at its north end. Some office space may be developed above the retail space overlooking the Campo and the plaza.

Residential Units: Guideline 4.3 Residential units should be developed along the south edge of Weddington Park.

5. DEVELOPMENT SITES

Potential Development Sites: The sites numbered on the map have been previously identified by the Department of Planning as potential development sites. This designation does not necessarily mean that these sites are planned for development. It is, however, an indication of their potential developability, with Metro Rail as a catalyst for development.

Rehabilitation and Infill Areas: Some areas have been designated for potential rehabilitation and infill of development on a small scale, compatible with the existing development, such as the south side of Ventura Boulevard.

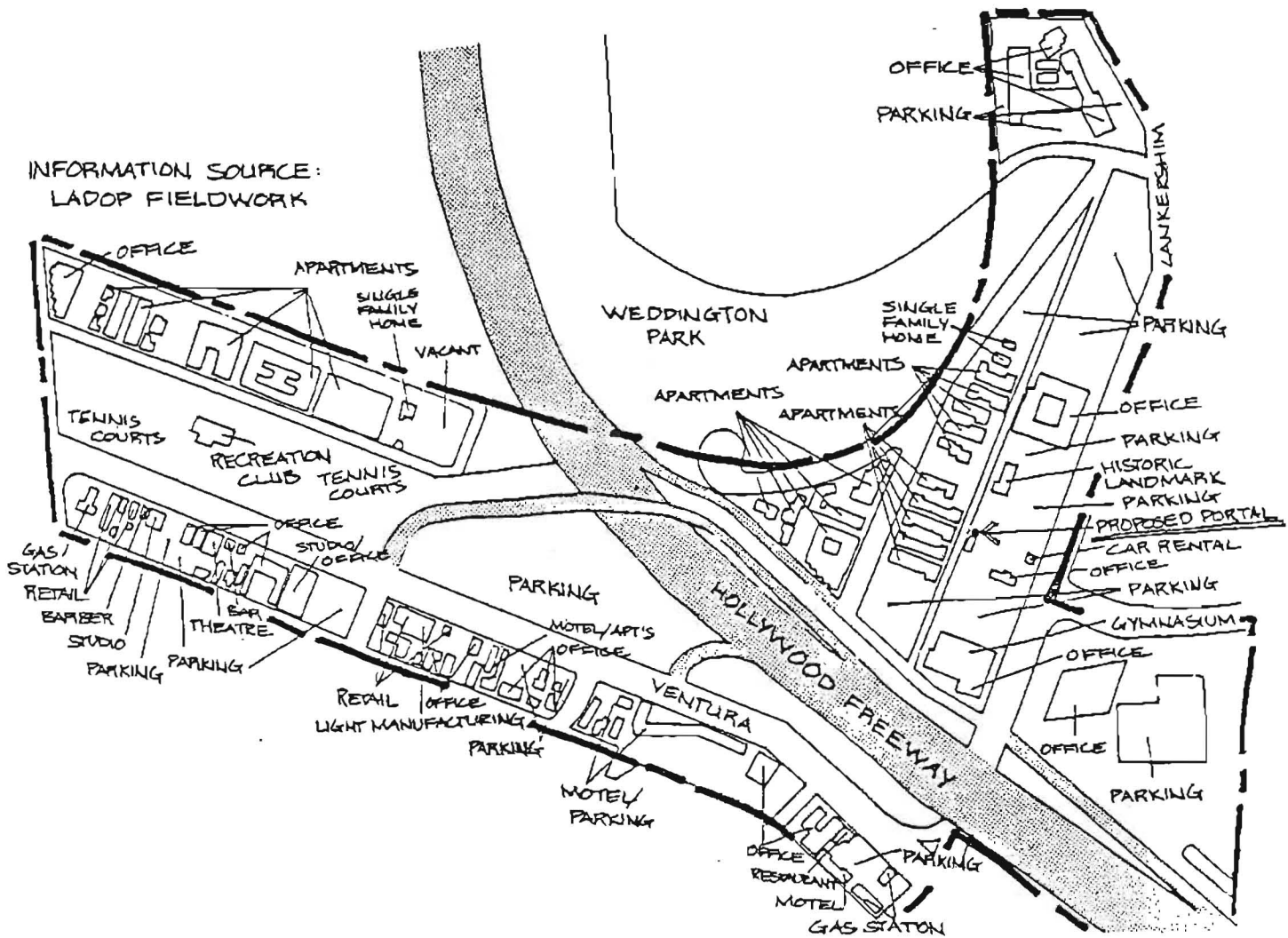
Master Development Sites: To achieve the highest and best potential of this development concept, master planning of the major station block from the Ventura Freeway to Bluffside is recommended. The map shows the extent of this master development site (See Figure VI.01).

Building not Susceptible to Change: On the station block, the only building to remain is the Campo de Cahuenga, including its courtyard. The apartments across Bluffside Drive would be retained and buffered from station traffic. It is expected that office buildings on the east side of Lankershim would be retained.

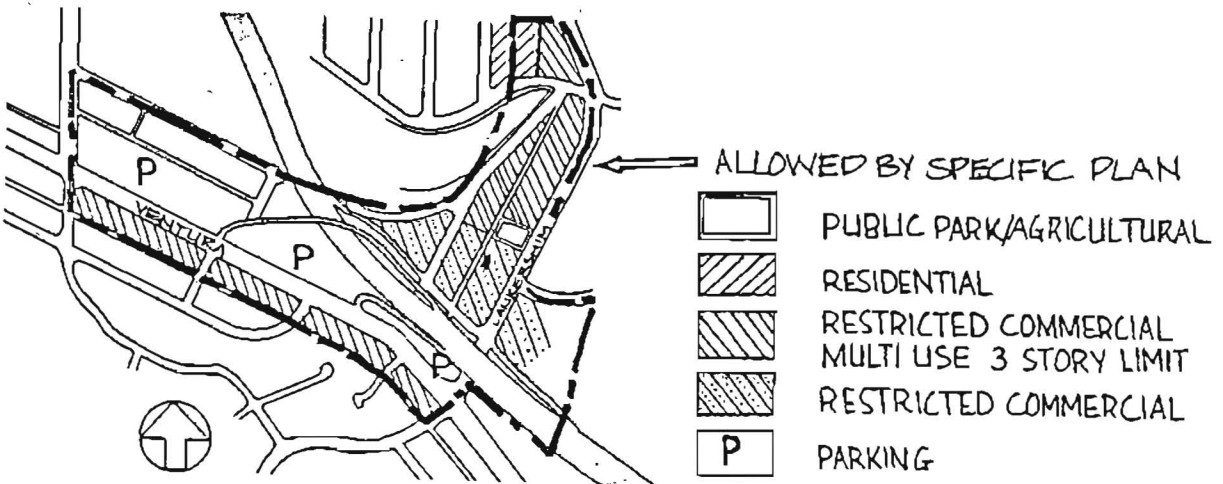
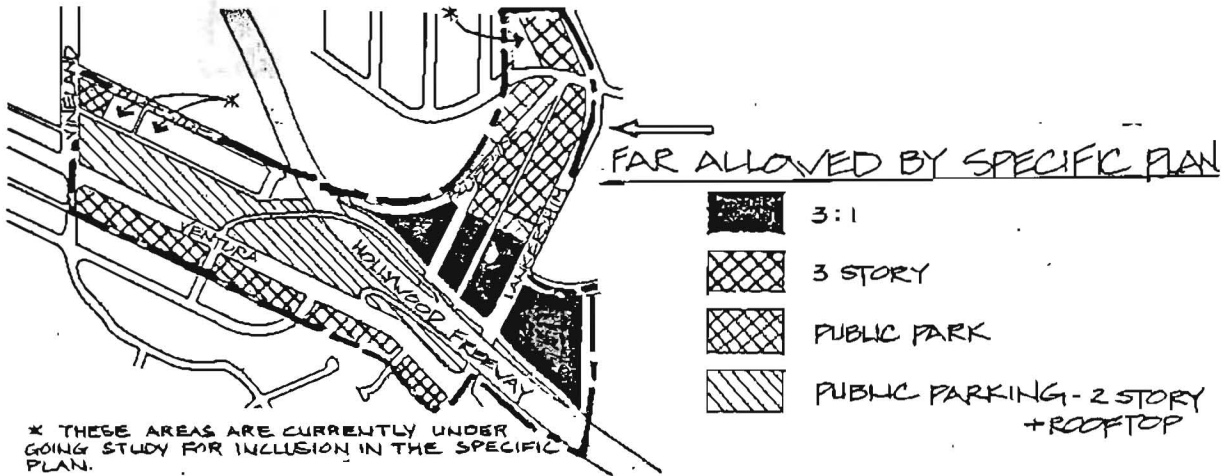
6. BUILDING FORM AND APPEARANCE

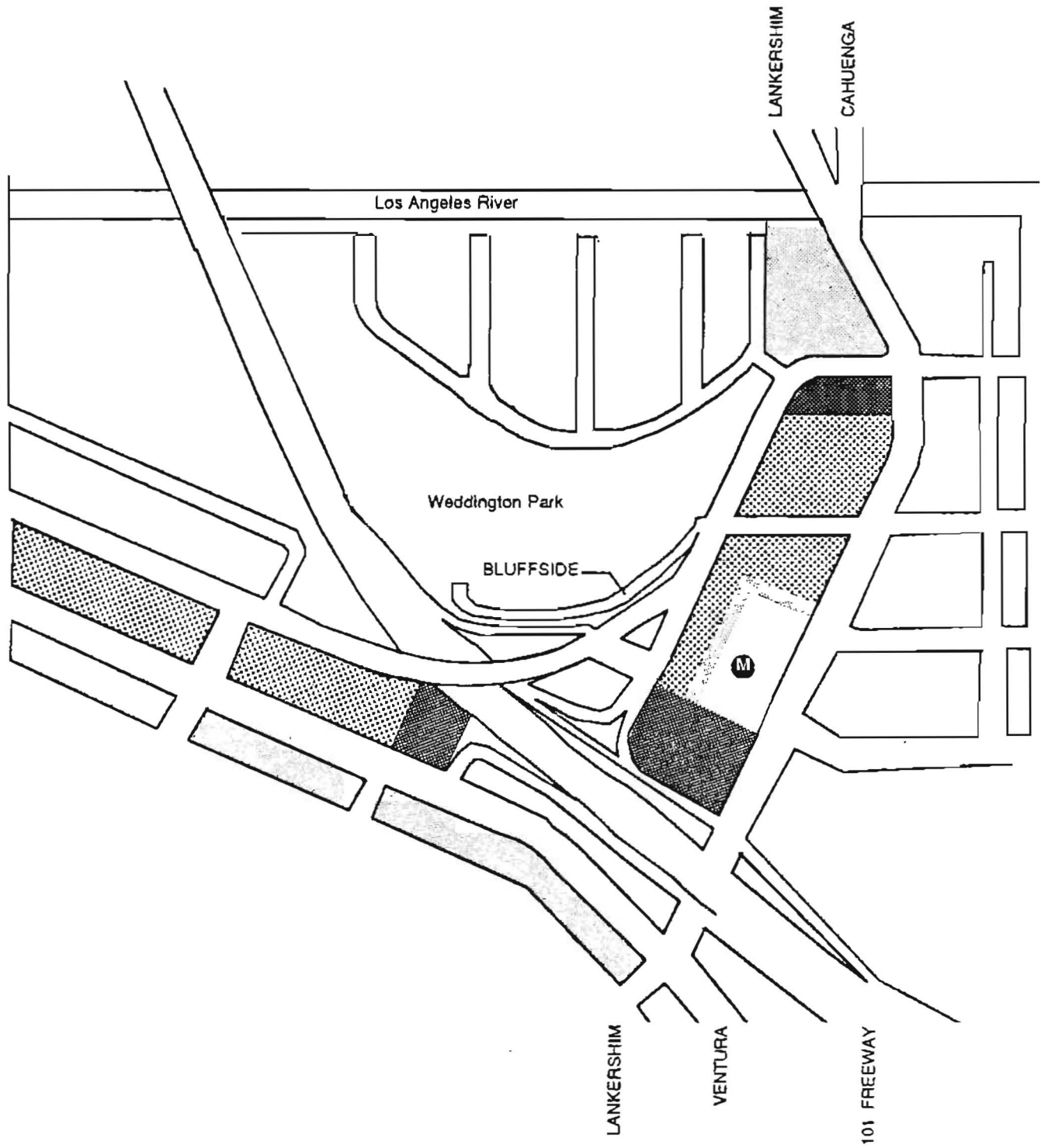
Building Height and Bulk: The tallest building in the station area would be an office tower located to the northwest across Lankershim from the Getty Building. The retail center portion of the block would be low in scale, compatible with the three story office complex on the south side of Lankershim.

INFORMATION SOURCE:
LADOP FIELDWORK







**FLOOR AREA RATIO
ALLOWED BY SPECIFIC PLAN**





LEGEND

-  HIGH (7 - 13 STORIES)
-  MEDIUM (4 - 6 STORIES)
-  LOW (1 - 3 STORIES)
-  SUBWAY PORTAL



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(This page is reserved for an Axonometric Map which illustrates a hypothetical build-out consistent with the Design Concept and Massing Maps. The Axonometric Map will be prepared and inserted prior to this document's publication as a Final Plan).

An office building exceeding this height may be built on the north end of the station block; however, its height should be kept to six stories.

Along Bluffsidge and Ventura Boulevard, the building masses would begin low at Vineland and step up as they approach the freeway, with maximum height of development at the easternmost portion of the site. This building should be lower than the Lankershim office building across from Getty.

Guideline 6.1 Building heights and bulks should reflect those shown on Building Heights map and the Illustrative Site Plan, Figures VII.02 and VII.06.

The specific provisions are discussed above. Special sensitivity to the residential neighborhood across Weddington Park should be exercised.

Building Scale: Guideline 6.2 The building facades on Lankershim should reflect the articulation of the three story buildings across the street.

Guideline 6.3 The low rise buildings at the Campo and plaza should reflect as much as possible the scale of the Campo building and the pedestrian scale of the plaza.

Building Setbacks: Guideline 6.4 Building masses should step back from the Campo de Cahuenga and the plaza.

Guideline 6.5 New development should be set back from Lankershim Boulevard to provide a substantial streetscape edge to Lankershim Boulevard.

View Corridors: Guideline 6.6 The views from Lankershim of the Campo de Cahuenga should be maximized by setting back the building lines from the building and its courtyard.

Guideline 6.7 The office building across from the Getty Building should preserve views of the Getty Building as much as possible, especially sight lines from the Ventura Freeway.

Guideline 6.8 A view corridor to Weddington Park from Lankershim Boulevard should be kept open as much as possible. A minimum 100-foot width is recommended.

7. PEDESTRIAN FRAMEWORK

The pedestrian framework makes the connections between uses in the station area, knitting the area together by joining its uses and by providing pleasant pedestrian experiences.

In this station area, the framework is an especially important element linking development on both sides of the Ventura Freeway, and also joining the uses on the long station block to the station area (See Figure VII.10).

Pedestrian Framework: The pedestrian framework runs in linear manner through the middle of the station block. It will connect office, restaurant, retail and parking uses to the plaza and Metro Rail portal.

The pedestrian system crosses the Hollywood Freeway alongside Bluffside Drive and connects the station to the Park-n-Ride facilities on the west side of the freeway.

Guideline 7.1 Private development should be responsive to the pedestrian framework, and should reinforce its continuity to the maximum extent possible, incorporating walkways, uses and other features necessary to implement this concept.

Other important elements of the pedestrian framework are:

Streetscape Improvements: Improvements are proposed to extend the pedestrian movement system along the Bluffside Drive overpass and along Lankershim.

Guideline 7.2 Streetscape improvements on private property should extend and complement the treatment of the public right-of-way, to reinforce the pedestrian framework.

Plaza: A plaza is proposed at the Metro Rail portal, to provide a focus for the pedestrian activity, and a suitable foreground for the Campo de Cahuenga.

Guideline 7.3 A plaza as described in the maps and drawings should be developed to provide an entry to the Metro Rail portal and a pedestrian focus for the development. The space should include active uses such as space for vendors, and should provide adequate space around the portals to accommodate the anticipated volumes of pedestrian traffic at the Metro Rail portals.

Safety and Security of the Pedestrian Environment: Surveillance of sidewalks and plazas should be possible from adjacent retail, office and other space, and the Metro Rail portals should be visible from the street. Pedestrian security should be carefully considered.

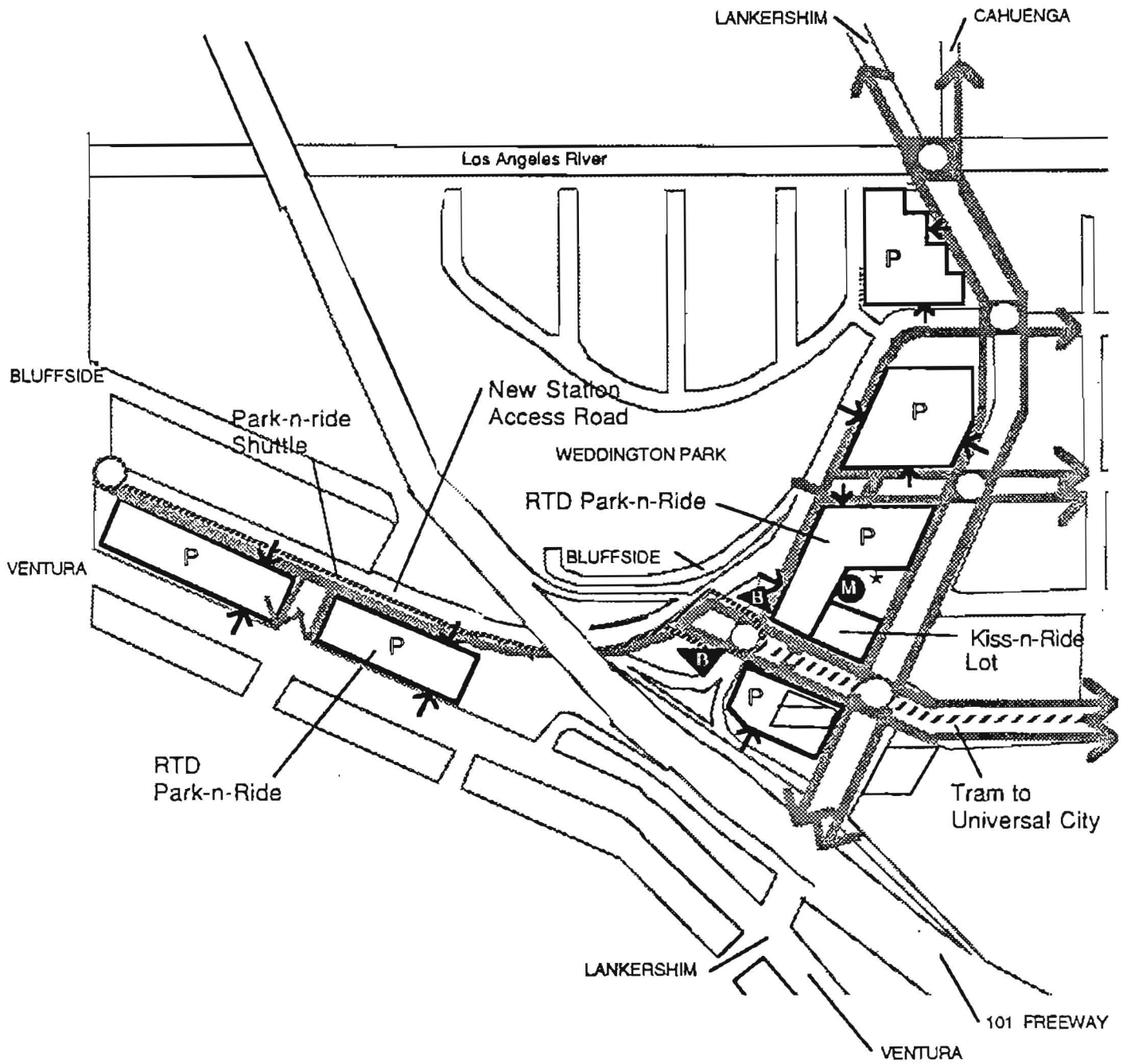
Guideline 7.4 All pedestrian space should be designed and configured using principles of defensible space.

Art in Public Spaces: Public art works should be included for enhancement of the pedestrian experience, and sited for maximum public exposure and enjoyment.

Guideline 7.5 Space for public art works should be provided in the plaza area, and at the Metro Rail portal.

8. CIRCULATION

Parking and Vehicle Access: Bluffside Drive would be built across the freeway to provide new access to parking and the station. Vehicle access to parking would be from Bluffside Drive on the west side of the freeway, and from Bluffside or other access streets intersecting with Lankershim at the station block.



LEGEND

-  BUS BAY AND DIRECTION OF TRAVEL
-  PARKING ACCESS
-  PARKING STRUCTURE
-  PEDESTRIAN CIRCULATION
-  ACTIVITY CENTER
-  METRO RAIL PORTAL

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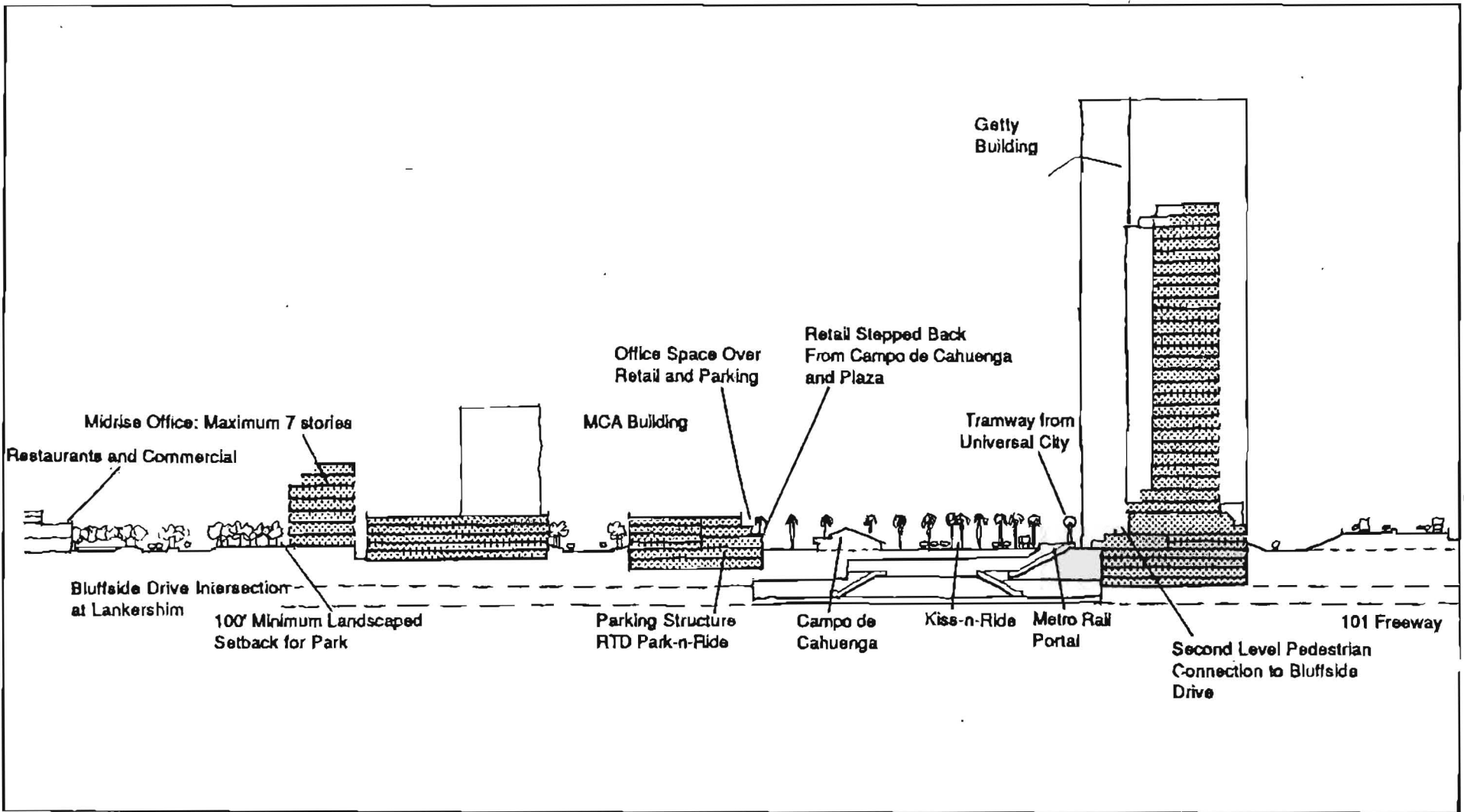
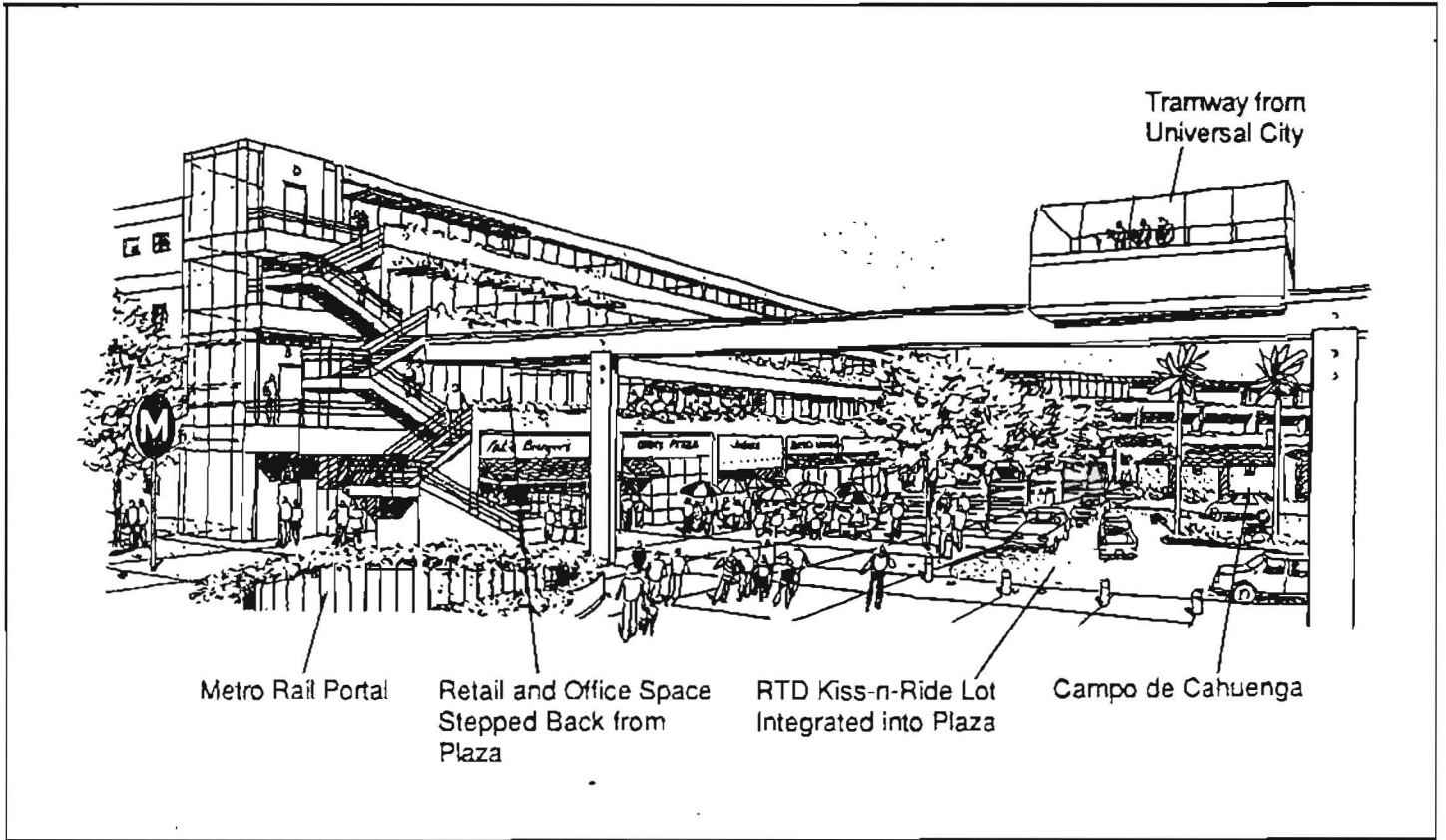


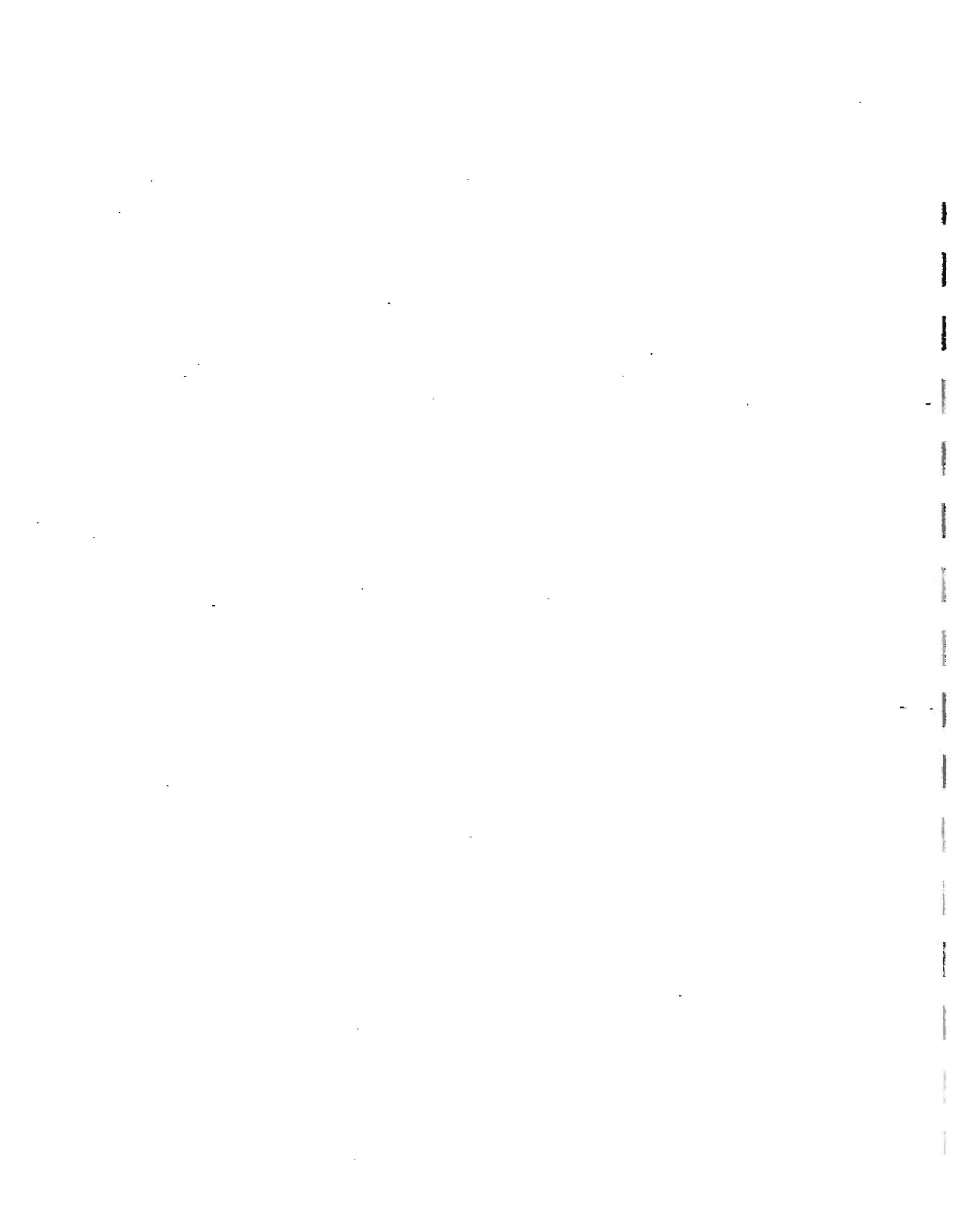
Figure VII.09

**UNIVERSAL CITY
Site Section Looking East**

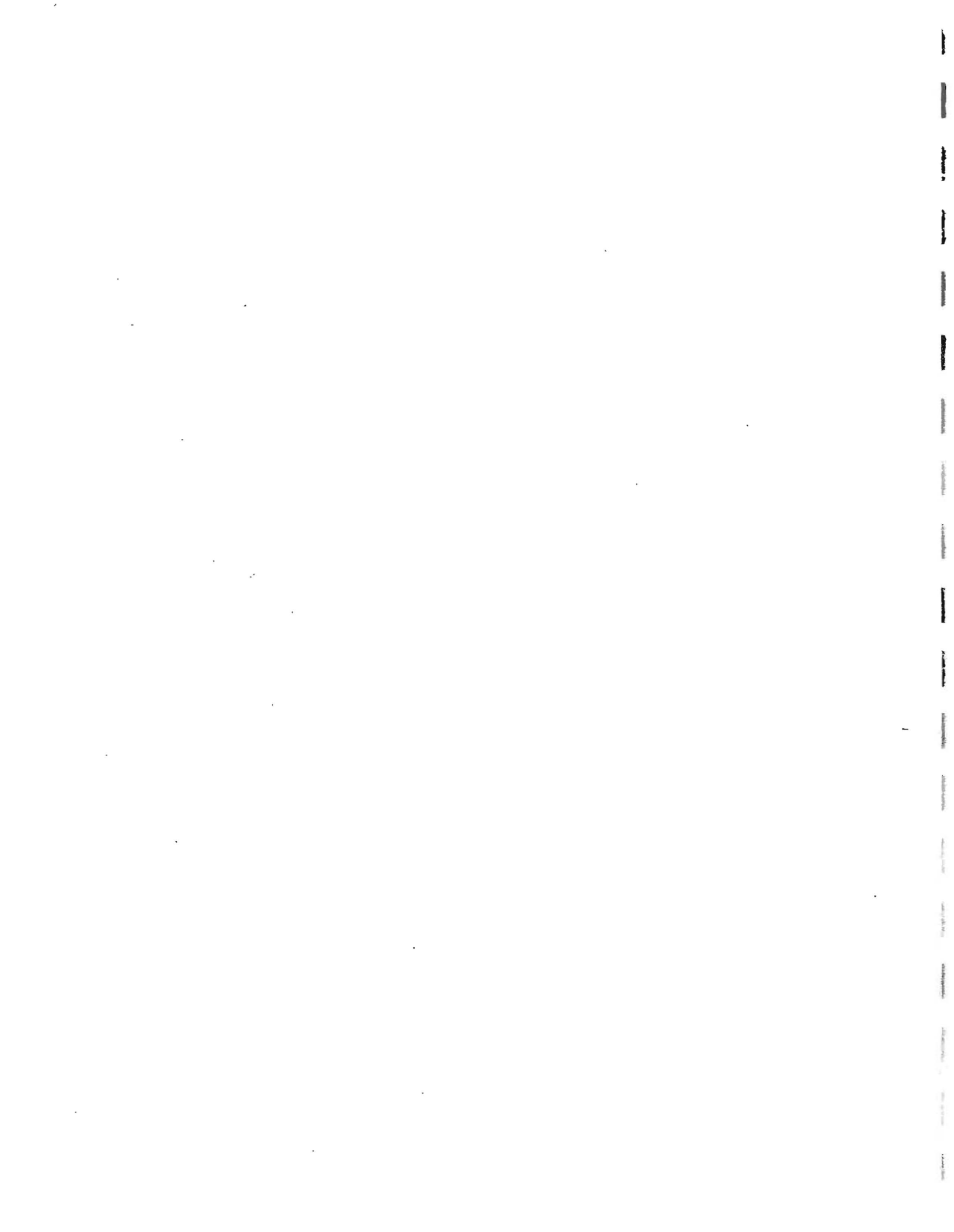
Figure VII.10



UNIVERSAL CITY
View at Plaza
Looking North



VIII. IMPLEMENTATION



A. PURPOSE

The Implementation Section sets out administrative procedures to implement the economic and design policies of the Station Area Development Plan. Public agency roles and involvement in attracting, processing, expediting and monitoring joint development are described. The procedures a development project must undergo, and methods for streamlining those procedures, are also described. This Section is intended to implement an on-going joint development program in conjunction with the Station Area master planning process and value capture mechanisms.

B. POLICIES

1. Encourage the concentration of new development and investment into the Station Area by means of administrative mechanisms which implement economic incentives or otherwise attract private sector investment.
2. Ensure adequate administrative review of development proposals for general consistency with the economic and design policies and objectives of the Station Area Development Plan.
3. Coordinate with SCRTD, other public agencies and the private sector undertaking co-ventures.
4. Follow these guidelines in negotiating co-ventures between the City and the private sector:
 - (a) give highest priority to a periodic cash flow to the City over a number of years as opposed to any one-time, lump-sum payment.
 - (b) give highest priority to obtaining an equity participation for the City with the private development.
 - (c) retain any public lands in public ownership and lease, rather than sell, any such lands.
5. Establish administrative procedures for "fast-tracking" development applications within the station area.
6. Identify City and SCRTD co-venture and benefit-sharing opportunities in the station area.
7. Initiate a proactive, project-packaging approach with regard to the leasing and development of City-owned vacant land in station areas, particularly through the use of RFP's and City financial assistance.

C. PROCEDURES

1. Attracting Development

The fact that good joint development does not necessarily occur spontaneously around rail transit systems is a lesson learned from the experience of various other cities. Good joint development projects and the accompanying inherent benefits are achievements which can best be attained by effective planning, continual inter-agency support and cooperation and hard work. Fundamental to the Metro Rail Station Area Development Plan joint development program is the cooperation of the City and SCRTD working together as partners to create an environment which is inviting and attractive to qualified developers.

To attract development interest, a city must offer a clear statement of "Game Rules", reasonable and consistent processing procedures, economic and financial incentives, and above all, potentially valuable development sites. In Los Angeles, the implementation of the Metro Rail Transit System together with the Metro Rail Transit Corridor Specific Plan and the Station Area Development Plans address these requirements.

- a) Land Use Plans ("Game Rules") - the City Council adopted Metro Rail Transit Corridor Specific Plan provides the basic regulations in ordinance form for governing land uses within the transit corridor. The Station Area Development Plans serve as implementation guidelines working within the broader parameters of the Specific Plan.
- b) Processing Procedures - The City of Los Angeles has well developed building permit processing procedures which have evolved over the years to provide consistent and fair review and evaluation of all proposed development projects. These procedures have recently been improved by the implementation of the Construction Services Center. The Center physically consolidates building-related permit issuing agencies into one area to increase convenience and enhance efficiency and coordination for permit applicants. The procedures will be further augmented by the creation of a Development Area Review Team (DART) to take into account the special nature of joint development projects. DART is discussed in the next section under Project Processing.
- c) Financial and Economic Incentives - The Station Area Development Plans include an Economic Incentives Section describing City programs which function as financial and economic incentives to joint development which is consistent with this Plan.
- d) Potentially Valuable Development Sites - The implementation of the Metro Rail Transit System is expected to greatly enhance real estate values in the station areas. The City has identified several potential development sites in the Economic Incentives Section of the Station Area Development Plan for either master development, requiring some parcel assembly, or individual parcel development. The suggested site standards, design concept and design guidelines, accompanied by appropriate economic incentives, can be used to plan and create successful, valuable development projects.

2. Project Processing

The Development Area Review Team (DART) is a proposed inter-departmental committee to coordinate city review and approval of any proposed project requiring discretionary determination (especially density bonuses and financial incentives) within the Metro Rail Transit Corridor Specific Plan or redevelopment areas. The DART would function as a liaison between the project applicant and the City, interpreting City plans and regulations. This new Committee would be chaired by the Director of Planning and makes recommendations to the City Planning Commission and City Council on the aforementioned projects. The DART should be comprised of the following departments: City Planning, Transportation, Public Works (Bureau of Engineering), and Community Redevelopment Agency (CRA projects only). The DART chair would have the authority to call in other departments, including the City Economic Development Office (CEDO) and the Community Development Department as needed for specific cases.

The City intends to include SCRTD as a participant in DART meetings and City Planning Commission meetings when Metro Rail issues and land development in Metro Rail station areas are being discussed. The City also intends to place Metro Rail and related land use items on the DART agenda at SCRTD's request with tasks arising from these meetings to be completed by each agency.

Specific responsibilities of the DART might include, but are not limited to, the following:

- a) Receive and review development project applications.
- b) Establish preliminary City negotiating positions and recommendations.
- c) Coordinate with the City Economic Development Office (CEDO) and the Community Development Department (CDD) with respect to use of financial incentives and economic development programs.
- d) Recommend use of density bonuses and other incentives, where applicable, to the Planning Commission.
- e) Recommend related public improvements to the Planning Commission.
- f) Coordinate with OPERA, the SCRTD equivalent of DART, in processing development applications.

To facilitate the joint development process, the Planning Department will establish a new Specific Plan Section. Specific Plan Section staff will specialize in interpreting provisions and monitoring applications for development in all specific plan areas in the City of Los Angeles. The Specific Plan Section will then provide information and analysis to the DART for further analysis and review.

The new Specific Plan Section will also be responsible for project-packaging co-ventures between the City and other agencies or private parties. These responsibilities may include, but are not limited to:

- a) Soliciting and reviewing development proposals for lease and development of City-owned parcels in the immediate station area, and presenting such proposals to DART.
- b) Soliciting and reviewing parcel assembly and master development proposals for development of land in the immediate station area, consistent with the Urban Design Concept of the Station Area Development Plan, and presenting such proposals to DART.
- c) Preparing and processing development agreements and cooperative agreements for consideration by DART.
- d) Providing development counseling for potential applicants, utilizing development potential spreadsheet software, financial pro forma spreadsheet software, computer-generated graphics, and various economic incentives provided in the Station Area Development Plan.

3. Project Expediting

Joint development opportunities can be made more attractive to potential developers if the permit process can be made as abbreviated as possible without sacrificing project quality. The City as well as the Planning Department have created or will create several new entities which serve to speed up the permit and discretionary review process some of which have been mentioned in previous sections of this component:

- a) City Construction Services Center - Quickens processing by reducing the number of offices to which an applicant is required to go and by facilitating interdepartmental communication and cooperation. Within the Construction Services Center applicants have access to the Land Development Counseling Center.
- b) Development Area Review Team (DART) - Chaired by the Planning Department, makes recommendations to the Planning Commission and City Council on proposed projects requiring discretionary determination within the Metro Rail Transit Corridor Specific Plan or redevelopment areas. Like the Construction Services Center, the DART facilitates interdepartmental cooperation and coordination.
- c) Specific Plan Section - Proposed by the Planning Department to groom staff as specific plan experts to facilitate faster and better plan interpretations, among other benefits.

Other possibility for further streamlining of City Planning Department discretionary application case processing include:

- Increased Casework Productivity - The Planning Department's Casework Operations Analysis Task Force has produced a report

which analyzes City Planning Department casework productivity citywide and recommends actions for improvement. Findings were submitted to the City Council Planning and Environment Committee for further action.

- Environmental Clearance - An Environmental Impact Report has been written covering the Metro Rail Transit Corridor Specific Plan. This document may save time in analyzing and processing environmental clearance of subsequent individual projects within the Transit Corridor Specific Plan area.
- Zoning Code Variances - The Transit Corridor Specific Plan could be amended to contain a clause which broadens the definition of "slight modifications", Zoning Code Section 12.27-B-2 to include certain predetermined uses which would allow the approval of that use without a public hearing pending requisite findings to preserve the intent of the Specific Plan.

In addition, the current standard of allowing yard and area variances of up to 10 to 20 percent without a public hearing could be increased to 20 to 30 percent by the Transit Corridor Specific Plan.

- Exceptions to the Metro Rail Transit Corridor Specific Plan - Exceptions to specific plans usually involve the additional processing of a Zoning Code variance. The problem lies in the fact that exceptions to specific plans are processed by the Planning Commission and Zoning Code variances are processed by the Zoning Administrator, creating dual processing. Amending Zoning Code Section 11.5.7 could eliminate the dual processing by allowing the Zoning Administrator action is required. The elimination of this dual processing warrants further investigation. (It should be noted that Zoning Administrator approvals may be appealed to the City Council. Denials may not be appealed.)

4. Monitoring Joint Development

A system to monitor all development projects, including the monitoring and recording of transferred development rights in the Regional Core must be implemented to ensure that necessary development data is available to the City and to the SCRTD. This monitoring effort will most likely be a function of the new Specific Plan Section.

The Specific Plan Section would also monitor Key economic indicators within the City in general and within the Transit Corridor in particular to better assist the DART in assessing the economic feasibility of a development project applying for bonuses or financial assistance. Those economic indicators include, but are not limited to:

- Vacancy rates for commercial and retail uses
- Rents for commercial and retail square footage
- Land costs
- Construction costs
- Comparisons of the above factors to Citywide figures
- Other factors as determined by the DART and City Planning Department

5. Development Agreements

The development agreement is an important component of joint development implementation because it formalizes the terms under which a city and a developer have committed themselves to proceed on a given project. Development agreements for joint development projects should include language outlining the various components of the agreement including cash flows, benefit-sharing, public amenities and enforcement provisions.

Enforcement is an issue of particular importance, because without proper enforcement, a developer could, by receiving additional development rights or financial incentives without any reciprocity make a mockery of the joint development process. The development agreement is a legal contract and is enacted as an ordinance. Periodic review of bonus amenities and/or renewable certificates of occupancy should also be considered as techniques for enforcing a development agreement.

The League of California Cities has published a development agreement manual which addresses a number of these issues and should be referred to in the process of developing a City of Los Angeles Development Agreement. The following checklist from this manual covers the relevant components which should be considered in writing a development agreement.

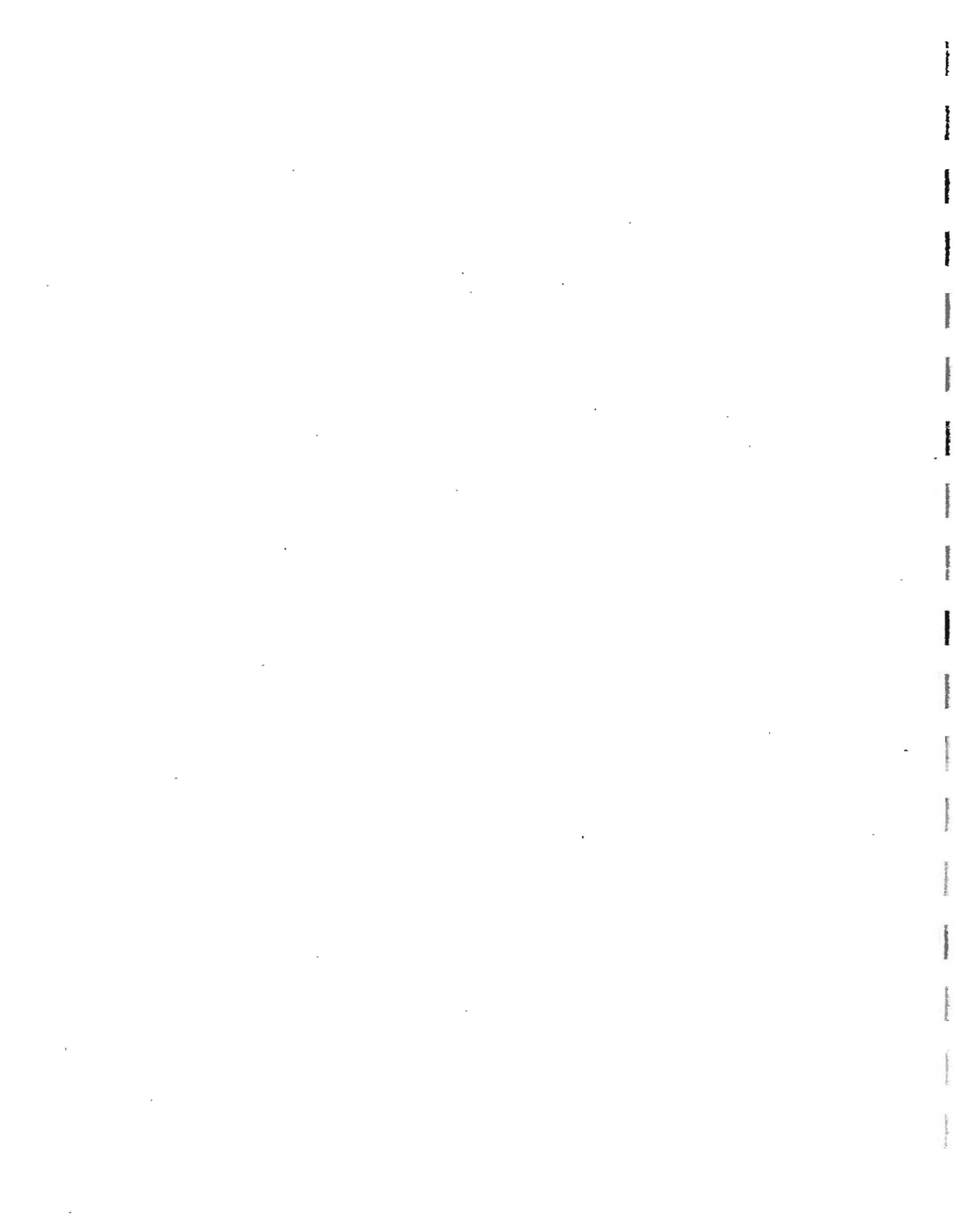
CHECKLIST FOR DRAFTING DEVELOPMENT AGREEMENT*

1. Parties
 - a. Names
 - b. Capacities
2. Recitals (this refers to actions taken, e.g. (SS65867, 65867.5))
3. Definitions
4. List of exhibits
5. Reference to and/or incorporation of other documents, e.g., development plan, agency's approval of project, regulations establishing procedures and requirements for considering development agreements, etc.
 - a. Changes in development plan
6. Property description (S65868.5)
7. Interest of contracting party in real property (S65865)
8. Assignability
9. Relationship of parties
10. Duration of agreement (S65865.2)
 - a. Beginning and completion of construction (S65865.2)
 - b. Progress reports
 - c. Availability of documents to agency
11. Effect on agreement of inclusion of real property in another jurisdiction
12. Indemnification
13. Insurance
 - a. Amounts
 - b. Evidence

*References are to the Government Code.

14. Restrictions on use of property (S65865.2) (or cross reference to exhibit)
 - a. Permitted uses
 - b. Density of uses
 - c. Intensity of uses
 - d. Maximum height of buildings
 - e. Maximum size of buildings
 - f. Reservations and dedication of land for public purposes
15. Subsequent discretionary actions by agency (S65865.2)
 - a. Include conditions, terms, restrictions and requirements for subsequent discretionary actions
16. Duty to obtain other approvals
17. Cooperation with other agencies
18. Effect of agreement in light of subsequently adopted land use regulations and design and construction standards.
19. Periodic review (65865.1)
 - a. Time
 - b. Duty of contracting party to provide evidence of good faith compliance
20. Contract security
21. Recordation of agreement and of action making amendment, cancellation, modification, suspension or termination (S65868.5)
22. Amendment or cancellation of agreement (S65868)
23. Grounds for termination or modification (S65865.1)
 - a. Additional events constituting event of default
24. Enforcement and remedies
 - a. Who may enforce (S65865.4)
 - b. Damages, liquidated or other
 - c. Other remedies
25. Attorney's fees and costs
26. Notices
27. Miscellaneous terms and conditions, rules of construction

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