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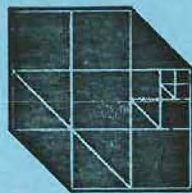
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

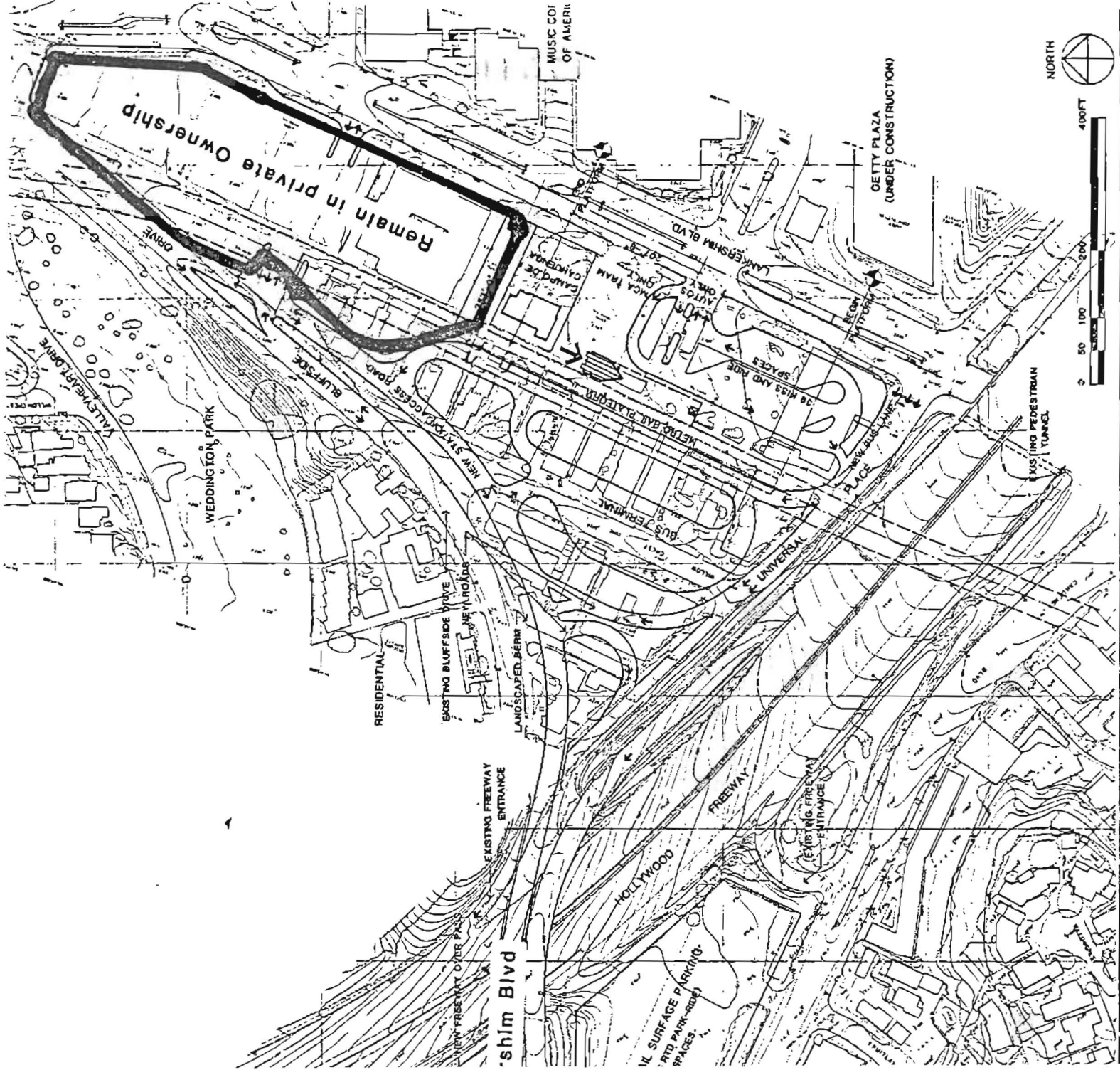
**UNIVERSAL CITY
STATION AREA
PLAN**

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ALBERT PERDON

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PRELIMINARY UNIVERSAL CITY
STATION AREA PLAN

Prepared by the Los Angeles
County Department of Regional Planning

January 5, 1984

TABLE OF CONTENTS

INTRODUCTION	1
LOCATION.....	1
PROBLEMS, ISSUES AND NEEDS	5
GOALS FOR THE UNIVERSAL CITY STATION AREA	15
DEVELOPMENT INTENSITY	17
AREA I - HIGH INTENSITY MIXED USE.....	17
AREA II - MEDIUM-HIGH INTENSITY MIXED USE.....	18
AREA III - MEDIUM INTENSITY MIXED USE.....	18
AREA IV - LOW INTENSITY RESIDENTIAL/OR BUFFER USE.....	19
SUMMARY OF DEVELOPMENT CONTROLS	21

TABLES

EXISTING TRAFFIC VOLUMES	11
LEVELS OF SERVICE AT MOST AFFECTED INTERSECTIONS.....	12
TRAFFIC GENERATED BY PROPOSED PROJECTS.....	13
LEVELS OF SERVICE FOR SUMMER MONTHS.....	14
SUMMARY OF DEVELOPMENT CONTROLS.....	21
EXISTING AND PROPOSED BUILDINGS.....	22

MAPS

REGIONAL MAP	2
AERIAL PHOTOGRAPH	3
UNIVERSAL CITY STATION AREA	4
EXISTING ROAD NETWORK.....	10
DEVELOPMENT INTENSITY.....	20
EXISTING AND PROPOSED BUILDINGS.....	23

INTRODUCTION

The Los Angeles Countywide General Plan designates Universal City a major (level three) multi-purpose center having two or more major functions to a substantial part of the metropolitan area. This Universal City Station Area Plan carries out the intent of the General Plan, and proposes development intensities designed to promote utilization of the Metro Rail Station.

The development of the proposed Metro Rail Station on Lankershim Boulevard, across from the Universal City property presents unique opportunities for the surrounding community. Access to and from this area will be facilitated and enhanced by the subway system connecting downtown Los Angeles with the San Fernando Valley. The value of commercial/residential properties in proximity to the station will increase which in turn may generate reconstruction to higher intensities and densities. This anticipated development should be tied to and offer support to the Metro Rail System.

The Universal City Station Area Plan is designed to provide for public needs, convenience and general welfare, while promoting the enhancement of the area. The Plan refines the goals and policies stated in the Los Angeles Countywide General Plan and establishes development standards and guidelines.

The Plan first discusses the major issues, problems and needs of the area by focussing on the circulation and land use aspects of the community. An analysis of the major issues is followed by the recommended goals which promote an efficient, attractive development concept for the Universal City area. Finally, specific development guidelines including density bonuses, are established as a framework for future construction.

The Universal City Station Area Plan provision becomes effective only when construction of the Universal City Station is assured.

LOCATION

The Universal City area is generally bounded by the Hollywood Freeway, Lankershim Boulevard, the Los Angeles River and Barham Boulevard. The total area equals 424 acres or 18,469,000 square feet. Approximately two-hundred and ninety eight acres lie in the County unincorporated area while one hundred and twenty six acres are located in the City of Los Angeles. The City of Los Angeles surrounds the Universal City area with the City of Burbank located to the northeast. Figure 1 indicates the location of Universal City in relation to the immediate vicinity and Figure 2 shows an aerial view of Universal City.

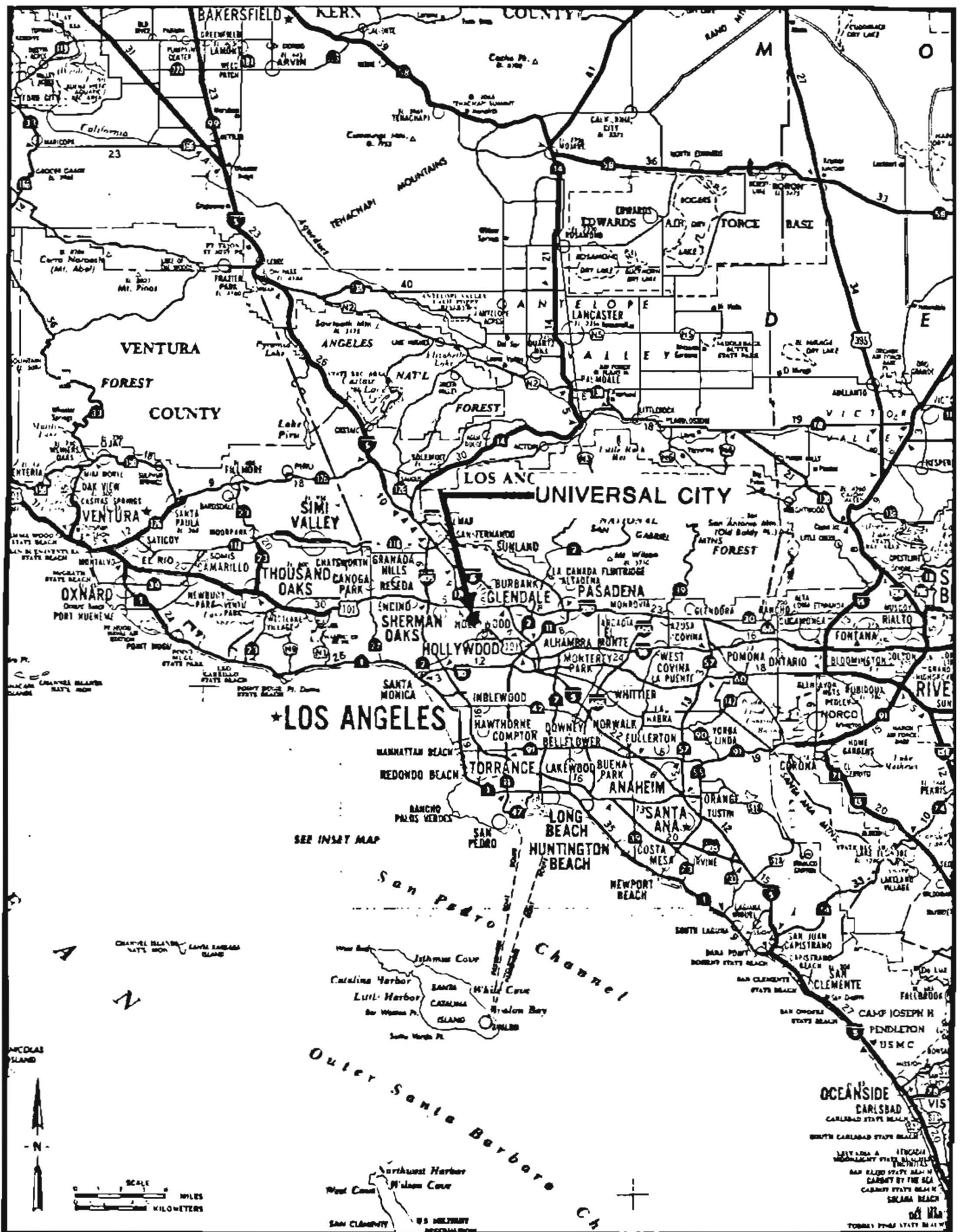
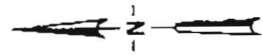
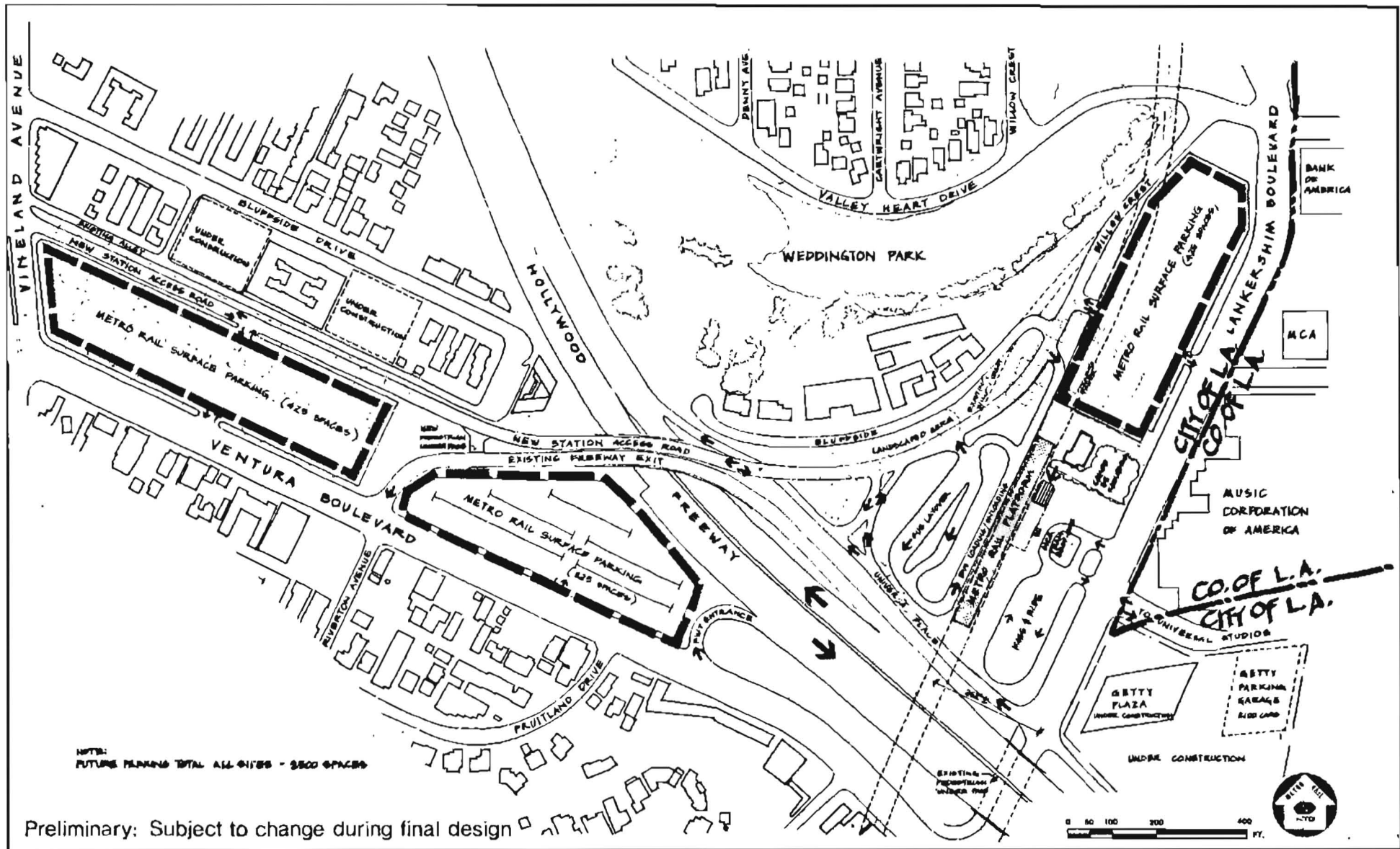


FIGURE 1
REGIONAL LOCATION MAP



FIGURE 2





Preliminary: Subject to change during final design

Southern California Rapid Transit District
Metro Rail Project
 PRELIMINARY ENGINEERING PROGRAM

Universal City Station Area

PROBLEMS, ISSUES AND NEEDS

Two major issues have been defined as those which would most impact development in and around the Universal City Station Area. They are: Traffic and Circulation, and Intensity of development. MCA (Music Corporation of America) is the sole property owner of the unincorporated area of Universal City. Universal Studios, a major tourist attraction makes up the largest portion of this area. Visitors to the movie studios are anticipated to approach 3 million in 1983 and are expected to increase each year. The recently expanded--and covered--amphitheater is active 150 nights each year. As of 1983 significant new office and hotel development is also underway or proposed for the property, which includes the portion in the City of Los Angeles. All of this will greatly impact, in terms of increased traffic, this already heavily congested area. This is the most serious problem of the station area and thus will be discussed first.

Traffic and Circulation

As previously stated, the Universal City area is bounded by the Hollywood Freeway, Lankershim Boulevard, the Los Angeles River and Barham Boulevard. The Sherman Oaks-Studio City-Toluca Lake District Plan, (City of Los Angeles) designates four major highways in the area: Lankershim, Cahuenga West, Forest Lawn and Barham Boulevard--and a major north/south transportation corridor, the Hollywood Freeway. Traffic volume on these streets is now at the highest and most concentrated level (level F according to planners at the City of Los Angeles). In fact, according to the EIR on the Amphitheater Drive Bridge and Frontage Roads, the volume of existing tour and commuter traffic exceeds the current capacity of the Hollywood Freeway, surface roads and intersections.

Primary access to Universal City tourist attractions is via the Hollywood Freeway with the majority of tourists coming from a southerly direction. Local access for tourist attractions, commercial and office buildings and studio employment is currently Lankershim Boulevard. As a result, peak hour traffic is particularly congested here.

In addition, the EIR shows that traffic volumes for Lankershim Boulevard during several hours of the day can be just as busy as during peak hours. In the northbound direction, the volumes exceed 1,000 vehicles/hour from 9:00 a.m. until 8:00 p.m. The peak hour volumes occur between 10:00 a.m. and 12 noon during the summer months. In the southbound direction, there is a morning commuter peak hour at 8:00 a.m., volumes are high from 12:00 noon until 7:00 p.m. and very high again beginning at 11:00 p.m. after amphitheater events.

Barham Boulevard at Forest Lawn Drive shows a particularly high level of congestion over a 24 hour period (north bound: 18,087; south bound: 19,937), and also at peak hours (north bound: 2,176; south bound 1,368). Barham Boulevard, east of Cahuenga Boulevard West showed a traffic count of 20,092 southbound and only 5,862 northbound on 6/12/79. Lankershim Boulevard shows major traffic congestion of 15,000 trips southbound and 19,000 trips northbound for a 24 hour period. Cahuenga Boulevard West, east of Lankershim, and Cahuenga Boulevard East, south of Barham Boulevard show similar traffic intensity.

Both employees and tour visitors use Lankershim north and south to exit the area. August 1978 manual traffic counts taken at Universal City driveways on Lankershim Boulevard show that employee trips are oriented between 60 and 70 percent to the north along Lankershim and Cahuenga. These counts also indicate that about two-thirds of the Universal Studios tour visitors and amphitheater patrons are oriented toward the south along Lankershim Boulevard to the Hollywood Freeway.

Additional traffic will be created by new proposed buildings and those currently under construction in the Universal City and immediate area such as: The Getty Building (approximately 750,000 sq. feet) Sheraton Premiere Hotel on Universal Terrace Parkway (500 rooms); Eastern Pacific Office Facilities on Cahuenga Boulevard (150,000 sq. ft.); Burbank Media Center (1,200,000 sq. ft. office) with 450 room hotel and ancillary retail (less than 50,000 sq. ft.); future MCA office complex at Barham Boulevard and Forest Lawn Drive (500,000 sq. ft.); residential projects east of Barham Boulevard and the Lake Hollywood area, and an Armenian Church School on Cahuenga Boulevard East. All of this new development will cause an added traffic volume of approximately 23,155 trips daily, with the greatest traffic producers being the two new MCA office buildings and the proposed Sheraton Hotel. Additional traffic will come from the projected increase in visitors to Universal Studios which may be as high as 50,000 per year, and from new subway riders who will drive or take buses to the parking facilities around the station area. This is a tremendous amount of traffic to be added to streets that have already reached their highest level of congestion.

To ease some of the traffic problems, MCA undertook in 1983 a series of street traffic improvements in the area. An additional right-turn only lane is being constructed along northbound Lankershim Boulevard from the Hollywood Freeway off-ramp to Universal Terrace Parkway. The new Amphitheater Drive Bridge over the Hollywood Freeway has been constructed in order to improve access for the Universal Studios Tour and Universal Amphitheater and relieve congestion and backup on the Hollywood Freeway and the Lankershim off-ramp. Also proposed is an extension of Cahuenga Boulevard East between Barham Boulevard and Amphitheater Drive, which would provide a three-lane one-way road for incoming traffic. This in turn would reduce traffic congestion on Lankershim Boulevard. Also

proposed are future modifications to the northbound Hollywood Freeway on and off-ramps that possibly could include two on-ramps to the northbound Hollywood Freeway at Amphitheater Drive. If completed these alterations would reduce traffic levels at Lankershim during peak afternoon hours, where, existing (1983) tour traffic conflicts with commuter traffic.

Since the Hollywood Freeway has five lanes of traffic in the northbound direction and only four in the southbound direction, CALTRANS is planning to add an additional southbound lane between Vineland Avenue and Barham Boulevard. It will have direct access to Lankershim Boulevard and Barham Boulevard for northbound traffic and indirect access via Cahuenga Boulevard for southbound traffic.

This plan ties new development over a set floor area ratio (FAR) to the provision of street or freeway improvements, parking facilities or lots, and/or a system of transporting MCA tour guests and employees directly to the subway station from the MCA property. Since the goal of the new subway system is to attract as many riders as possible and since MCA and its associated tours and employees will be creating the majority of the traffic in this area, it only makes sense that MCA participate in a program to transfer these people as rapidly and as efficiently as possible to the subway station. (Many of the office workers will be from West Los Angeles. Many service related workers for the hotels will be from Central Los Angeles. Both groups should be able to use the subway.) This goal can be accomplished by a people mover, a shuttle bus system, or a bridge from the MCA property over Lankershim directly to the station area. The road improvements currently underway will serve only the development that exists now and that projected for the next few years. Future development if built to allowable FAR levels under current zoning would far exceed any possible road modifications and additions. The creative and most practical approach is to supplement suggested street and freeway improvements with the establishment of a clearly defined transport system to the subway station for Universal Studios tour guests and MCA employees. Additional park and ride lots and parking facilities must also be provided to accommodate people who have to drive or who arrive at the station by bus.

In addition to those road improvements already suggested, Forest Lawn Drive should be connected with Lankershim Boulevard. This will greatly ease circulation at one of the most congested intersections in the area. A cost sharing plan for the proposed freeway off-ramp directly serving MCA property and for the completion of Forest Lawn Drive should be established.

The success of future business in the area depends upon having efficient and uncongested circulation on its streets. If this area is to achieve its projected status as the "Century City of the Valley" it must be

realized that in return for major development potential and the new business and higher property value contributions that the subway will make, there are trade-offs that must be made to ensure a productive, pleasant and safe environment for all who work and live in this dynamic and growing area of Los Angeles.

Intensity of Development

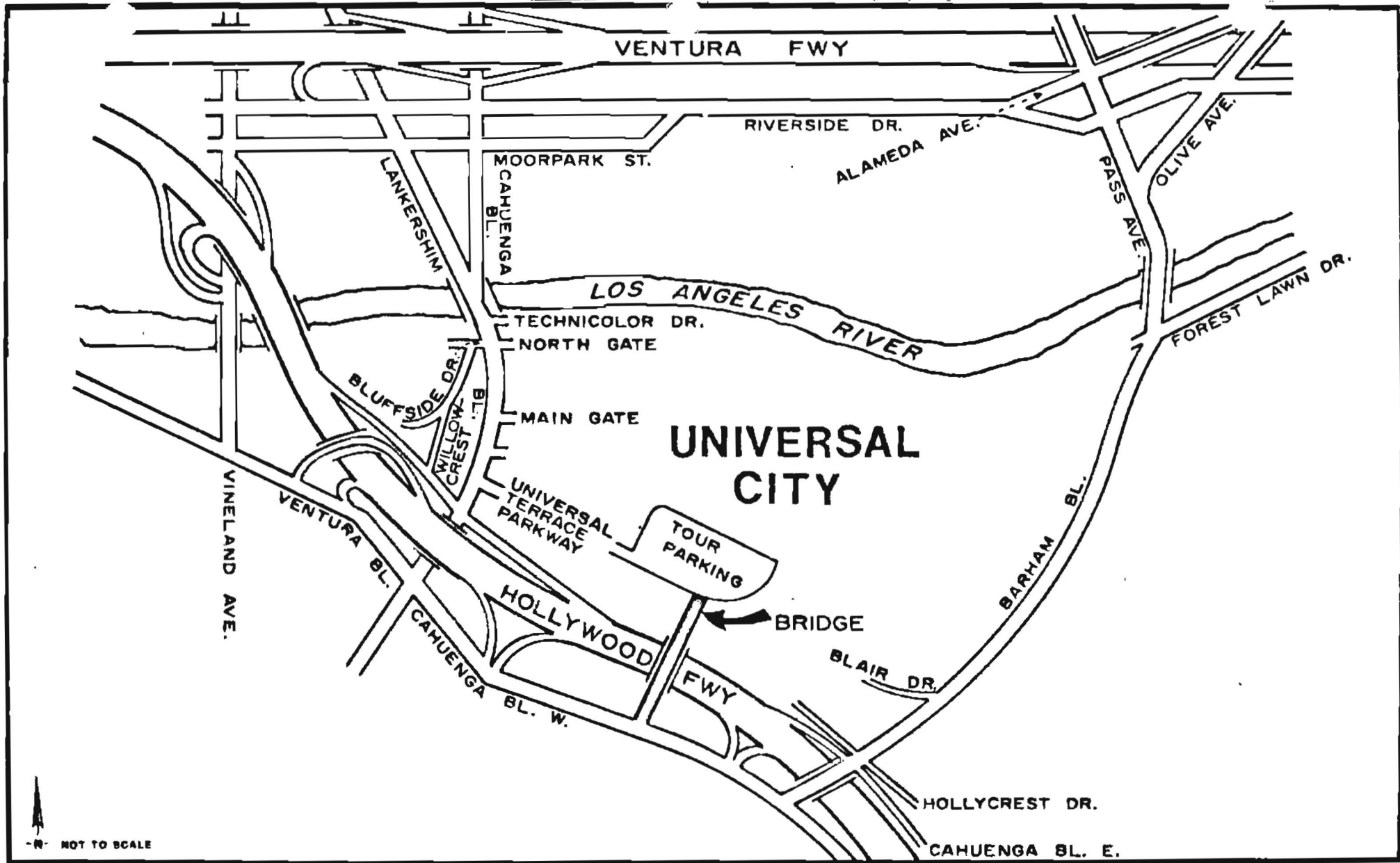
Visually, Universal City lies in the area below the Hollywood Hills which provides an aesthetically pleasing environment for the surrounding homeowners and for the movie studios' tours, office buildings and other commercial enterprises in the area. Citizens' groups made up of local residents, have had strong, effective input into Los Angeles City's planning for the area and also into RTD's plans. The City's adopted Sherman Oaks-Studio City-Toluca Lake District Plan limits height along Ventura Boulevard to three stories in response to citizen participation. However, the new Getty Plaza and Sheraton Premiere Hotel are both in the City of Los Angeles and are over 20 stories high. The Universal City Station Area Plan embodies an approach to development designed to accommodate both the property owner in the County portion and the surrounding citizens in the City, and which will have as one of its' major goals the attraction of riders to Metro Rail from existing and proposed new developments in the area.

1983 zoning on the approximately 298 acre Universal City property is M-1 1/2 (Restricted Heavy Manufacturing). The M-1 1/2 zone allows most industrial uses (except those requiring special approval), commercial uses (with some limitations) and no residential uses. Total floor area of buildings cannot exceed (13) times the buildable, height limits are not imposed and maximum lot coverage varies from 90-100%. Future construction reaching M-1 1/2 zone entitlements will dramatically increase the density, height and traffic levels of the area.

The concerns and desires of the surrounding property owners and residents are accommodated by lowering the density and height in direct proximity of their homes. Additionally, this plan proposes that density can be transferred to other areas where building height creates less of a problem in terms of view obstruction.

New development for Universal City proposed in 1983 includes MCA office buildings and hotels over 20 stories in height all located in the City of Los Angeles. Undeveloped and underdeveloped property still exists in both the City and the County of Los Angeles. If all property is developed to its full potential, including the land used by the studio tour, the density level will be tremendous. This option must be planned

for and not overlooked. However, planned growth in conjunction with the development of the Universal City station can bring benefits not only to property owners, residents, merchants and subway riders but also to the City and the County of Los Angeles. The development of a center tied to the station may provide a variety of evening entertainment facilities such as theater, movies, restaurants, pedestrian areas and shops. Such growth can create a more diverse and dynamic atmosphere rather than maintaining a static environment.



EXISTING ROAD NETWORK

EXISTING TRAFFIC VOLUMES

Location	Date	Dir.	24-hr. Volume	AM Peak Hr.		PM Peak Hr.	
				Began	Vol.	Began	Vol.
Lankershim Bl. S/O Cahuenga Bl. (L.A. River)	8/3/78	NB	18,335	11:00	910	5:15	1,986
		SB	16,277	8:00	1,622	12:45	1,184
Lankershim Bl. N/O Hollywood Fwy. off-ramp	8/3/78	NB	16,833	11:00	1,297	7:00	1,341
		SB	19,726	8:00	954	6:00	1,454(a)
Lankershim B. N/O Hollywood Fwy. off-ramp	2/9/79	NB	17,630	11:15	1,137	1:15	1,316
		SB	13,240	11:15	680	5:30	1,049
Lankershim Bl. at Univ. Ter. Pkwy.	3/26/81	NB	18,011	9:30	1,271	5:15	1,398
		SB	14,907	7:45	1,393	12:15	1,055
Universal Ter. Pkwy. E/O Lankershim Bl.	8/3/78	IN	11,737	10:30	1,155	7:00	1,409
		OUT	11,524	11:00	359	6:00	1,057(a)
Universal Ter. Pkwy. E/Lankershim Bl.	11/12/80	IN	5,519	8:00	536	12:15	526
		OUT	6,211	11:45	304	5:00	759
Cahuenga Bl. West E/O Lankershim Bl.	8/30/78	EB	16,182	8:00	1,798	5:00	971
		WB	12,050	10:15	720	5:00	1,294
Cahuenga Bl. West at Lankershim Bl.	3/12/81	EB	-	-	-	5:00	652
		WB	-	-	-	5:00	1,222
Cahuenga Bl. E/O SB 101 off-ramp	3/26/81	EB	11,029	7:45	1,594	1:15	697
		WB	8,861	11:45	655	5:00	1,348
Cahuenga Bl. East S/O Barham Bl.	3/31/81	NB	19,339	8:15	1,043	5:15	2,363
Barham Bl. E/O Cahuenga Bl. West	6/12/79	NB	5,862	11:15	311	5:00	541
		SB	20,092	8:00	1,993	5:30	1,550
Barham Blvd. at Forest Lawn Dr.	3/26/81	NB	18,087	7:30	1,050	5:00	2,176
		SB	19,937	7:30	1,578	3:45	1,368
NB 101 Fwy. off-ramp to Lankershim Bl.	3/18/81	NB	-	-	-	5:00	819

(a) 11:00 P.M. peak hour volumes exceed these volumes.

VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AT
MOST AFFECTED INTERSECTIONS

Intersection	With Bridge		With Bridge and Ramps	
	ICU *1	LOS *2	ICU	LOS
1. Lankershim Bl. at UTP	0.90	D	0.90	D
2. Lankershim Bl. at NB 101 off-ramp	0.72	C	0.66	B
3. Barham Bl. at Cahuenga Bl. West	0.92	E	0.92	E (a)

(a) Includes a reduction of the northbound right turn traffic which is not a critical move because of recent roadway widening.

*1 Intersection Capacity Utilization

*2 Levels of Service

TRAFFIC GENERATED BY PROPOSED PROJECTS

Use	Floor Area Sq. Ft.	Daily Trip Ends (a) Factor (b)	Volume	In	AM Peak Hour		PM Peak Hour		In	Out	In	Out
					Factor	Volume	Factor	Volume				
MCA-Getty Office	750,000	12.3	8,610	1.86	0.35	1,300	245	0.27	1.36	190	950	
Hotel	500 Room	10.5	5,250	0.58	0.29	290	145	0.36	0.37	180	185	
Amphi- theatre Expansion	650 Seats	2	1,300	-	-	-	-	0.03	0.01	20	5	
Eastern Pacific	150,000	12.3	1,845	1.86	0.35	280	55	0.27	1.36	40	205	
Barham (c) MCA Office	500,000	12.3	6,150	-	-	894	136	-	-	89	714	

(a) A trip end is a one-way traffic movement

(b) Factors are trip ends per 1,000 sq. ft. or trip ends per seat or room.

(c) Peak hour traffic from Ultrasystems Draft EIR Barham Property Project. March 1975.

IMPACT OF STREET IMPROVEMENTS ON
INTERSECTION VOLUME TO CAPACITY RATIOS AND LEVELS
OF SERVICE FOR SUMMER MONTHS (PM PEAK HOUR)

Intersection	1981 Existing		Before Project (a)		After Project (b)	
	ICU *1	LOS *2	ICU	LOS	ICU	LOS
1. Lankershim Bl. at UTP	0.78	C	1.07	F	0.90	D
2. Lankershim Bl. at NB 101 off-ramp	0.62	B	0.80	C	0.69	B
3. Lankershim Bl. at Ventura/Cahuenga	0.65	B	0.71	C	0.62	B
4. Cahuenga Bl. at SB 101 Fwy. ramp (Regal)	0.66	B	0.72	C	0.73	C
5. Cahuenga Bl. at prop. bridge roadway	-	-	-	-	0.69	B
6. Barham Bl. at Cahuenga Bl. W	0.74	C	0.92	E	0.92	E
7. Barham Bl. at Cahuenga Bl. E	1.03	F	1.30	F	1.22	F

(a) Before project conditions include the six other projects, Lankershim Boulevard widening and ambient traffic growth from 1980 to 1983.

(b) After project conditions include the above plus Phase I (the bridge) and Phase II (Cahuenga Boulevard East Extension).

*1 Intersection Capacity Utilization

*2 Levels of Service

GOALS FOR THE UNIVERSAL CITY STATION AREA

CIRCULATION:

- 1) Create a smooth, efficient circulation system for Universal City and the new station area.
- 2) Provide sufficient road improvements and additions to ease traffic circulation in the Universal City area, presently and in conjunction with new development.
- 3) Encourage innovative and creative design in road improvements such as: bridges and freeway on and off-ramps to directly connect Universal City with the subway station.
- 4) Promote extensions of existing streets through Universal City such as Cahuenga Boulevard East and Forest Lawn Drive, the latter could be designed to go over the flood control channel through the use of air rights.
- 5) Work out a plan with MCA which will transfer its office and hotel workers and Universal Studios tour guests directly to the subway station, through the use of a people mover, shuttle buses or a bridge directly connecting MCA property with the subway area.
- 6) Provide an adequate number of park-and-ride lots and parking facilities to serve projected ridership figures and to prevent congestion problems.
- 7) Use a variety of methods to encourage ridership of the Metro Rail system by visitors, employees and tourists, using the Universal City area.
- 8) Discourage the overspill of Universal City traffic and parking to the adjacent residential and commercial areas.

LAND USE:

- 1) Preserve the entertainment center concept for the University City area, with the Studios Tour, Universal Amphitheater and other entertainment facilities which may be proposed.
- 2) Encourage the development of Universal City into a multi-purpose center for surrounding residents and others, containing such uses as theaters, restaurants, sidewalk cafes, plazas and pedestrian areas.
- 3) Encourage mixed commercial, residential developments to provide additional opportunities for housing development and to reduce transportation costs, energy consumption and air pollution.
- 4) Encourage cluster development in order to concentrate development in flatter areas and preserve the natural hilly terrain and to group people together for convenient transport to the subway station.

- 5) Encourage the provision of open spaces in and around new developments and appropriate outdoor activities.
- 6) Protect surrounding residential neighborhoods and their views from encroachment and the adverse effects of high density development.
- 7) Promote liberal landscaping to provide scenic beauty, improve air quality, reduce energy consumption and screen residential uses from noise and unsightly views.
- 8) Promote the use of innovative ideas for building design and pedestrian areas such as: stepped buildings and ample setbacks to allow air and sunlight in the area; discouraging the use of reflective glass on new structures; and easy pedestrian access to the entire area with incentives for sidewalk cafes and plazas.
- 9) Promote the design and location of buildings which minimize shade and shadow impacts on neighboring properties; encourage the preservation of views and solar access.

DEVELOPMENT INTENSITY

The Los Angeles Countywide General Plan designates Universal City a major (level three) multi-purpose center having two or more major functions to a substantial part of the metropolitan area. The Universal City Station Area Plan carries out the intent of the General Plan, and proposes development intensities designed to promote utilization of the Metro Rail Station. The Station Area Plan is divided into 4 segments, each having its own problems and solutions. The four plan areas are as follows:

AREA I - HIGH INTENSITY MIXED USE

In conjunction with any new development, direct access shall be provided to the Metro Rail (Universal City) Station, by using one or more of the following methods: people mover, pedestrian bridge, or shuttle bus.

Permitted uses in Area I shall include residential, commercial (office or retail), light industrial or a combination of any of the above. A project within Area I may attain a floor area ratio of up to 6:1 based on the following schedule.

A project in Area I may attain a floor area ratio of 3 provided that:

- vehicular access and road improvements are adequate and or direct freeway ramps be constructed to service Universal City.
- Cahuenga Boulevard East is extended north-westerly on Universal City property.
- lot coverage does not exceed 50%.
- generous open space and setbacks are to be provided.

A project within Area I may attain a floor area ratio of 4 provided that:

- such project incorporates all requirements stated above and;
- the project creates a pedestrian environment to include ground floor retail, plazas, sidewalk cafes, roof gardens, seating areas, fountains, mini parks, etc.

A project within Area I may attain a floor area ratio of 5 provided that:

- such project incorporates all requirements stated above and;
- the project is a recipient of transferred development rights (TDR's) from Area IV; (commercial uses may be substituted for residential TDR's on an equivalent area basis).

A project within Area I may attain a floor area ratio of 6 provided that:

- such project incorporates all requirements stated above and;

- the project includes neighborhood serving facilities such as, grocery stores, cleaning establishments, etc. and movie theaters and play-houses.
- 25% of parking requirements may be waived.

AREA II - MEDIUM-HIGH INTENSITY MIXED USE

In conjunction with any new development, direct access shall be provided to the Metro Rail (Universal City) Station by using one or more of the following methods: people mover, pedestrian bridge or shuttle bus.

Permitted uses in Area II shall include residential, commercial (office or retail), light industrial or a combination of any of the above. A project within Area II may attain a floor area ratio of 3 provided that:

- vehicular access and road improvements are adequate.
- the height of the building does not exceed 200 feet.
- lot coverage is limited to 75%.
- the project encourages pedestrian activity by creating a pedestrian environment.

A project within Area II may attain a floor area ratio of 4 provided that:

- such project incorporates all requirements stated above and;
- Forest Lawn Drive is extended in a westerly direction to connect with Lankershim Blvd. on Universal City property.
- The project is a recipient of transferred development rights (TDR's) from Area IV: (commercial uses may be substituted for residential TDR's on an equivalent basis).

AREA III MEDIUM INTENSITY MIXED USE

In conjunction with any new development, direct access shall be provided to the Metro Rail Universal City Station by using one or more of the following methods: people mover, pedestrian bridge or shuttle bus.

Permitted uses in Area III include residential, commercial (office or retail), light industrial or a combination of any of the above. A project within Area III may attain a floor area ratio of 2 provided that:

- vehicular access and road improvements are adequate.

- the height of the building does not exceed 200 feet.
- lot coverage is limited to 75%.

A project within Area III may attain a floor area ratio of 3 provided that:

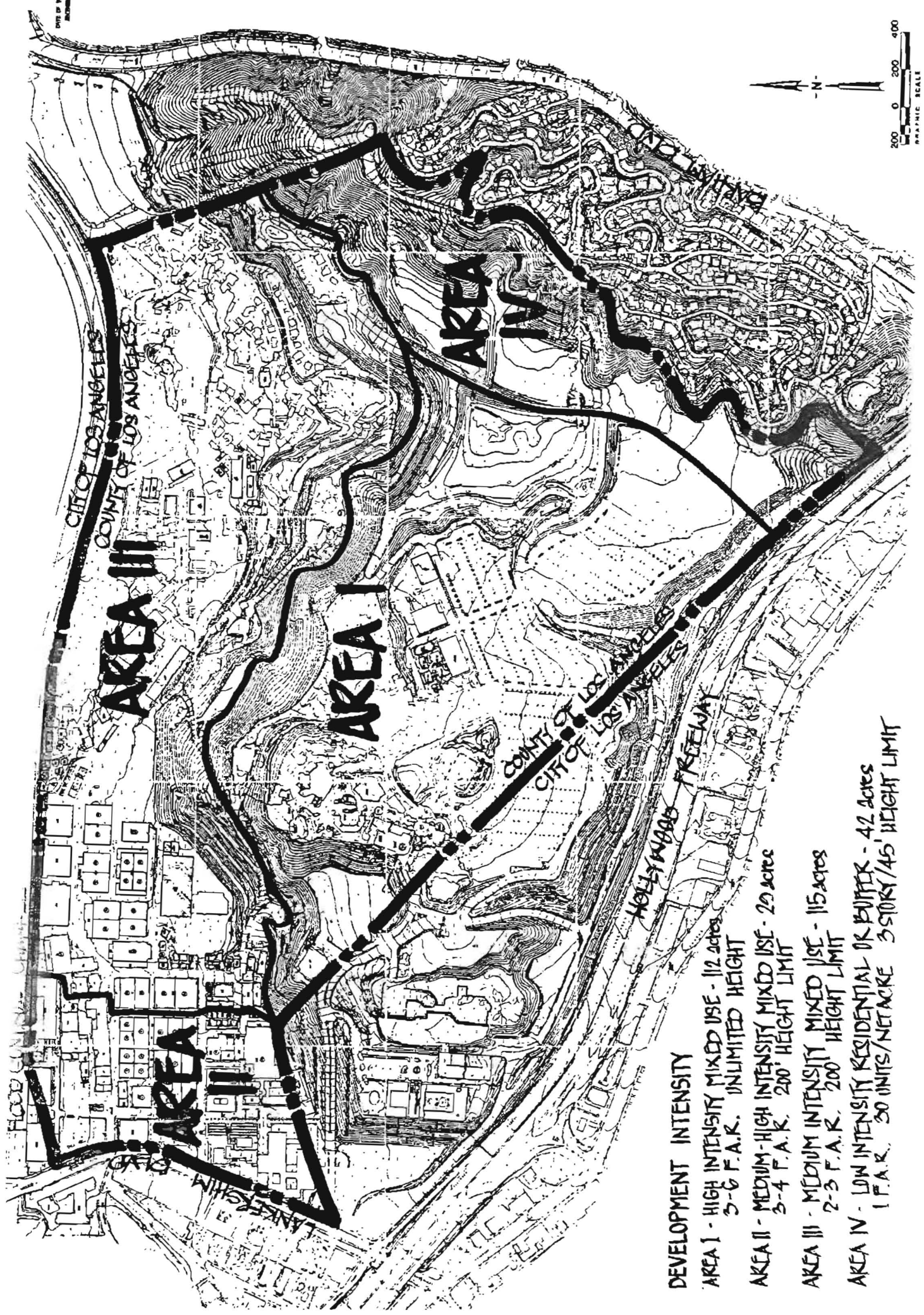
- such project incorporates all requirements stated above and;
- Forest Lawn Drive is extended in a westerly direction to connect with Lankershim Blvd. on Universal City property.

AREA IV - LOW INTENSITY RESIDENTIAL/OR BUFFER USE

In conjunction with any new development direct access shall be provided to the Metro Rail (Universal City) Station by using one or more of the following methods: people mover, pedestrian bridges or shuttle bus.

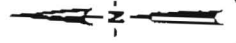
Permitted uses in Area IV include residential uses and open space. A project within Area IV may attain a floor area ratio of 1 provided that:

- the density does not exceed 30 dwelling units per net acre.
- the building does not exceed three stories or 45 feet in height.
- clustering and landscaped, usable open space are employed in the project design.
- vehicular access and road improvements are adequate.



DEVELOPMENT INTENSITY

- AREA I - HIGH INTENSITY MIXED USE - 112 acres
3-6 F.A.K. UNLIMITED HEIGHT
- AREA II - MEDIUM-HIGH INTENSITY MIXED USE - 29 acres
3-4 F.A.K. 200' HEIGHT LIMIT
- AREA III - MEDIUM INTENSITY MIXED USE - 115 acres
2-3 F.A.K. 200' HEIGHT LIMIT
- AREA IV - LOW INTENSITY RESIDENTIAL OR BUFFER - 42 acres
1 F.A.K. 30 UNITS/NETACRE 3 STORY/45' HEIGHT LIMIT



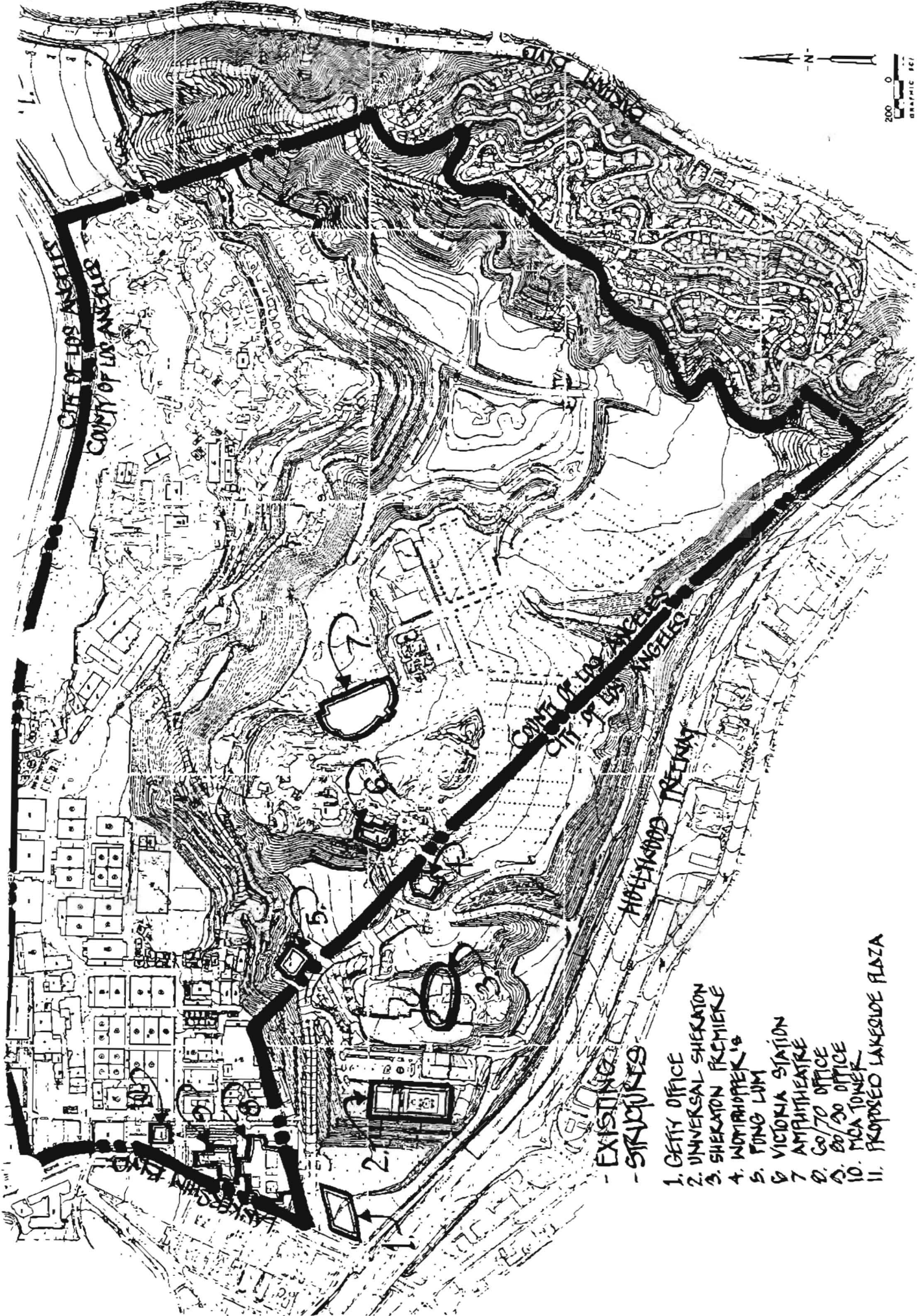
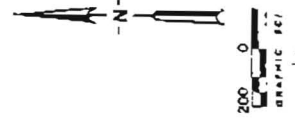
SUMMARY OF DEVELOPMENT CONTROLS
UNIVERSAL CITY STATION AREA PLAN

AREA	PERMITTED USES	DEVELOPMENT INTENSITY	HEIGHT LIMIT	OTHER
I	Residential, commercial, light industrial or combination.	3* F.A.R. to 6 F.A.R.	Unlimited	50% lot coverage
II	Residential, commercial light industrial or combination.	3 F.A.R. to 4 F.A.R.	200 feet	75% lot coverage
III	Residential, commercial, light industrial or combination.	2 F.A.R. to 3 F.A.R.	200 feet	75% lot coverage
IV	Residential or buffer use.	1 F.A.R.	3 stories or 45 feet	clustering

* F.A.R. floor area ratio

BUILDINGS WHICH CURRENTLY EXIST, ARE UNDER CONSTRUCTION OR ARE
PROPOSED FOR THE UNIVERSAL CITY AREA

<u>Building</u>	<u>Site Area</u>		<u>Offices</u>	<u>Hotels</u>		<u>Restaurants/Entertainment</u>	
	Sq.Ft.	Acres	Sq.Ft.	Sq.Ft.	Rooms	Sq.Ft.	Seats
Getty Office (under construction)	280,000	6.43	750,000				
Universal Sheraton	416,000	9.55		388,000	460		
Sheraton Premiere (under construction)	296,000	6.79		470,000	480		
Womphopper's	38,000	0.87				13,000	350
Fung Lum	128,000	2.94				23,000	700
Victoria Station	440,000	10.1				21,000	380
Universal Amphitheatre	314,000	7.21				100,000	6,250
60/70 UCP	124,000	2.85	171,000				
30/90 UCP	92,000	2.11	145,000				
MCA Tower	86,000	1.97	153,000				
Lakeside Plaza	134,000	3.08	75,000				
Burbank Media Center (Proposed)			1,200,000		450	ancillary retail (less than 50,000)	
MCA Office Complex (Proposed)			500,000				
Eastern Pacific Offices (Proposed)			150,000				
Armenian Church School (Proposed)							
Planned Residential Projects (Proposed)							



- EXISTING
- STRAIGHTS

1. CITY OFFICE
2. UNIVERSAL SHERKATON
3. SHERKATON PREMIERE
4. NORTAROPPEK'S
5. TONG LUM
6. VICTORIA STATION
7. AMPHITHEATRE
8. GO/70 OFFICE
9. GO/30 OFFICE
10. MCA TOWER
11. PROPOSED LAKESIDE PLAZA

100
100