

CENTURY CITY

SPECIFIC PLANS TRIP
ALLOCATION
SUMMARY

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
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CENTURY CITY SPECIFIC PLANS TRIP ALLOCATIONS

Development of the Century City Specific Plans. Development of a specific plan for the Century City area was a program recommended in the West Los Angeles (Community) Plan adopted in 1974. The Community Plan contains criteria for the Specific plan, including phasing of development, provision of street capacity and pedestrian circulation, and transfer provisions for unused development rights (Programs, V.)

A specific plan was initiated in November 1975 and, based on this initiation, two preliminary specific plans were developed in September 1976, one each for Century City North and Century City South (including 20th Century Fox Studios). The phasing of future development was controversial and led to delay in the release of a revised draft plan until June 1979. The City Planning Commission adopted a modified version in March 1980. After further revisions and public review, the Century City North Plan was adopted by the City Council and became effective in November 1981 (Ordinance No. 156,122). The Century City South Specific Plan became effective in December 1981 (Ordinance No. 156,121).

This document has been prepared to assist interested parties in their review of trip allocations and Cumulative Automobile Trip Generation Potential (CATGP) and their effect of future development within the Specific Plan.

Summary of Century City South Specific Plan Provisions.

An amendment to the Century City South (CCS) Specific Plan was adopted effective August 10, 1993 (Ordinance 168,862). The revised CCS Specific Plan designates Area A (non-studio property currently built-out) and Area B (Fox Studios). The amendment removed the remaining trip balance assigned to the Fox Studios property (Specific Plan area B) and replaced it with a maximum development allotment expressed in Gross Square Feet of Studio Use facilities (1,895,000 square feet including 771,000 Gross Square Feet of new development). Parcels 15,16 and 18 in area A have utilized all allocated trips in the Specific Plan. Only if existing buildings are demolished or if the use is changed, could additional development be permitted based on "replacement trips" created by the demolition or change. Area B is designated as a "Studio Zone" in the Specific Plan. Phasing of development is coordinated with traffic mitigation and monitoring measures. No transfers of Trips are permitted between the Studio Property and other sites.

Summary of Century City North Specific Plan Provisions. When the Century City North (CCN) plan was adopted in 1981, the 148 acres involved had already been developed with regional shopping and entertainment facilities, high rise offices, hotel and residential structures. The specific plan was needed to ensure that the remaining development potential could be realized while resolving problems related to vehicular traffic that could be generated, separation of vehicular and pedestrian traffic, and the compatibility of development within the center and with the adjacent neighborhoods.

The requirements were met in the CCN plan by providing:

- a cap on the total square feet of floor area in structures based on the traffic volume that could be accommodated
- thirty (30) developer-paid street improvements to accommodate additional future traffic
- a second-level pedestrian system
- a specific amount of development which would be permitted in each of two phases of a building program
- a core area with the highest development intensity and a buffer area at the perimeter with less intense development.

Cumulative Automobile Trip Generation Potential

Traffic was the major planning concern in Century City North. Given the development potential of the area, traffic congestion could become impossible unless means of regulating the intensity of development could be devised. An innovative planning tool was developed in response. The intensity of development permitted was to be based upon the number of trips an automobile made to and from a certain type of land use. The trip generation potential per square foot of permitted land use is defined in the plan. Different types of land uses are assigned appropriate trip generation potential. Intensity of use is then measured in terms of trip generation, not floor area ratios or building square footage.

Examples are:	Trips/1,000 Sq. Ft. of Floor Area*
Office Commercial	14
Retail Commercial (not in Shopping Center)	35
Retail Commercial (within Shopping Center)	28
Sit-Down Restaurant	45

The Plan uses "Cumulative Automobile Trip Generation Potential (CATGP)" as the means of assessing and limiting the development potential of properties within the Specific Plan area. CATGP is the total daily vehicle trips generated by a project. The Specific plan contains an original allocation of "CATGP" vehicle trips for the various remaining undeveloped and underdeveloped properties:

- trips were allocated in two Phases
- trips were allocated to the "core area" at a rate approximately double that in the "buffer area." Buffer areas lie along the eastern and western perimeters of the plan area in order to protect the adjacent residential neighborhoods. The Floor Area Ratio in buffer areas is limited to 4.5:1, versus 6:1 in the core area.

* see Section 2 of Plan for Definitions

- trips were allocated proportional to lot size.

The development potential of the trips assigned to any parcel is determined by dividing the number of trips assigned by the appropriate "Trips/1,000 sq. ft. of Floor area" factor, and then multiplying by 1,000, e.g.,:

$$500 \text{ trips} \div 14 = 35.714$$

$$35.714 \times 1,000 = \mathbf{35,714} \text{ square feet of Office Commercial Floor Area.}$$

Development Phasing

To assure orderly development, the Plan establishes two phases of development. Phase 1 permits a maximum CATGP of 20,000 trips. This figure includes the 4,200 trips allocated to the shopping center (located at the northwest corner of the plan area).

Phase 2 Trigger Trips

Phase 2 begins when all street improvements designated in the Specific Plan have been completed and when building permits have been issued for Projects generating 15,225.606 Trips (defined in Section 3. of the Specific Plan). This number of Phase 1 Trips must be utilized before Phase 2 begins, and is referred to as the "Phase 2 Trigger Trips" in the attached tables (see Columns 6 and 7 of Table 1). This "Phase 2 trigger" equals the total number of Phase 1 Trips (20,000), minus the 4,200 trips assigned to the Shopping Center (Parcel A of PM L.A. No 3784) and the 574.394 trips assigned to Parcel B of PM. LA 1483 ("Northrup Office Building No. 2").

Phase 1 Trips:	20,000.000
Less: Shopping Center:	-4,200.000
Less: Northrup Office:	-574.394
<u>Phase 2 Trigger Trips:</u>	<u>15,225.606</u>

Phase 2 Trips

Phase 2 allocates an additional 10,156.789 trips within the Specific Plan areas. A project under Phase 2 must also obtain a Project Permit, which involves a more detailed review by the City Planning Commission of the project's impacts. Such phasing ensures that in Phase 2 any adverse impacts created by additional development can be carefully evaluated before a project is approved or denied. This phasing is summarized below:

	TRIPS	PROCEDURE
PHASE 1	Up to 20,000 CATGP including: 15,225.606 "trigger trips" 4,200 shopping center trips 574.394 "Northrup" trips	Non-discretionary approval process (Planning Department sign-off required) No public hearing No appeal List of transportation improvements
PHASE 2	20,001 to 30,156 CATGP Maximum of 30,156 CATGP	Application to Planning Commission Discretionary action (notice and findings required) Action appealable to City Council

Transfer of Development Rights. The sale or transfer of development rights may be permitted from a site having unused allocated vehicle trips to another site in the Specific Plan area. In transfer of development rights, all or part of the unused development potential of one site is transferred to another site. The "donor" site is then permanently restricted from using those rights and the "receiver" site is entitled to the use of those rights. Section 5 of the Specific Plan sets forth requirements for Transfers of Development Rights. A Planning Department certification and a recorded covenant approved by the City Attorney are required for any trip transfers.

Transferred Trips from Century City South. Up to 5,000 trips could have been transferred from the area governed by the Century City South Specific Plan. Such Transferred Trips are not subject to Plan Phasing, street improvement or Project Permit requirements. Within Century City North, there are 319.906 remaining unused Transferred Trips currently assigned to "Parcels 4/9". There are no other remaining trips in CCS which can be transferred to Century City North.

Replacement Trips. If all or part of a building is demolished, building square footage which yields an equivalent number of Trips may be rebuilt on the same lot (3B.2(e)). If the use of a building is changed and the Trips generated are thereby reduced, the number of reduced Trips may be used for a Project on the same lot (3B.2 (f)). Such "replacement trips" are not included in the CATGP. Replacement Trips may also be transferred from any parcel to any other parcel within the Specific Plan area, in accordance with Section 5 of the Plan (3B.2 (j)).

Shopping Center. The Century City shopping center (Parcel A of Parcel Map L.A. No. 3784) had a specific trip allocation of 4,200 trips apart from the rest of Century City (Section

7 of the Specific Plan). Trips may be transferred from the shopping center to other sites in the plan area, however only 683.941 trips may be used for other than Retail Commercial uses. (These "unrestricted" trips were transferred away from the site in 1983.) Also, no more than 4,200 trips, plus replacement trips, may ever be used on the shopping center site. Shopping center trips do not count toward the Phase 2 threshold. The shopping center uses a CATGP factor of 28 vehicle trips per 1,000 square feet, instead of 35 vehicle trips for retail commercial uses on other sites. The lower CATGP factor was determined appropriate for the shopping center as the result of a special study. Fast-food restaurants (as defined in the Specific Plan) are not permitted to be developed on the shopping center site.

Trip Allocation Records. The Department of City Planning is responsible for maintaining records of Trip allocations; Trips or Transferred Trips utilized for Projects; replacement Trips arising from demolitions or changes of use; transfers of Trips between parcels; and allocations of Trips resulting from subdivisions. Any change in the number of Trips available to any lot shall be evidenced by a recorded document signed by the owner of the lot. Original Trip Allocations in the Specific Plan are contained in Plan Appendix "B." The Department of City Planning has assigned Parcel numbers to the lots listed in Appendix "B" which are used in the attached trip record tables.

The additional information on the attached records please contact the City Planning Department at (213) 485-4476.

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