



October 14, 2014

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**Re: Case Number: ENV-2013-1531 EIR
Academy Museum DEIR**

Dear Ms. Ibarra:

Thank you for the opportunity to comment on this case.

The community's concerns are traffic, parking, infrastructure, and public services.

The Academy Museum DEIR is a very large document and the project is asking for a plethora of permits and approvals, so in approaching it we thought it best to comment in different ways before reaching any conclusion about the viability of the project in the Miracle Mile setting. We will look first at the discretionary actions requested, then Consistency with the Wilshire Community Plan, Miracle Mile Community Design Overlay (CDO), and the Framework Element.

Note:

Citations from the DEIR, Wilshire Community Plan, and Miracle Mile CDO, and other sources are *italicized in blue typeface*.

Boldface is utilized for emphasis.

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DISCRETIONARY ACTIONS REQUESTED BY APPLICANT:

The Project Applicant is requesting permits and approvals for the Project that would include, but may not be limited to, the following:

- *Zone change to remove the existing [Q] conditions related to prior entitlements on the Project Site;*

The application states:

Although development on Parcel D, including the Project Site and this Project, is technically subject to the remainder of the 1993 [Q] conditions and subsequent Zoning Administrator Interpretation and Department of City Planning Clarifications of [Q] Conditions, as stated above and demonstrated in Table 6, the [Q] conditions were developed to address specific land use compatibility impacts associated with the 1993 redevelopment plans proposed for Parcel D. Most of Parcel D has since been built out by LACMA with museum uses, for which a zone change and modification of the [Q] conditions were approved in acknowledgment of the different uses and reduced density associated with LACMA's redevelopment plans.

That is an oversimplification. Those conditions were first established to deal with a **threatened** circulation system in the late 1980s for the area then known as the "Wilshire West Area." The street system in the Miracle Mile and surrounding areas is still **threatened**.

To deal with that **threatened** circulation system the City Council passed Interim Control Ordinance 167,551 **[EXHIBIT A]**. It states in part:

This Ordinance will prevent potentially irreversible development in violation of the policies and objectives of the Wilshire District Plan. Such development will create serious problems for adjacent, well-maintained, single-family residential neighborhoods, such as traffic congestion, parking on nearby residential streets, and other problems adverse to the public health and safety. These problems will in turn result in excess noise and air pollution inimical to the health of City residents. Permitting increased commercial and industrial density without the mitigation of its impacts offered by this Ordinance will overtax the City's ability to provide adequate police, fire and sanitation services to the detriment of the health and safety of City residents. The increase in traffic will prevent emergency vehicles from passing safely to the detriment of the health and safety of City residents.

Ordinance 167,551 also states "**the Wilshire District Plan should be amended or revised to balance future development and circulation needs to mitigate adverse transportation impacts of such development.**" That plan was updated in 2001 **[EXHIBIT F]** and it addressed the same existing issues raised in Ordinance 167,551.

Ordinance 167,551 was then incorporated into Ordinance 168,993 [EXHIBIT B], the Development agreement for the site, Parcel D, the May Company.

In 1994 Museum Associates (dba) Los Angeles County Museum of Art [LACMA] entered the picture to purchase the site and asked for a clarification of use, CASE NO. ZA 94-0086 (ZAI) [EXHIBIT C], which stated in part:

*It is the intention and desire of LACMA to develop the property as a museum and cultural complex, including an expansion of the Los Angeles County Museum of Art and the location on the Property of other museums and cultural uses within the existing May Co. building and/or in newly constructed buildings in a configuration on the site different from that set forth in the site plan under the zoning approval. Museum uses would include public exhibition space, public education and study areas, art storage, office uses incidental to museum use and retail and restaurant uses incidental to museum use. The proposed plans would also include a free standing restaurant, retail and commercial office uses within the limits set forth in the zone and could include other culturally related uses such as exhibit space and private schools for art, museum or design. The approved hotel might not be constructed and the above described uses would be within the square footage attributable to commercial office, retail and restaurant uses permitted by **Ordinance No. 168,993**.*

Supplemental correspondence received from the applicant on February 16, 1994, clarifies the fact that nothing in this determination obviates or changes any obligation the applicant has under Ordinance No. 168,993 to satisfy the (T) and (Q) Conditions, unless otherwise authorized through an appropriate proceeding involving a noticed public hearing.

CASE NO. DIR ZOO6031 1 –CLQ, March 1, 2006, [EXHIBIT D] “clarified” several [Q] conditions in connection to the Vacation of Ogden Drive during LACMA’s Transformation Program. No other [Q] conditions were selected to be “clarified”.

[Q] Conditions for parking (4C of Ordinance 167,551) were referenced in 2010 “**as applicable to the site**” in connection to Phase 2 of the LACMA Transformation which included a **covenant** for 111 spaces from the Spaulding lot to satisfy parking requirements for LACMA West, the BCAM and Resnick Pavilion [EXHIBIT E].

Traffic congestion and neighborhood intrusion with the associated parking problems mentioned in the Ordinances were addressed in the 2001 update to the Wilshire Community Plan [EXHIBIT F]. Several Goals, Objectives and Policies address this circulation issue.

Also see Table #1, Consistency with Wilshire Plan/CDO and Table #2, Consistency with the Framework Element.

The request for reduced parking while claiming the project provides code parking cannot be correct, otherwise why does the project seek additional off-site parking?

Missing from this DEIR are issues from the Wilshire Community Plan dealing with Traffic and Parking.

Residential issues from the Wilshire Community Plan not included in DEIR:

Need to maintain low density character of single family neighborhoods, avoiding encroachment from other uses, commercial off-street parking, and “spillover” traffic from adjacent development.

Increased off-street parking areas and facilities, open space, and recreational facilities are needed, particularly in multiple family residential areas.

Transportation Issues

Severe traffic congestion along most major transportation corridors and intersections, with many streets functioning in excess of full capacity.

Overflow of traffic from congested commercial corridors negatively impacts the quality of life in residential neighborhoods.

Insufficient off-street parking areas and structures, resulting in spillover parking from commercial areas into adjacent residential areas.

Due to the existing level of traffic congestion, the impact of new large projects on traffic circulation will continue to be a major concern in the community.

Section F. Residential Neighborhood Protection Plans

Goal 14 Discourage non-resident traffic flow on residential local streets, and encourage community involvement in determining neighborhood traffic and parking controls.

Policies 14-1.1 The City Planning Department and LADOT should continue to work closely with the Wilshire Community Plan Area residents to identify existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Protection Plans.

Goal 16 Provide a community-wide circulation system of freeways, highways, and streets which supports existing and planned land uses and anticipated traffic flow volumes, while maintaining acceptable Levels of Service at all intersections.

Objective 16-1 Comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and

improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development.

*Policies 16-1.1 Maintain a satisfactory Level of Service (LOS) **above LOS “D”** for Class II Major Highways, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS “D” for Secondary Highways and Collector Streets.*

Objective 16-2 Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

Policies 16-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision or any other discretionary action, unless the Decision-makers make the following findings or a statement of overriding considerations: The transportation infrastructure serving the project site and surrounding area, specifically the Freeways, Highways, and Streets presently serving the affected area within the Wilshire Community Plan, have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.

The proposed Parking and Traffic Management Plan (PTMP) must contain specifics as to what measures will be implemented together with estimates of their probability of reducing vehicle trips rather than merely presenting a lengthy list of possible options without any specific goals, enforcement mechanisms, or financial penalties for non-compliance. Other traffic issues found in the DEIR include the failure of the Traffic Study to analyze weekday AM peak hour traffic conditions and failure to meaningfully address neighborhood traffic intrusion. **[See EXHIBIT H, Traffic Engineer Report.]**

Program: Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.

The transportation infrastructure in the Project area is inadequate for existing uses as evidenced by numerous LOS F intersections in the area. Further densification and approval of land uses which increase traffic will further threaten the street system in the Project area. As a result of the deficiencies in the traffic study the EIR fails to adequately disclose the Project's impacts. The deficiencies preclude informed decision making or informed public participation. **[See EXHIBIT H, Traffic Engineer Report.]**

Also see Table #1, Consistency with Wilshire Plan/CDO and Table #2, Consistency with the Framework Element.

Given the lack of inclusion of the above referenced issues, goals, objectives, and policies of the Wilshire Community Plan [EXHIBIT F], this DEIR needs to be corrected and recirculated. Merely correcting the issues in the DEIR without recirculation would not allow for public comment.

- *Cultural Heritage Commission approval of permits for work on the Original Building, which is designated as City Historic-Cultural Monument No. 566;*

We are very concerned about the removal of the 1946 portion of the building and the proposed sign district, this could attribute to the building not being able to attain National Historical Registry status.

- *a Design Overlay Plan Approval for compliance with the Miracle Mile CDO*

The sign district is not in compliance with the CDO.

- *a Director's Determination of Consistency with the Miracle Mile CDO and such other approvals or actions as may be required;*

Other actions or approvals must be spelled out so the community can comment on them.

- *parking approvals for reduced parking, **shared parking**, or variances, as may be required;*

The subject of shared parking is a thread weaving through this DEIR but it is unclear what this actually means. Section 4.J-48 describes LACMA Parking Facilities and how they would share parking between the Academy and LACMA.

(d) LACMA Parking Facilities

LACMA parking facilities provide the most convenient parking to the Project Site and LACMA Campus. The on-site LACMA parking facilities would be shared between the Academy and LACMA, accommodating LACMA visitors and employees as well as Project visitors. The Pritzker Garage provides 519 parking spaces in a self-park configuration; however, with implementation of attendant-operated stacked parking, a total of 650 spaces are available. The Spaulding Lot provides 263 spaces. The combined supply of 913 spaces is considered on-site parking or shared LACMA parking. The Project is anticipated to experience peak parking demand at midday (i.e., 12:00 P.M. to 1:00 P.M.) on weekdays and weekends. During this period, LACMA's parking facilities have approximately 206 available spaces on a weekday and approximately 203 spaces.

The question we had was what exactly is LACMA as described in this application? We concluded that it only includes the Academy Museum, Resnick Pavilion, and Broad Contemporary Art Museum [BCAM], and **does not include** the Ahmanson Building, Hammer Building, Bing Center, Art of the Americas Building, and Pavilion for Japanese Art, as well as restaurants and museum store.

The Academy lease with Museum Associates gave them 378 spaces from 519 spaces in the Pritzker Garage and 104 spaces from 263 spaces at the Spaulding lot for a total

of 482 spaces. The total number of spaces in the Pritzker garage and Spaulding lot is 782 spaces (before valet parking), leaving only 300 spaces. Code parking already established for the Resnick Pavilion (148) and BCAM (235) is 380 spaces, so they are 80 spaces short in the normal configuration of the lots. With valet or stacked parking the Pritzker Garage has the capacity for 650 spaces, a net gain of 143 spaces. Subtracting the 80 spaces needed for the Resnick and BCAM there are exactly 63 spaces for all other uses on the LACMA campus.

This is totally insufficient and will cause spillover traffic into the immediate neighborhoods in the Wilshire Community Plan area. Spillover traffic causes **increased GHG** and that leads to respiratory illnesses, especially in children. Sufficient parking must be maintained for all venues. Without sufficient parking this project is not consistent with policies contained in the Wilshire Community plan.

In our scoping letter we asked the following:

“In order for members of the community as well as the Miracle Mile Residential Association to properly comment on parking in the Environmental Impact Report we must know the extent of all current uses at 5801/5905 and 6001/6067 Wilshire Blvd. (the full Los Angeles County Museum of Art campus). We request that any and all current parking requirements for all uses be accounted for in the EIR as well as the code requirements for all anticipated uses associated with the new Academy project at LACMA West. This list also needs to properly account for employee parking for both LACMA and the new Academy project.”

A current visit to the main LACMA website [**EXHIBIT G**] shows that parking for all of the above uses is connected to the Pritzker Garage and Spaulding lot. It also states that parking in all the lots is free after 7 PM. How will the free parking be handled in regard to the Academy Special Events? The DEIR mentions the free parking after 7 PM but does not account for the impact those free spaces will have on the special event parking. This is an example of insufficient information in the DEIR.

There is at present the ability for LACMA members to purchase season parking passes for \$60. Will that policy be discontinued? **This current policy not listed in the DEIR** along with the actual number of spaces that are not available due to this policy. It impacts the number of available parking spaces.

As a result there is incomplete information on parking in the DEIR.

This DEIR needs to be corrected and recirculated. Merely correcting the issues in the DEIR without recirculation would not allow for public comment.

The Wilshire Community Plan has Goals, Objectives and Policies in place to **prevent automobile intrusion into residential communities**. We see nothing in the description on page 4.J-48 that addresses intrusion into the residential neighborhoods.

Additionally, traffic entering and leaving off site parking garages will of necessity enter or exit through the Miracle Mile residential neighborhood. This traffic intrusion was not addressed in the DEIR.

We are aware that the DEIR makes a finding of less than significant impact in regard to potential neighborhood intrusion (Threshold TRAF-3: 4.J-39 through 4.J- 41) and reject this finding as uninformed and inaccurate [see **EXHIBIT H**, Traffic Engineer report].

This DEIR needs to be corrected and recirculated. Merely correcting the issues in the DEIR without recirculation would not allow for public comment.

- *Master Conditional Use Permit to allow for the on-site sale and consumption of alcoholic beverages.*

We do not agree to a master permit giving carte blanche to the applicant. This needs to be much more specific.

- *Variance for outdoor dining, as may be required;*

The Applicant needs to make the argument for Variances as required by LAMC Section 12.27 D. So far we see nothing specific to make a decision on.

- *Variance to permit alternative locations for code required bicycle spaces;*

They need to make the argument for a Variance (see above).

- *construction permits, including building permits, grading, excavation, foundation, and associated permits; haul route permit, as may be required*

Since there is no actual information to make a decision on we will reserve comment until such information is made available.

- *Academy of Motion Pictures Museum Sign Supplemental Use District for the Project Site to allow the proposed sign program;*

At the time of the Initial Study release (May 2013) there was no mention of a sign district and the project was and still is described as 2.2 acres. Suddenly, a sign district appeared with the release of the DEIR. The community was deprived of the right to raise issues relating to a sign district at the scoping meeting or to have their concerns addressed through the scoping letter comments, which should have been answered with the release of the DEIR.

Also, LAMC 13.11 C states that a "SN" Sign District cannot supersede the regulations of a Historic Preservation Overlay District, a legally-adopted specific plan, supplemental use district or zoning regulation needed to implement the provisions of an approved development agreement. The Miracle Mile Community Design Overlay (CDO) **[EXHIBIT**

I] is a Supplemental Use District. Additionally, the CDO has language that **prohibits** most of the types of signs the Applicant is proposing.

Therefore a sign district is inappropriate for this site and cannot be approved.

- *Allow a 10 percent reduction in the required number of parking spaces for an institutional use located within 1,500 feet from the planned Metro Westside Subway Extension, Wilshire/Fairfax Station entrance;*

We object to this 10 percent reduction in the required number of parking spaces as this will only make neighborhood intrusion worse and defeat the policies of the Wilshire Community Plan.

The Metro Westside Subway Extension, Wilshire Fairfax will not be in service for 10 years. When it is finally in service it will have **no associated parking and will have an estimated maximum daily parking demand of 238 parking spaces with only 18 spaces available** by METRO's own statements made in their FEIR:

METRO DEIR, page 3-27, states:

Wilshire/Fairfax Station, 190 unrestricted parking places were located within ½ mile walking distance of this station location. During the parking survey 174 vehicles were parked in these spaces (93 percent occupancy rate). Approximately 135 spaces were located within ½ mile walking distance of the optional station location and 128 cars were parked in these spaces (96 percent occupancy rate).

Page 4-2. Shows Wilshire/Fairfax station with a maximum daily parking demand of 238 spaces and a vacant existing supply of 26. Demand exceeds vacant supply? Yes.

Optional Station. Maximum daily parking demand of 223 and a vacant existing supply of 61. Demand exceeds vacant supply? Yes.

This request for this 10 percent reduction in the required number of parking spaces is in conflict with Wilshire Community Plan regarding traffic intrusion and spillover parking problems.

This DEIR needs to be corrected and recirculated. Merely correcting the issues in the DEIR without recirculation would not allow for public comment.

- *a Zoning Administrator's Interpretation that the provisions for Reduction of Off-Street Parking also apply to institutional (museum) and auditorium (theater) uses,*

See removal of Q conditions, threatened Circulation System, and Policies of the Wilshire Community Plan [**EXHIBITS A, B, C, D, E, F, G, H**].

Reducing the amount of parking for this project will add to a **threatened** circulation system and create addition **GHG emissions** as motorists circle looking for limited on street parking.

- *A Zoning Administrator's interpretation that the provisions of the Historical Exemption allow for a reduction in retained parking for demolition of the 1946 Addition;*

Any reduction in the amount of parking for this project will add to a **threatened** circulation system and create addition **GHG emissions** as motorists circle looking for limited on street parking.

- *Police Commission approval for extended construction hours, as may be required;*

Community input must be allowed in any application for extended construction hours.

- *certification of an Environmental Impact Report;*

The information contained in this DEIR is incomplete, inaccurate and misleading. Therefore the DEIR should be recirculated.

- *and other approvals as may be required.*

There is no information to make a decision or comment on. If there are other approvals being requested they must be documented so the community has the ability to comment on them.

For all Discretionary requests also see [Master Response #1].

For Infrastructure and Public Service also see [Master Response #2].

As a result of the deficiencies presented throughout, the EIR fails to adequately disclose the Project's impacts. The deficiencies preclude informed decision making or informed public participation.

The DEIR needs to be corrected and recirculated. Merely correcting the issues in the DEIR without recirculation would not allow for public comment.

Sincerely:

A handwritten signature in black ink, appearing to be "John Doe" or similar, written in a cursive style.

James O'Sullivan

President, Miracle Mile Residential Association
Vice President, Fix The City

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Master Response 1

The following is incorporated as a fundamental flaw in the Project EIR.

- The General Plan Framework EIR implemented “Mitigation Through Framework Policy.”
- Mitigations, once adopted, are required (“*Pursuant to Public Resources Code §21081.6, the general plan must incorporate the approved mitigation measures identified in the EIR into its policies and plan proposals*”)
- One such policy was Policy 3.3.2.
- The policy requires that **“type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services.”**
- City has described Policy 3.3.2 in the General Plan Framework EIR when it indicated that the Policy is to be used “so that allowable increases in density ... would not occur until infrastructure and its funding was available.” (General Plan EIR, 1998)
- “The policy requires that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services.”
- The City argued in [hillside 2] that “A crucial feature dealing with growth impacts was contained in the GPF – its program for timing allowable development with available infrastructure...” and stating that it had “land use policies tied to mitigation measures tied to annual reporting and selective amendments of community plans only when consistent with GPF policies.” The City, and this EIR, are estopped from taking a different position.
- Policy 3.3.2 was specifically used as CEQA-required mitigation throughout the GPF, including first-responder impacts.
- Over half of all Community Plans contain the following language:

“if this monitoring finds that population in the Plan area is occurring faster than projected; and, that infrastructure resource capacities are threatened, particularly critical ones such as water and sewerage; and, that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of the [] Community, until land use designations for the Community Plan and corresponding zoning are revised to limit development.”
- In case [Hollywood Community Plan], shown above, Judge Goodman affirmed the meaning and status of Policy 3.3.2. The City of Los Angeles failed to appeal those findings and cannot now adopt an inconsistent view. Judge Goodman stated:

The EIR has failed to show any conclusive evidence that there exists “adequate supporting infrastructure and services.”

All available information, including proclamations from elected officials, City agencies and independent studies points to the reverse: They point to wholly inadequate infrastructure and services. This is specifically true at least for police, fire, streets, sidewalks, water, power, schools, parks, transportation.

As the EIR fails to prove that adequate infrastructure and services exists, there can be no statement of consistency with the Community Plan or the General Plan. In fact, the Project MUST be rejected in the absence of adequate infrastructure and supporting services.

Fix the City points to what it contends is a fundamental inconsistency between the Framework and the HCPU, viz., City's failure to address the absence from the HCPU of “policies that require monitoring of infrastructure to determine whether the growth permitted in the Plan Update should continue at a given time. The City's Revised Findings reveal how the Plan Update twists the monitoring requirements in Framework Policy 3.3.2 (the infrastructure monitoring policy).... The City's position is that the Plan Update sufficiently addressed the infrastructure capacity of the area such that no further monitoring is required during implemental of the Plan Update. This hands-off policy is completely contrary to the Framework Element's objective of continuous monitoring of development activity. By asserting that the Plan Update conclusively establishes the ability of the infrastructure to absorb the level of development planned, the City thwarts the Framework Element's policy of limiting development when capacity becomes threatened. The failure to include a monitoring requirement makes the Plan Update inconsistent with the Framework Element.” Fix the City's Reply at 24:8-26 [first emphasis in original; second emphasis added]

2.10 FIRE/EMERGENCY MEDICAL SERVICES

2.10.5 Mitigation Measures

2.10.5.1 Mitigation through Framework Policy

Policies 3.3.2, 7.10.1, 9.17.1, 9.18.1 through 9.18.4, 9.19.1, 9.20.1 through 9.20.3 contained in the General Plan Framework represent measures that would serve to lessen impacts relative to fire/EMS.

Policy 3.3.2 directs monitoring of infrastructure and public service capacities to determine need within each CPA for improvements based upon planning standards. This policy also directs determinations of the level of growth that should correlate with the level of capital, facility, or service improvement that are necessary to accommodate that level of growth. In addition, the policy directs the establishment of programs for infrastructure and public service improvements to accommodate development in areas the General Plan Framework targets for growth. Lastly, the policy requires that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services.

Policy 7.10.1 focuses available implementation resources in targeted areas or “communities in need.” Policy 9.17.1 addresses the monitoring and forecasting of demand for existing and future fire facilities and service for the purpose of assuring that every neighborhood would have the necessary level of fire protection service and infrastructure.

Infrastructure and Public Services The goals, objectives, and policies found within this chapter address the following systems and services: MASTER RESPONSE #2

DEIR STATEMENT	KNOWN FACTS	CONCLUSION
<p>Wastewater</p> <p>From the DEIR</p> <p>Wastewater generation when the May Company Building was in operation as a department store (until the early 1990s) was estimated at approximately 14,250 gpd (“gpd”); current wastewater generation during the building’s use as LACMA West is estimated to be approximately 8,550 gpd. Museum operations are estimated to result in average daily wastewater generation of approximately 10,130 gallons per day.</p> <p>Therefore, Museum operation would increase wastewater generation compared to existing and historical conditions, but not substantially so. There are no known deficiencies in the existing wastewater infrastructure serving the Project Site.</p>	<p>The last known report on Wastewater was in the Infrastructure report card (2011). This showed the Wastewater system at a level of B- with a recommended level of B+</p> <p>“In order to improve the wastewater collection system condition to "B+", constant repair and renewal of the system is required. The renewal is essential to the protection of the public health and safety, reduction of avoidable sewer overflows and reducing the City's exposure to liability from regulatory penalties and third party lawsuits. But, most importantly, renewing the sewers that are in a worse than B condition is critical to the City's efforts to improve the quality of life in its neighborhoods and protect our water resources, while allowing for the economic and social revitalization of the City. It is estimated that the allocation of \$989 million through the various funding sources should be obtained.”</p>	<p>See Policy 3.3.2 Master Response 1</p> <p>All publically available data shows that the sewer system is threatened.</p> <p>There is not sufficient information to make a finding of less than Serious for Wastewater.</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUES IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>
<p>2. Stormwater</p> <p>The Project would implement BMPs for managing stormwater runoff in accordance with current SUSMP and LID requirements. However, the Project Site is not suitable for the use of infiltration as a stormwater BMP due to the presence of shallow ground water and asphalt tar sands. Horizontal and vertical migration of asphalt tar can clog underground infiltration systems causing failure and contamination of stormwater</p>	<p>2011 INFRASTRUCTURE REPORT CARD</p> <p>The goal is to maintain a Grade B or better for the flood-control system. The current grade is B-</p> <p>The Bureau of Engineering recommends continuing with the 2003 City's Blue Ribbon Task Force report recommendations. These recommendations are to take the necessary steps to secure funding and to pursue the following recommendations which will</p>	<p>See Policy 3.3.2 Master Response 1</p> <p>All publically available data shows that the stormwater system is threatened.</p> <p>There is not sufficient information to make a finding of less than Serious for Stormwater.</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUES IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC</p>

<p>overflow from infiltration BMP's during an intense storm event. Therefore, stormwater capture and reuse is planned as a potential post-construction BMP.</p>	<p>achieve a Grade B for the flood-control system:</p> <ol style="list-style-type: none"> 1. Restructure the Stormwater Pollution Abatement Charge - The Stormwater Pollution Abatement Charge rate must be adjusted to provide additional funding for flood control to support an average annual capital improvement program of \$20 million for 20 years. 2. Secure \$100 million in funding to replace 30 miles of corrugated metal pipe. As discussed previously, Corrugated Metal Pipe causes the majority of the emergency repairs in the City. As the Corrugated Metal Pipe systems are replaced, the annual funds spent on emergency stormwater repairs will decline. 3. Secure \$200 million in capital funding for the Bureau of Sanitation to construct 50 miles of priority storm drain systems to mitigate local flood hazards. Priority is given to those flood-control projects near major streets and critical facilities, areas of repeated flooding and flood damage, and areas of repeated traffic accidents, with the highest priority for multiple impacts. 	<p>COMMENT.</p>
<p>3. Water</p> <p>The DEIR states that the project will reduce water by 39% for the exterior and 50% for the interior uses.</p>	<p>From the 2003 Infrastructure Report Card. No water report in 2011.</p> <p>Recommended Policy</p> <p>The Drinking Water infrastructure is in fair condition. There are scattered areas of older facilities, including facilities that are undersized to meet future demands. New resources and technologies are needed to continue meeting growth and stringent water quality</p>	<p>See Policy 3.3.2 Master Response 1</p> <p>All publically available data shows that the water system is threatened.</p> <p>There is not sufficient information to make a finding of less than Serious for Water.</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUES IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC</p>

	<p>standards.</p> <p>Prudent management will be needed to stabilize a shrinking water supply, and develop skilled people to properly operate and maintain a reliable and safe water distribution network.</p> <p>Investment Need</p> <p>Investments in the range of \$3.2 billion within the next 10 years are needed in a systematic and timely manner for constructing water projects including appropriating funding for rehabilitation and replacement of the aging infrastructure. A funding shortfall of \$1.9 billion will be covered from bond issues and anticipated rate increases. The Water Department has the ultimate responsibility for keeping the drinking water reliable and safe by adhering to standards and seeking improvements.</p>	<p>COMMENT.</p>
<p>4. Solid Waste</p> <p>From the DEIR</p> <p>Solid waste collection services are provided by the City of Los Angeles Bureau of Sanitation, and as previously stated in the Initial Study, the Project's annual solid waste generation would be a negligible increment of the County's annual waste generation and would account for a minor percentage of the remaining capacity in the landfills.</p>	<p>2011 Infrastructure Report Card</p> <p>The Bureau of Sanitation has developed a 5-year Solid Resources Capital Improvement Program that will make the necessary improvements to various existing facilities over the next five years (Fiscal Years 2010-2011 through 2014-2015). The Solid Resources Capital Improvement Program expenditure plan is developed for a period of five years and is updated every year.</p> <p>The implementation of the Solid Resources Capital Improvement Program will address capacity needs and structural deficiencies, comply with regulatory requirements, meet current health and safety standards, and improve operational efficiency of the Solid Resources infrastructure. The proposed projects will improve the infrastructure grade from "B-" to "B+" as well as implement repair and maintenance work to keep the</p>	<p>See Policy 3.3.2 Master Response 1</p> <p>All publically available data shows that the solid waste system is threatened.</p> <p>There is not sufficient information to make a finding of less than Serious for Solid Waste..</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUES IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>

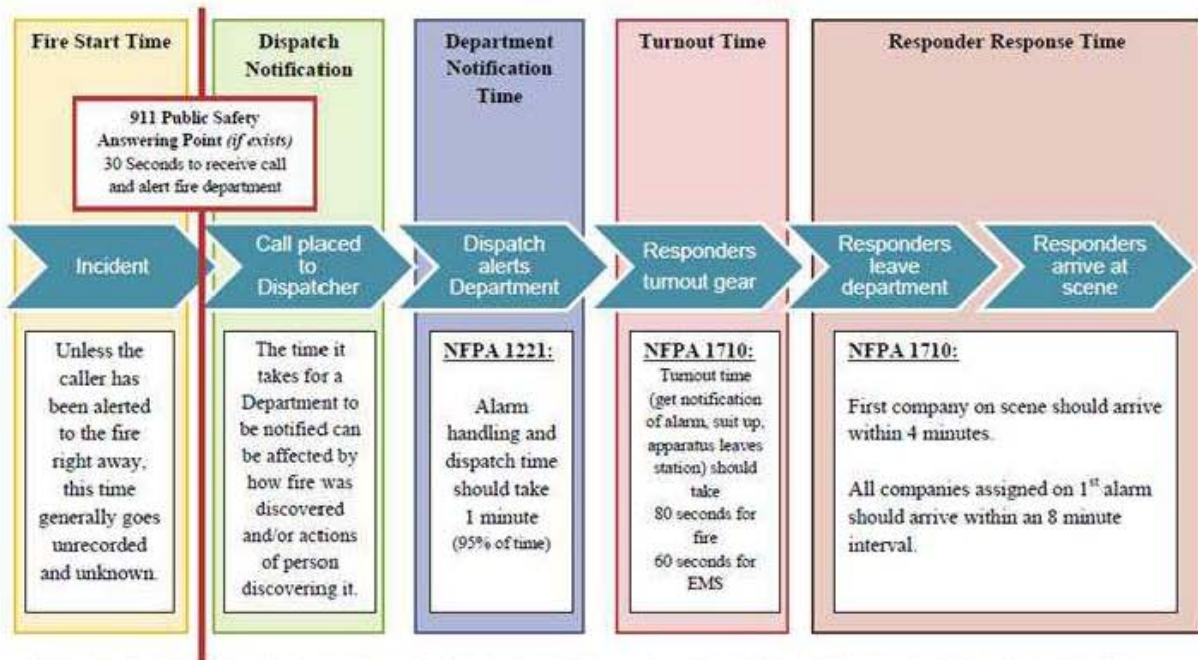
	<p>current service level of the facilities. The 5-year Solid Resources Capital Improvement Program consists of 24 capital improvement projects and one repair/maintenance project. There are eight existing projects in various stages of design and construction and '7 proposed projects. A total capital investment need of approximately \$105 million is required to plan, design and construct these projects over the next five years. Of the total investment need \$19 million is required for the existing projects and \$86 million for the proposed projects.</p> <p>For the existing projects. funding in the amount of \$12 million has been secured and an Additional \$7 million will have to be identified . To implement all the projects in the 5-year Sol id Resources Capital Improvement Program a total funding of \$93 million needs to be secured through various funding sources.</p>	
<p>5. Police</p> <p><i>4.1.1 Police Protection</i></p> <p>Impact Statement POL-1: The Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service due to the provision of on-site security features and security personnel, coordination with the Police Department, incorporation of crime prevention features, Project Design Features related to traffic management and adequate response times. Impacts would be less than significant.</p> <p>Project Design Features</p> <p>PDF-TRAF-1, Construction Traffic</p>	<p>In regard to mitigation, the proposed Parking and Traffic Management Plan (PTMP) must contain specifics as to what measures will be implemented together with estimates of their probability of reducing vehicle trips rather than merely presenting a lengthy list of possible options without any specific goals, enforcement mechanisms, or financial penalties for non-compliance. This study does not.</p> <p>Also we have been made painfully aware that the vaunted COMSTAT system is subject to the same garbage in/garbage out scenario every system can fall prey to. We do not know the efficacy of the current crime statistics based on recent stories in the Los Angeles</p>	<p>See Policy 3.3.2 Master Response 1</p> <p>All publically available data shows that Police Protection is threatened.</p> <p>There is not sufficient information to make a finding of less than Serious for Public Safety/Police Protection.</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUES IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>

<p>Management Plan</p> <p>PDF-TRAF-2, Parking and Traffic Management Plan</p>	<p>Times dealing with manipulation of data to keep crime statistics down.</p> <p>Also on October 10, 2014 the Los Angeles Times reported about “Ghost” Patrol cars and documents that patrol cars claimed to be on patrol were not. The reason given was difficulty of performing tasks with the current number of officers. This further damages the statement of LESS Than Serious.</p>	
<p>6. Fire</p> <p><i>4.1.2 Fire Protection and Emergency Medical Services</i></p> <p>Impact Statement FIRE-1: The Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire station to maintain service due to compliance with State and City regulatory requirements and guidelines that address fire flow, fire safety, emergency response times, and emergency access as well as the implementation of Project Design Features related to traffic management.</p> <p>Impacts would be less than significant.</p> <p>Project Design Features</p> <p>PDF-TRAF-1, Construction Traffic Management Plan</p> <p>PDF-TRAF-2, Parking and Traffic Management Plan</p>	<p>In regard to mitigation, the proposed Parking and Traffic Management Plan (PTMP) must contain specifics as to what measures will be implemented together with estimates of their probability of reducing vehicle trips rather than merely presenting a lengthy list of possible options without any specific goals, enforcement mechanisms, or financial penalties for non-compliance. This study does not.</p> <p>The DEIR also states: As shown in Figure 4.1.2-1, Fire Stations Located in the Vicinity of the Project Site, there are four fire stations that would provide primary fire protection service to the Project Site. The location, distance from the Project Site, response time to the site, staffing, and equipment for each of these fire stations are summarized in Table 4.1.2-1, Fire Stations Located in the Vicinity of the Project Site. As shown in Table 4.1.2-1, Fire Station 61 at 5821 West Third Street in Los Angeles is located closest to the Project Site. The other three stations that would serve the Project Site include Fire Stations 58, 68, and 29. As indicated in Table 4.1.2-1, the average response times for emergency fire and medical services range from four minutes, 44 seconds (4:44 minutes) from Fire Station 29 to 5:32 minutes from Fire</p>	<p>See Policy 3.3.2 Master Response 1</p> <p>All publically available data shows that Fire Protection and Emergency Medical Service is threatened.</p> <p>There is not sufficient information to make a finding of less than Serious for Public Safety/Fire Protection and Emergency Medical Services</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUES IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p> <p>The DEIR uses the incorrect metrics for determining the adequacy of fire/ems. The DEIR uses average response time when the proper metric is percentage of responses that are under 5 minutes. The standard is 90% under 5 minutes. See NFPA guidelines attached.</p>

	<p>Station 58. According to the Fire Department, the response standard is five minutes for 90 percent of emergency medical services responses and 5:20 minutes for 90 percent of fire incidence responses.⁶ Fire Station 29 meets this response time criteria for both emergency medical responses and fire incidence responses, and Fire Station 68 meets the criteria for fire incidence responses.</p> <p><i>Footnote a Table 4.1.2-1 states that the most recent data available is 2011.</i></p> <p>It is impossible to make a finding of less than significant when the wrong metrics is used and even more so when it is from a period that the LAFD has acknowledge the figures were inaccurate.</p> <p>At the December 4, 2012 City Council meeting, ITEM NO. (19) relating to the LA Times story dealing with EMS response Times, Patrick I. Butler, Assistant Chief Special Operations Division gave a verbal Preliminary Report for the TASK FORCE ON INFORMATION AND DATA ANALYSIS. He stated clearly that “there is an issue with using averages because they overlook outliers. He stated that “if you are an outlier you want to make sure your response is on time. That is why we use the 90% figure.” While the report he referenced made use of “averages” the following footnote qualifier appeared. “Average is used in this method to establish a baseline but not as a statistical inference or performance indicator.”</p> <p>At that meeting Councilmember Mitch Englander made a statement to Chief Cummings and the other members of the City Council that “you can’t fix what you can’t</p>	
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	<p>measure.”</p> <p>It has been acknowledged by the Fire Department, the Mayor and the City Council that the figures from 2011 are inaccurate. Also the use of Averages or approximate in describing response times from the 4 Fire Stations closest (29, 58, 68 and 61) to the project site is misleading and gives an incomplete, inaccurate picture of EMS service to the project site.</p> <p>Since response times are tied directly to Public Safety the Fire Dept. should make the finding on penalty of perjury.</p>	
<p>9. Power</p> <p>The DEIR states that the Department of Water and Power provides electricity and water to the Project Site and the Southern California Gas Company provides natural gas. As stated in the Initial Study provided in Appendix A-2, Project consumption of these resources is minimal compared to overall supplies.</p>	<p>The issue is not overall supply in the City but supply in the Area of the project and what demands this project will add to an old and at times overtaxed system. It is not unusual for power to go off during a rain or wind event but recently we have lost power when no events are going on. This DEIR does not address the condition of power supplies in this area. The 2010-2011 Infrastructure report card did not include any information on Power therefore we do not have enough information regarding how this project will impact the surrounding areas.</p>	<p>See Policy 3.3.2 Master Response 1</p> <p>All publically available data shows that the power system is threatened.</p> <p>There is not sufficient information to make a finding of less than Serious for the Power System in the project area.</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUES IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p> <p>LADWP has indicated their current model is “unsustainable .”</p>

Figure 2. Incident Development and Response Timeline and **NFPA 1221** and 1710 Recommendations for Career Firefighters



Source: NFPA 1221: Standard for the Installation, Maintenance, and Use of Emergency Services Communications Systems and NFPA: 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.

Fix the City

Contact: James O'Sullivan at Jim@FixTheCity.Org

Faulty LAFD Response Time Data Confirms Fix The City Legal Claims

Fix The City's public records request and statistical analysis of LAFD records which has resulted in disclosure of faulty response time data provides a sad but important demonstration as to why the City must, as required, produce an Annual Report on Growth and Infrastructure.

Jim O'Sullivan of Fix The City said: *"Providing emergency services to the public is the most important of all core City services. Because of the lack of annual reporting including trends from previous years the LAFD was able to provide bad formulas, bad data and inaccurate response statistics. This resulted in a major budget cut for the Fire Department which put all L.A. residents at risk."*

Had the annual reports been produced as required, the change from a five minute response goal time to a six minute response goal would have been noticed, before cuts further deteriorated response times.

In 2002, Controller Laura Chick audited the LAFD. In that audit she stated that the LAFD was reporting a response time rate of 40% - a five minute number. The audit stated:

We understand that the LAFD management is very interested in the ability to validate response time information in order to track and measure performance in this area. Additionally, accurate information is critical because it forms the basis for resource acquisition and deployment. As an example, the LAFD believes it meets its goal of responding to 90% of service calls within 5 minutes only 40% of the time. LAFD management personnel stated that additional resources are needed to keep up with the increasing demand for service.

A sudden increase from 40% to 80+% due to an improper change in methodology would stand out on an annual report that tracks such statistics over time. This would allow the City to understand when its infrastructure, and therefore public safety, is threatened and requires either increased funding or reduced demand.

Councilman Dennis Zine stated in the L.A. Times that *"he would not have voted for the cuts if he knew the department was getting to emergencies in less than five minutes only 64% of the time", a figure lower than the 90% goal set by the National Fire Protection Assn. He would have known if the Annual Report had been completed as required.*

It is truly shocking that the City Council made a decision to cut tens of millions of dollars from a critical first-responder budget based on flawed data. While there will never be a way to know how many lives and homes would have otherwise been saved, intuitively and statistically, it is a near certainty that some families suffered a loss when they otherwise would not have.

Importantly, the Annual Report on Growth and Infrastructure, which hasn't even been attempted since 2001, was a specific mechanism to ensure sufficient Fire/EMS services in the General Plan. (see attachment)

Public safety has been put at risk by the failure of the City to properly monitor its infrastructure, including critical infrastructure such as the Fire Department. The recent disclosures on faulty fire response statistics being used to justify budget cuts is proof-positive that this monitoring must be done as required.

In light of the clear proof that the Annual Report on Growth and Infrastructure is critical to public safety, we ask that the City voluntarily adhere to its own General Plan. The safety of the City is at stake. A copy of the Fix The City position paper on its Infrastructure lawsuit is attached.

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2.10.5 Mitigation Measures

2.10.5.1 Mitigation through Framework Policy

Policies 3.3.2, 7.10.1, 9.17.1, 9.18.1 through 9.18.4, 9.19.1, 9.20.1 through 9.20.3 contained in the General Plan Framework represent measures that would serve to lessen impacts relative to fire/EMS.

Policy 3.3.2 directs monitoring of infrastructure and public service capacities to determine need within each CPA for improvements based upon planning standards. This policy also directs determinations of the level of growth that should correlate with the level of capital, facility, or service improvement that are necessary to accommodate that level of growth. In addition, the policy directs the establishment of programs for infrastructure and public service improvements to accommodate development in areas the General Plan Framework targets for growth. Lastly, the policy requires that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services. Policy 7.10.1 focuses available implementation resources in targeted areas or "communities in need." Policy 9.17.1 addresses the monitoring and forecasting of demand for existing and future fire facilities and service for the purpose of assuring that every neighborhood would have the necessary level of fire protection service and infrastructure.

Tables 1 and 2 from DEIR

CONSISTENCY WITH THE WILSHIRE COMMUNITY PLAN/CDO

PROJECT POLICY LISTED	DEIR CONSISTENCY STATEMENT	ACTUAL	REASON
<p>Policy 2-2.2: Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.</p>	<p>Consistent. While technically not a mixed-use development, the Project would provide a variety of uses and programs accessible to the public and beneficial to the community at large, including permanent and changing Museum exhibits, cultural programming, film screenings, and a Museum Store and Museum Café that can be accessed by the general public without having to pay for admission to the Museum, as well as a publicly accessible Piazza.</p>	INCONSISTENT	<p>This project incorporates no community benefit. No public library, no child care, no community meeting rooms, no senior center, no police sub-station. NO HUMAN services and is a privately owned facility.</p> <p>City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III.</p>
<p>Transportation</p> <p>Objective 10-2: Increase work trips and non-work trips made on public transit.</p> <p>Policy 10-2.1: Develop coordinated intermodal public transit plans to implement linkages to future public transit services.</p> <p>Policy 10-2.2: Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority,</p>	<p>Consistent. The Project Site is well-served by existing public transit, including regional and local bus lines, as well as the future Wilshire Bus Rapid Transit Project and future Metro Westside Subway Extension. In addition, the Applicant would develop and implement a Parking and Traffic Management Plan with strategies that may include encouraging alternate travel options (ridesharing, carpooling, transit) in event-related marketing/media information, as well as Transportation Demand</p>	INCONSISTENT	<p>Paid parking for employee's does not promote work trips on public transit.</p> <p>Non Work trips cannot be quantified for visitors to the Museum.</p> <p>Event Center attendee's will arrive by auto per DEIR.</p> <p>"Therefore any credits allocated to pass-by/drive-by are inaccurate, misleading and arbitrary. The traffic study failed to properly inform the public and decisionmakers. Objective 16-2 Ensure that the location, intensity and timing of</p>

<p>queue jumpers, signing and striping placement and color modification).</p>	<p>Management (“TDM”) strategies such as a Transportation Information Center and on-site TDM coordinator. The Project would also provide bicycle parking spaces in compliance with the Bicycle Parking Ordinance, together with additional bicycle parking and bicycle-friendly amenities that meet or exceed requirements of the Bicycle Parking Ordinance.</p>		<p>development is consistent with the provision of adequate transportation infrastructure.</p> <p>Program: Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.</p> <p>In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III . Mitigations listed are insufficient deferred mitigation.</p>
<p>Goal 12: Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.</p> <p>Policy 12-1.1: Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules.</p> <p>Policy 12-1.3: Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.</p> <p>Policy 12-1.4: Promote the development of transportation facilities</p>	<p>Consistent. The Applicant would develop and implement a Parking and Traffic Management Plan with strategies that may include encouraging alternate travel options (ridesharing, carpooling, transit) in event-related marketing/media information, as well as Transportation Demand Management strategies that may include promotion and support of carpools and rideshares; guaranteed ride home program; flexible or alternative work schedules; subsidized transit passes for eligible Project employees; parking incentives and administrative support for carpools and vanpools; a Transportation Information Center; an onsite TDM coordinator; coordination with LADOT to evaluate providing</p>	<p>INCONSISTENT</p>	<p>The proposed Parking and Traffic Management Plan (PTMP) must contain specifics as to what measures will be implemented together with estimates of their probability of reducing vehicle trips rather than merely presenting a lengthy list of possible options without any specific goals, enforcement mechanisms, or financial penalties for non-compliance. (EXHIBIT H)</p> <p>Other traffic issues found in the DEIR include the failure of the Traffic Study to analyze weekday AM peak hour traffic conditions and failure to meaningfully address neighborhood traffic intrusion. (EXHIBIT H)</p> <p>The Parking and Traffic Management Plan strategies have no requirements. Are not a CEQA mitigation.</p>

<p>and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.</p>	<p>space for a future Integrated Mobility Hub at or near the Project Site; incentivizing the use of transit for Project visitors; and contributing funding for bikeway improvements in the Study Area. The Project would also provide bicycle parking spaces in compliance with the Bicycle Parking Ordinance, together with additional bicycle parking and bicycle-friendly amenities that meet or exceed requirements of the Bicycle Parking Ordinance.</p>		<p>Project is providing FREE PARKING for employee's. This does not encourage alternative uses for automobiles.</p> <p>The TDM has no definable criteria. It is not a CEQA mitigation.</p> <p>Mitigations listed are insufficient deferred mitigation.</p> <p>Objective 16-2 Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.</p> <p>Program: Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.</p> <p>In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III.</p>
<p>Policy 2-2.2: Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.</p>	<p>Consistent. While technically not a mixed-use development, the Project would provide a variety of uses and programs accessible to the public and beneficial to the community at large, including permanent and changing Museum exhibits, cultural programming, film screenings, and a Museum Store and Museum Café that can be accessed by the general public without having to pay for admission to the Museum, as well as a publicly accessible</p>	<p>INCONSISTENT</p>	<p>This project incorporates no community benefit. No public library, no child care, no community meeting rooms, no senior center, no police sub-station. NO HUMAN services and is a privately owned facility.</p> <p>City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision</p>

	Piazza.		makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III.
Policy 2-3.1: Improve streetscape identity and character through appropriate controls of signs, landscaping and streetscape improvements, and require that new development be compatible with the scale of adjacent neighborhoods.	Consistent. The height and mass of the Sphere would be consistent in scale with that of other LACMA buildings and commercial development along Museum Row within Miracle Mile. The Project proposes to establish a Sign District encompassing the Project Site and a portion of the Resnick North Lawn immediately to the north which would define the locations and types of all signs that are to be placed therein and visible from public rights-of-way. The Sign District is intended to ensure signs are compatible with the visual character of the on-site buildings they would be attached to as well as with off-site buildings, Museum Row, and Miracle Mile.	INCONSISTENT	The Miracle Mile Community Design Overlay District that deals with signage is a supplemental use district (EXHIBIT I) and cannot be supplanted by a sign district. LAMC 13.11 C City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III.
Policy 5-1.3: Convert and upgrade underutilized publicly-owned property.	Consistent. The Project would upgrade an underutilized portion of the LACMA Campus through rehabilitation and adaptive reuse of the Original Building and new development, including the publicly accessible Piazza, which would replace the gravel area and service driveway north of the Original Building.	INCONSISTENT	THIS PROPERTY IS A PRIVATELY OWNED BY MUSEUM ASSOCIATES dba LACMA. In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III. The WCP states if “infrastructure resource capacities are threatened then building controls should be put into effect, for all or portions of

			the West Los Angeles Community, until land use designations for the Community Plan and corresponding zoning are revised to limit development.”

MIRACLE MILE Community Design Overlay District (CDO)

<p>Design Principles: The Miracle Mile CDO is based upon a set of principles. These principles are:</p> <p>1. Consistency: The Miracle Mile CDO features a mixture of development types including highrise office towers, large-scale commercial development, neighborhood serving retail, nighttime entertainment venues, and regionally significant museums. Design of these structures has been influenced by use, age, and site dimensions. Within the context of these constraints, developments can achieve the principle of consistency through selection of colors, exterior surface materials, landscaping and sign programs.</p> <p>Activity: Active street life, which can be enhanced by design considerations, is a major component of thriving pedestrian commercial districts. In spite of recent development, which has</p>	<p>The proposed Sign District would ensure coordinated signage across the Project Site that complements signage on the LACMA Campus.</p> <p>Pedestrian orientation would be addressed through the use of signs that inform and attract visitors regarding the Museum’s content and offerings, provide appropriate recognition of the Museum as well as exhibitions, enhance the public realm, minimize traffic hazards, and protect public safety.</p>	<p>INCONSISTENT</p>	<p>The Miracle Mile Community Design Overlay District (CDO) deals with signage and is a supplemental use district. It cannot be supplanted by a sign district. LAMC 13.11 C</p> <p>Objective 16-2 Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.</p> <p>Program: Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.</p> <p>In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III.</p>
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<p>detracted from a pedestrian environment, many of the area's residents, workers and shoppers opt to walk along the Miracle Mile.</p> <p>Through building orientation, circulation, storefront design and landscaping, development can further promote the principle of pedestrian activity.</p>			
<p>Section 10. Signage</p> <p>A. All Signs Guideline 1: Design signage that is incorporated into the overall design of a building and complements the facade or architectural element on which it is placed.</p>	<p>Consistent.The Project proposes to establish a Sign District encompassing the Project Site and a portion of the Resnick North Lawn immediately to the north, as described in Chapter 2.0, Project Description, of this Draft EIR.</p>	<p>INCONSISTENT</p>	<p>The Miracle Mile Community Design Overlay District (CDO) deals with signage and is a supplemental use district. It cannot be supplanted by a sign district. LAMC 13.11 C</p> <p>Objective 16-2 Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.</p> <p>Program: Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.</p> <p>In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III.</p>

WILSHIRE COMMUNITY PLAN POLICIES NOT MENTIONED IN THE DEIR

<u>RESIDENTIAL issues</u>	FAIL	Not addressed in the DEIR
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<p><i>Need to maintain low density character of single family neighborhoods, avoiding encroachment from other uses, commercial off-street parking, and “spillover” traffic from adjacent development</i></p>		<p>Additionally, traffic entering and leaving off-site parking garages (including the Spaulding lot) will of necessity enter or exit through the Miracle Mile residential neighborhood. This traffic intrusion was not addressed in the DEIR.</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUE IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>
<p><u>TRANSPORTATION Issues</u></p> <p><i>Severe traffic congestion along most major transportation corridors and intersections, with many streets functioning in excess of full capacity.</i></p> <p><i>Overflow of traffic from congested commercial corridors negatively impacts the quality of life in residential neighborhoods.</i></p> <p><i>Insufficient off-street parking areas and structures, resulting in spillover parking from commercial areas into adjacent residential areas.</i></p> <p><i>Due to the existing level of traffic congestion, the impact of new large projects on traffic circulation will continue to be a major concern in the community.</i></p>	<p>FAIL</p> <p>FAIL</p> <p>FAIL</p> <p>FAIL</p>	<p>Not addressed in the DEIR</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUE IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p> <p>Not addressed in the DEIR</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUE IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>
<p><i>GOAL 14 DISCOURAGE NON-RESIDENT TRAFFIC FLOW ON RESIDENTIAL LOCAL STREETS, AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC AND PARKING CONTROLS.</i></p> <p><i>Policies</i></p> <p><i>14-1.1 The City Planning Department and LADOT should continue to work closely with the Wilshire Community Plan Area residents to identify existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Protection Plans</i></p>	<p>FAIL</p> <p>FAIL</p>	<p>Not addressed in the DEIR</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUE IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>
<p><i>GOAL 16 PROVIDE A COMMUNITY-WIDE CIRCULATION SYSTEM OF FREEWAYS, HIGHWAYS, AND STREETS WHICH SUPPORTS EXISTING AND</i></p>	<p>FAIL</p>	<p>Not addressed in the DEIR</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND</p>

<p>PLANNED LAND USES AND ANTICIPATED TRAFFIC FLOW VOLUMES, WHILE MAINTAINING ACCEPTABLE LEVELS OF SERVICE AT ALL INTERSECTIONS.</p> <p><i>Objective 16-1 Comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development.</i></p> <p>Policies</p> <p>16-1.1 Maintain a satisfactory Level of Service (LOS) above LOS "D" for Class II Major Highways, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS "D" for Secondary Highways and Collector Streets.</p>	<p>FAIL</p> <p>FAIL</p>	<p>RECIRCULATED. MERELY CORRECTING THE ISSUE IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>
<p>Objective 16-2 Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.</p> <p>Policies</p> <p>16-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision or any other discretionary action, unless the Decision-makers make the following findings or a statement of overriding considerations:</p> <p>The transportation infrastructure serving the project site and surrounding area, specifically the Freeways, Highways, and Streets presently serving the affected area within the Wilshire Community Plan, have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.</p>	<p>FAIL</p> <p>FAIL</p> <p>FAIL</p>	<p>Not addressed in the DEIR</p> <p>THIS DRAFT DEIR NEEDS TO BE CORRECTED AND RECIRCULATED. MERELY CORRECTING THE ISSUE IN THE DEIR WITHOUT RECIRCULATION WOULD NOT ALLOW FOR PUBLIC COMMENT.</p>

TABLE 2

CONSISTENCY WITH THE FRAMEWORK ELEMENT

PROJECT POLICY LISTED	CONSISTENCY STATEMENT	GRADE	REASON
<p>Chapter 3, Land Use Distribution of Land Use Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.</p> <p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p> <p>Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.</p>	<p>Consistent. Policies pertaining to this objective refer to the Framework's Land Use Diagram, which designates specific areas as districts, centers, or boulevards so as to ensure diversity in Citywide land use patterns. The Project Site is located in an area of Miracle Mile designated as a Regional Center, which are defined as focal points of regional commerce, identity, and activity which are expected to contain a diversity of uses, including major cultural facilities. The Project would enliven the western end of the LACMA Campus and Museum Row and contribute to the Regional Center's identity by adding diversity to the existing concentration of museum uses along Museum Row that serve nearby residents, the larger metropolitan region, and tourists.</p>	FAIL	<p>No finding of adequate infrastructure has been made. See Master Response #1</p>
<p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to</p>	<p>Consistent. The Project Site is on the LACMA Campus in an area already well-served by public</p>	FAIL	<p>No finding of adequate infrastructure has been made. See Master Response #1</p>

<p>support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p>infrastructure, including existing transit as well as the future Metro Westside Subway Extension. The Museum and ancillary uses are consistent with the Project Site's designation as a Regional Center.</p>		
<p>Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram (Figures 3-1 to 3-4) and Table 3-1.</p>	<p>Consistent. The Museum and ancillary uses are consistent with the Project Site's designation as a Regional Center.</p>	<p>FAIL</p>	<p>No finding of adequate infrastructure has been made. See Master Response #1</p>
<p>Policy 3.1.7: Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured. "3.1.6" <i>Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy. (P1)</i></p>	<p>Consistent. The Museum and ancillary uses are consistent with the Project Site's designation as a Regional Center. The Project Site is well-served by existing public transit, including regional and local bus lines, as well as the future Wilshire Bus Rapid Transit Project (completion of the Western-San Vicente segment scheduled for late 2014) and future Metro Westside Subway Extension (completion scheduled for 2023).</p>	<p>FAIL</p>	<p>No finding of adequate infrastructure has been made. See Master Response #1</p>
<p>Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.</p>	<p>Consistent. The Project would represent infill development that would adaptively reuse an existing building and introduce new development to house a new Museum, which would be consistent with scale and character of adjacent LACMA, Page Museum/La Brea Tar Pits, and other museum uses in the Project area and would not displace or destabilize the surrounding</p>	<p>FAIL</p>	<p>Project does not promote quality of life through a reduction of vehicular trips, vehicle miles traveled or air pollution. (Objective 3.2) Traffic intrusion into nearby residential neighborhoods and circulation of traffic in search of parking will increase GHG concentrations. No finding of adequate infrastructure has been made.</p>

	<p>neighborhoods.</p> <p>The residential Park La Brea development would be buffered from the Project Site by the Resnick North Lawn and set back farther from Sixth Street than LACMA's existing Resnick Exhibition Pavilion. New construction would be of compatible, contemporary design intended to complement the Original Building and the varied architectural styles of LACMA buildings, while still constituting a unique and iconic building in its own right. The nearest residential development is the six-story condominium building at 637 N. Fairfax Avenue, bordered on three sides by commercial uses. Otherwise, low-density residential neighborhoods, west of Fairfax, north of Park La Brea, and south of Eighth Street, are buffered from the Project Site by distance and intervening commercial and multifamily residential development. New Project construction north of the Original Building would be compatible with the existing LACMA Campus setting and Museum Row, and would not substantially alter existing land use relationships in the Project vicinity.</p>		<p>See Master Response #1</p>
<p>POLICY 3.3.2</p>	<p>Not addressed in this DEIR.</p>		<p>No finding of adequate infrastructure has been made. See Master Response #1</p>
<p>Policy 3.13.3: Encourage the inclusion of public service uses (e.g., day and elder care, community meeting rooms, and recreational facilities), school classrooms, cultural facilities (museums and libraries), and similar uses in mixed-use structures.</p>	<p>Consistent. The Project would create a new cultural institution, including a Museum and theaters, on the LACMA Campus and would increase the concentration of cultural institutions on Museum Row. The Piazza would serve as an attractive, publicly accessible gathering space off Fairfax</p>	<p>FAIL</p>	<p>This is not a mixed use building per the Zoning code. No residential is included and the Project description does not refer to it being a Mixed-Use Project.</p>

<p>Goal 3K: Transit stations to function as a primary focal point of the City’s development.</p> <p>Objective 3.15: Focus mixed commercial/residential uses, neighborhood oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.</p> <p>Policy 3.15.1: Prepare detailed plans for land use and development of transit-oriented districts consistent with the provisions of the General Plan Framework Element and the Land Use/Transportation Policy.</p>	<p>Avenue.</p> <p>Consistent. The Project represents a quasi-public amenity, with publicly accessible ancillary uses such as the Piazza, at a stop on the future Metro Westside Subway Extension (completion scheduled for 2023). The Project Site is on Museum Row and Miracle Mile, which are already characterized by a range of retail, cultural, and residential uses. Surrounding low-density residential neighborhoods would be buffered from the Project by distance and intervening development and the Project would not adversely affect existing museum uses on the LACMA Campus, the Page Museum/La Brea Tar Pits, or other museum, cultural, or commercial uses.</p>	<p>FAIL</p>	<p>The Wilshire Community Plan does not designate the Miracle Mile as a Transit Oriented District.</p> <p>In order to prepare detailed plans for land use and development of transit oriented districts a finding would need to be found using Framework Policy 3.3.2</p> <p>No finding of adequate infrastructure has been made. See Master Response #1</p>
<p>Policy 3.16.1: Enhance pedestrian activity in areas designated as a Pedestrian-Oriented District ("PD") by the design and siting of buildings in accordance with the policies contained in Chapter 5: Urban Form and Neighborhood Design.</p>	<p>Consistent. Project implementation would enhance the pedestrian environment in the Project area, which already supports considerable pedestrian activity, by improving access between Fairfax Avenue, the Project Site, and the LACMA Campus, and by providing an attractive, publicly accessible gathering place with creation of the Piazza. Project implementation would also serve to enliven the western edge of the LACMA Campus.</p>	<p>FAIL</p>	<p>The Miracle Mile is not designated a pedestrian Oriented District.</p>
<p>Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.</p> <p>Policy 5.4.2: Locate libraries, cultural facilities, police substations and other community facilities on the ground floors of mixed-use buildings, where feasible.</p>	<p>Consistent. The Project Site is designated as a Regional Center and Project implementation would increase the concentration of cultural institutions on Museum Row. The Project proposes a Museum, theaters, a Museum Store and Museum Café, and publicly accessible Piazza, which would constitute public and neighborhood-serving uses as well as a regional and tourist</p>	<p>FAIL</p>	<p>This is not a mixed use building.</p> <p>It is not a community facility.</p>

<p>Policy 5.4.3: Locate community facilities in or near community and regional centers.</p>	<p>destination.</p>		
<p>Policy 5.4.4: Encourage the use of community facilities for nighttime activity through the use of appropriate roadway and pedestrian area lighting.</p>	<p>Consistent. The Project Site would support regular evening programs, including some evening Museum hours, evening theater programming, and access to the Piazza during the evening. The New Wing, including the Piazza would be lighted at night, which would contribute to an attractive, safe pedestrian environment and enliven the western edge of the LACMA Campus.</p>	<p>FAIL</p>	<p>This is not a community facility and the nighttime use planned will be for invitation only events.</p>
<p>Transportation Objective A.4 (from the General Plan Transportation Element): Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.</p>	<p>Consistent. The low-density residential neighborhoods in the Project vicinity would be buffered from the Project by distance and intervening development. The Sphere’s setbacks from the western Project Site boundary would create some buffer between the Project Site and the closest residential use, the condominium building to the west at 637 S. Fairfax Avenue. The Project would improve the pedestrian environment along Wilshire Boulevard and Fairfax Avenue; the Museum entrance on Wilshire Boulevard would maintain the historical role of Wilshire Boulevard as a pedestrian thoroughfare and provide access for pedestrians approaching the Project Site from the south, and the publicly accessible Piazza would provide a pedestrian-friendly Museum entrance off of Fairfax Avenue.</p>	<p>FAIL</p>	<p>Policies 4.1 from the Transportation Element states: Seek to eliminate or minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an adequate collector street system.</p> <p>The proposed Parking and Traffic Management Plan (PTMP) does not contain specifics as to what measures will be implemented together with estimates of their probability of reducing vehicle trips. Rather they merely presenting a lengthy list of possible options without any specific goals, enforcement mechanisms, or financial penalties for non-compliance.</p>

TITLE SHEET

EXHIBIT A

ORDINANCE 167,551

POSTED

ORDINANCE NO. 167551

1
2
3 An interim control ordinance relating to the issuance
4 of building permits for commercial and industrial projects
5 located in whole or in part within the area generally bounded
6 by the Beverly Hills City boundary on the west, by Pico
7 Boulevard on the south, by Highland Avenue on the east, and by
8 the City boundary north of Melrose Avenue on the north, herein
9 referred to as the Wilshire West Area.
10

11 WHEREAS, the Wilshire West Area has the potential of
12 experiencing rapid increases in land use intensities without
13 sufficient improvements in the transportation infrastructure
14 necessary to accommodate the increased traffic generated by
15 such development; and

16 WHEREAS, at the present time, traffic volumes at the
17 major intersections in the subject area are at or approaching
18 design capacity, and further undirected development will
19 exacerbate the existing situation; and

20 WHEREAS, it is clear that substantial improvement in
21 the traffic and circulation systems servicing the Wilshire West
22 Area is necessary to accommodate higher intensity development
23 and prevent area-wide congestion and accompanying problems in
24 the surrounding residential neighborhoods; and

25 WHEREAS, the Wilshire District Plan should be
26 amended or revised to balance future development and
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1 circulation needs to mitigate adverse transportation impacts
2 of such development; and

3 WHEREAS, the City is exploring alternative
4 mechanisms to provide for improved traffic mobility; and

5 WHEREAS, on July 15, 1987, the City Council acted on
6 two resolutions directing the Department of City Planning and
7 the Department of Transportation, with the cooperation of the
8 City Attorney, to develop a Land Use/Transportation Specific
9 Plan for the Wilshire West Area and to prepare an interim
10 control ordinance for the Wilshire West Area which authorizes
11 the Department of Transportation to review projects and collect
12 funds for placement in a fund to be established as the Wilshire
13 West Transportation Improvement Trust Fund; and

14 WHEREAS, on January 19, 1988, the City Council
15 adopted Ordinance No. 163,158 to address the concerns of
16 traffic generation, spillover parking and land use development;
17 and

18 WHEREAS, on June 23, 1989, the City Council adopted
19 a motion instructing the Departments of Transportation and
20 Planning, in cooperation with the City Attorney, to prepare an
21 interim control ordinance to extend the provisions of Ordinance
22 No. 163,158 to include commercial properties on Melrose Avenue,
23 Beverly Boulevard, La Brea Avenue and Third Street; and

24 WHEREAS, the City Council on February 8, 1988
25 adopted Ordinance 163,158, an interim ordinance for a period of
26 one year with two extensions of 180 days, which expired on
27 January 23, 1990; and

1 WHEREAS, Ordinance 163,158 was reenacted by the City
2 Council on January 16, 1990 as Ordinance 165,470 for a period
3 of one year with two extensions of 180 days, which will expire
4 on January 21, 1992; and

5 WHEREAS, there is a need to reenact Ordinance
6 165,470 in order to insure that intensified land use
7 development does not occur without mitigation of adverse
8 traffic impacts on the surrounding neighborhoods in the
9 Wilshire District Plan.

10
11 NOW THEREFORE,

12
13 THE PEOPLE OF THE CITY OF LOS ANGELES

14 DO ORDAIN AS FOLLOWS:

15
16 Section 1. DEFINITIONS.

17 The following words, whenever used in this Ordinance
18 shall be construed as defined in this Section. Words and
19 phrases not defined herein shall be construed as defined in
20 Section 12.03 of the Los Angeles Municipal Code if defined
21 therein.

22 A. Applicant: Any person, as defined in the
23 Los Angeles Municipal Code Section 11.01, submitting
24 an application for a building permit for a Project who
25 can guarantee to the satisfaction of the Department of
26 Transportation that applicable provisions of this
27
28

1 Ordinance will be implemented by the Applicant or the
2 assignees, lessees, or successors of the Applicant.

3 B. Floor Area Ratio: The ratio between the
4 total square footage of a building's floor area as
5 described by Sections 12.21.1 A 5 and 12.21.1 B 4 of
6 the Los Angeles Municipal Code and the buildable area
7 of the lot.

8 C. Gross Floor Area: The total square footage
9 confined by the outside surface of the exterior walls
10 of a building, as calculated by adding the total
11 square footage of each of the floors therein, except
12 for that square footage devoted to vehicle parking and
13 necessary interior driveways and ramps thereto.

14 D. Land Use/Transportation Specific Plan: An
15 ordinance containing (1) an integrated program of
16 transportation mitigation measures which are intended
17 to improve the flow of traffic within portions of the
18 City impacted by increased traffic within that
19 designated area, such as, but not limited to: traffic
20 signal systems improvements; Transportation Demand
21 Management programs; parking management programs;
22 street widenings, dedications, and other major and
23 minor highway improvements designed to increase
24 capacity; public and private transit; (2) provisions
25 that require private sector financial participation in
26 implementing the transportation mitigation measures;
27 and (3) land use regulations for a defined area of the
28

1 City which provide regulatory controls and/or
2 incentives for the systematic execution of the General
3 Plan, and which provide for public needs, convenience
4 and general welfare pursuant to Los Angeles Municipal
5 Code Section 11.5.7.

6 E. Project: The construction of any building
7 or structure, or the addition to, alteration,
8 conversion, or change of use of any land, building or
9 structure on a lot in the C, M, or P zones which
10 requires the issuance of a building permit and which
11 results in an increase in the number of Trips. For
12 purposes of this Ordinance, the term Project shall not
13 include the following: (1) the construction of any
14 building or structure, or the addition to, alteration,
15 conversion, or change of use of any land related to
16 the operation and maintenance of public facilities
17 owned, operated or managed by the City or County of
18 Los Angeles; (2) the construction, addition to,
19 alteration, conversion, or change of use of any
20 non-profit medical research facility approved by the
21 City Planning Commission by the effective date of this
22 Ordinance; and (3) the issuance of building permits,
23 including, but not limited to, electrical, plumbing,
24 mechanical, facia, and sign permits, for existing
25 buildings or structures which do not result in an
26 increase in the floor area and do not change the use
27 of such buildings or structures.

1 F. Project Permit: A permit issued pursuant
2 to the provisions set forth in Section 7 of this
3 Ordinance.

4 G. Significant Traffic Impact: The projected
5 traffic impact upon an intersection that will result
6 if a Project is constructed and occupied, based on the
7 Traffic Assessment for that Project. Significant
8 Traffic Impact is an increase in the intersection's
9 volume/capacity ratio of 0.02 or more which results in
10 a volume/capacity ratio of more than 0.90 after the
11 net additional Project-related Trips are included but
12 prior to calculating the effect of the Applicant's
13 Traffic Mitigation Plan. A Significant Traffic Impact
14 shall be calculated considering: (1) an estimate of
15 net additional Project-related Trips; (2) ambient
16 traffic growth as projected by the Department of
17 Transportation to the year of the completion of the
18 Project; (3) impacts of known related developments
19 which have applied for a building permit or which have
20 been submitted to the City for discretionary review,
21 projected to the year of completion of the Project;
22 and (4) any other transportation improvements
23 committed, constructed, under construction or
24 guaranteed to be constructed by another project or a
25 governmental entity within five years of issuance of a
26 building permit for the Project. Any transportation
27 improvement project included in the City's Capital
28

1 Improvement Expenditure Program or in the annual
2 element of the current Los Angeles County
3 Transportation Improvement Program shall be considered
4 to be "guaranteed to be constructed" for purposes of
5 calculating the Significant Traffic Impact.

6 H. Traffic Assessment: A written
7 determination prepared by the Department of
8 Transportation as to the likely transportation impacts
9 resulting from completion and occupancy of a Project
10 considering (1) an estimate of net additional
11 Project-related Trips beyond that generated by the
12 existing use; (2) geographic distribution of those
13 Trips; (3) impact of traffic generated by known
14 related developments which have applied for a building
15 permit or which have been submitted to the City for
16 discretionary review, projected to the year of
17 completion of the Project; (4) ambient traffic growth
18 as projected by the Department of Transportation to
19 the year of completion of the Project; and (5) current
20 levels of service at nearby intersections, as
21 determined from a map annually updated by the
22 Department of Transportation. The Traffic Assessment
23 is to provide the Applicant with a determination as to
24 the need for a Traffic Mitigation Plan.

25 I. Traffic Mitigation Fee: A fee which an
26 Applicant may be required to pay pursuant to the terms
27 of a Land Use/Transportation Specific Plan which shall
28

1 be based on Trips generated by a Project and the cost
2 per single Trip of identified comprehensive
3 transportation improvements.

4 J. Traffic Mitigation Plan: A document
5 submitted by the Applicant indicating street
6 improvements, Transportation Demand Management (TDM)
7 measures and appropriate monitoring mechanisms, and/or
8 other transportation improvements necessary to
9 mitigate transportation impacts of the Project to
10 levels of insignificance. The Traffic Mitigation Plan
11 shall be prepared in accordance with guidelines
12 prepared by the Department of Transportation and shall
13 be accompanied by appropriate maps, graphics, and
14 drawings to reflect clearly the impact of the Project
15 and the ability of the proposed mitigation
16 improvements to reduce any Significant Traffic Impact.

17 K. Transportation Demand Management (TDM): An
18 integrated program of transportation management
19 measures for a Project which are to be implemented by
20 the Applicant, including, but not limited to,
21 rideshare incentives; methods to coordinate rideshare
22 programs with other developments; staggered work
23 schedules that shift trips outside the morning and
24 evening peak periods; employee incentives that
25 encourage carpool and vanpool usage; and parking
26 policies.

1 L. Trip: an arrival at or a departure from a
2 Project during the p.m. peak hour by a motor vehicle.
3

4 Sec. 2. ORDINANCE AREA.

5 The provisions of this Ordinance shall apply to the
6 Wilshire West Land Use/Transportation Specific Plan Area,
7 generally bounded on the west by the City of Beverly Hills, on
8 the south by Pico Boulevard, on the east by Highland Avenue,
9 and the north by the City boundary north of Melrose Avenue, as
10 depicted by Maps A and B on the following two pages:

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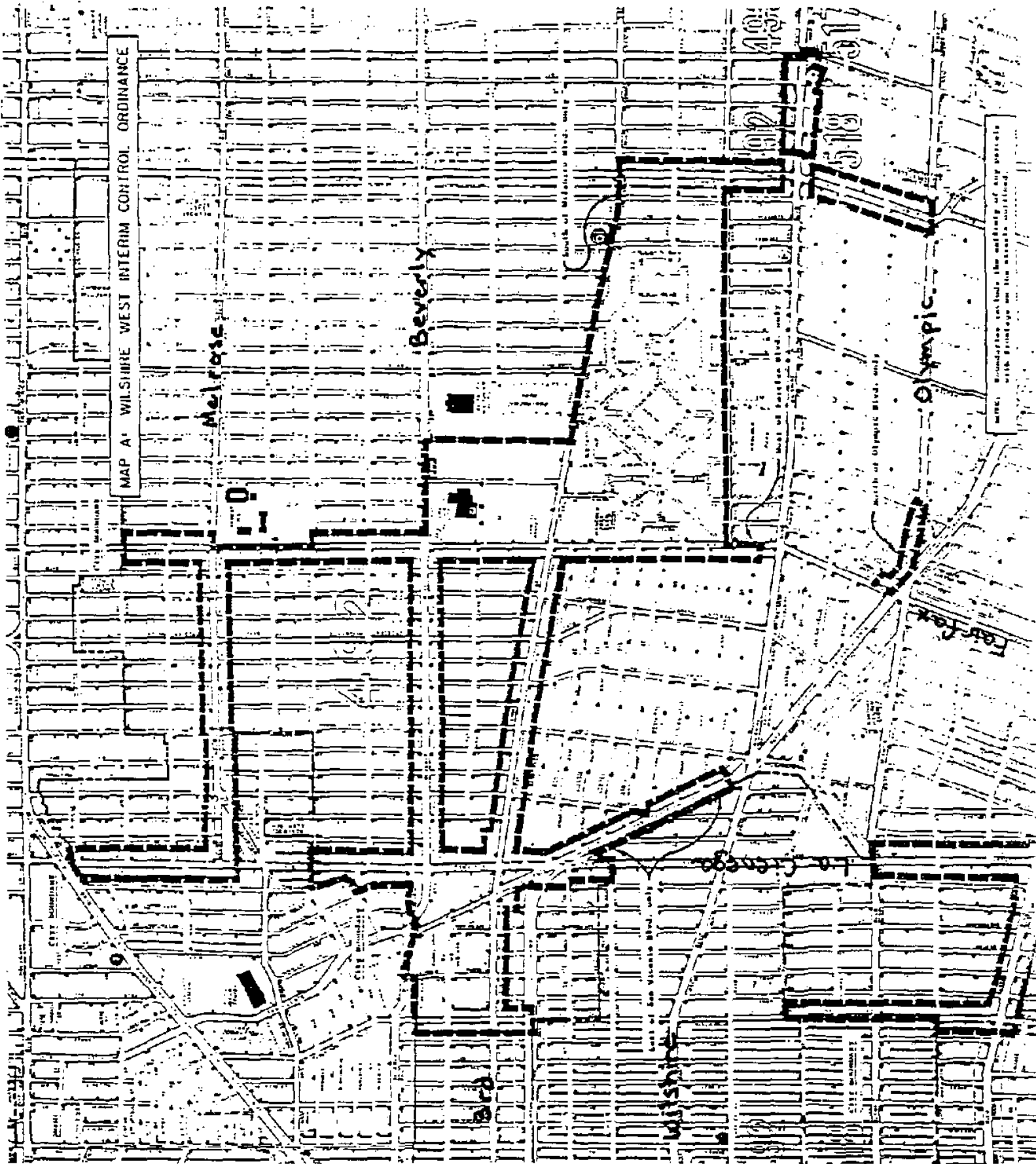
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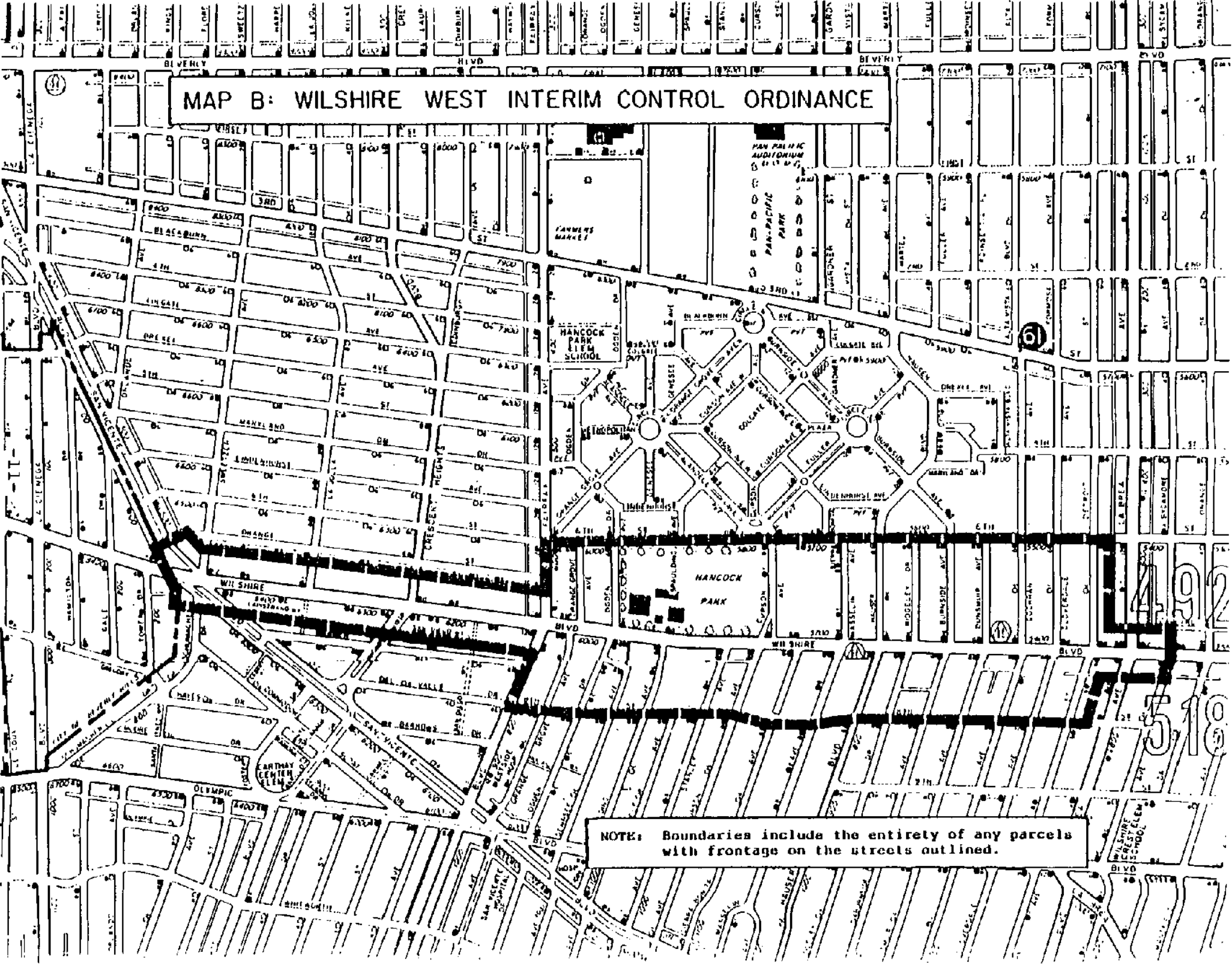
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MAP A: WILSHIRE WEST INTERIM CONTROL ORDINANCE



Areas bounded by thick black lines include the entirety of any parcels with setbacks on the streets outlined.

MAP B: WILSHIRE WEST INTERIM CONTROL ORDINANCE



NOTE: Boundaries include the entirety of any parcels with frontage on the streets outlined.

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1 Sec. 3. PROHIBITION.

2 A. Notwithstanding any provision of the
3 Los Angeles Municipal Code to the contrary, for a
4 period of 365 days from the effective date of this
5 Ordinance, or until a Land Use/Transportation Specific
6 Plan for the Wilshire West Area is adopted and becomes
7 effective, whichever first occurs:

8 1. No building permit shall be issued to
9 erect, construct or add to any building or
10 structure for any Project on any lot located in
11 whole or in part within the areas identified in
12 Section 2 of this Ordinance; and

13 2. No person shall erect, construct, or add
14 to any building or structure for any Project on
15 any lot located in whole or in part within the
16 areas identified in Section 2 of this Ordinance
17 pursuant to a building permit issued on or after
18 October 22, 1987 for which a vested right has not
19 accrued prior to the effective date of this
20 Ordinance.

21 B. The prohibition specified in Subsection A
22 above shall not apply to the following:

23 1. Any Project which has complied with the
24 provisions of Sections 4, 5 and 6 of this
25 Ordinance.

26 2. Any Project which has complied with the
27 provisions of Section 7 of this Ordinance.

1 3. Single-family dwellings, and multiple
2 dwellings and apartment houses.

3 4. Any Project for which a building permit
4 is required, (1) in order to comply with an order
5 issued by the Department of Building and Safety
6 to repair an unsafe or substandard condition, or
7 (2) in order to rebuild as a result of
8 destruction by fire, earthquake or other natural
9 disaster, with the exception of destruction by
10 flood, provided that such Project is not
11 prohibited by any provision of the Los Angeles
12 Municipal Code.

13 5. Any Project, for which a public hearing
14 has been held on or after January 1, 1986, but
15 before October 22, 1987, for one of the following
16 discretionary approvals, initiated by application
17 by property owners or their representatives, and
18 which considered the traffic impacts of the
19 Project: zone change, height district change,
20 conditional use permit, variance, zone boundary
21 adjustment, tract map, or parcel map.

22 6. Any Project which complies with Sections
23 5 and 6 of this Ordinance and was granted one or
24 more of the following discretionary approvals,
25 initiated by application by property owners or
26 their representatives on or after the effective
27 date of this Ordinance: zone change, height
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1 district change, conditional use permit,
2 variance, zone boundary adjustment, tract map, or
3 parcel map. Provided, however, no subsequent
4 changes are made to the Project which increase
5 the height, floor area ratio, or uses from that
6 considered under the discretionary approval.
7

8 Sec. 4. LAND USE PROVISIONS.

9 If the Project conforms to the following provisions
10 and complies with Sections 5 and 6 of this Ordinance, then the
11 Department of Building and Safety shall have the authority to
12 issue a building permit.

13 A. The Project is located within the area
14 described on Map A, Section 2 of this Ordinance and
15 does not have a Floor Area Ratio exceeding 1.0 to 1.

16 B. The Project is located within the area
17 described on Map B, Section 2 of this Ordinance and
18 does not have a Floor Area Ratio exceeding 3.0 to 1.

19 C. Parking is as follows:

20 1. For office buildings and retail shops,
21 at least one parking space is provided per 300
22 square feet of floor space.

23 2. For restaurants, at least 10 spaces are
24 provided per 1,000 square feet of floor area.

25 3. For hotels and motels, at least one
26 space is provided per guest room.

27 . . .

1 4. For medical and dental offices, at least
2 one space is provided per 125 square feet of
3 floor area.

4 5. For hospitals, at least 2.5 spaces are
5 provided per bed.

6 6. For theaters, at least one space is
7 provided for every three seats.

8 7. For shopping centers with less than
9 50,000 square feet of Gross Floor Area, at least
10 five parking spaces are provided per 1,000 square
11 feet.

12
13 Sec. 5. REVIEW OF TRANSPORTATION IMPACTS.

14 If the Applicant has done the following and has
15 complied with Sections 4 and 6 of this Ordinance, then the
16 Department of Building and Safety shall have the authority to
17 issue a building permit.

18 A. Submitted the Project description to the
19 Department of Transportation for review regarding
20 Significant Transportation Impacts of the Project as
21 outlined in Section 6 of this Ordinance. The
22 application must be accompanied by the appropriate
23 processing fee as follows:

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<u>Number of Trips</u>	<u>Filing Fees</u>
Projects with 42 or fewer trips	\$100
Projects with 43 or more trips	
Traffic Assessment fee	\$500
Traffic Mitigation Plan review fee (only for Projects that have Significant Transportation Impacts as determined in the Traffic Assessment)	\$1780

All fees so collected shall be placed in the
Wilshire West Transportation Improvement Trust Fund.

B. Guaranteed, to the satisfaction of the
Department of Transportation, that the Applicant will
implement any transportation mitigation measures
required by the Department of Transportation or the
City Council on appeal, pursuant to Section 6 of this
Ordinance. The guarantee of the implementation of
traffic mitigation measures shall be by cash, by
letter of credit, by obtaining a "B" permit, or by
other methods satisfactory to the Department of
Transportation.

C. Paid a portion and guaranteed payment of a
portion of the interim traffic mitigation fee to the
Department of Transportation, as specified in Section
8 of this Ordinance. The guarantee of fee payment
shall be by cash, by letter of credit, by covenant and
agreement, or by other means satisfactory to the
Department of Transportation.

1 D. Signed and recorded a covenant and agreement
2 acknowledging that the Department of Transportation is
3 formulating, and the City Council may adopt, a
4 Transportation Specific Plan for the Wilshire West
5 District Plan area to which the project may be subject
6 and that the applicant covenants and agrees to
7 implement the provisions as are described in the
8 Transportation Specific Plan, including the payment of
9 any traffic mitigation fees, to the extent that the
10 City Council, after notice and hearing, adopts such an
11 ordinance.

12 E. All covenants and agreements referred to
13 herein, shall be effective upon recordation and shall
14 run with the land and shall be binding upon any future
15 owners, successors, heirs or assigns of the Project
16 Applicant. Prior to the City's acceptance of a
17 covenant and agreement, the Applicant shall
18 demonstrate to the satisfaction of the Department of
19 Transportation the authority to comply with all of the
20 provisions of the covenant and agreement.

21
22 Sec. 6. TRANSPORTATION MITIGATION MEASURES.

23 If the Project complies with the appropriate criteria
24 below, based upon the Trips generated by the Project as
25 calculated by the Department of Transportation using the table
26 in Section 9 of this Ordinance, and if the Project complies
27 with Sections 4 and 5 of this Ordinance, then the Department of
28

1 Building and Safety shall have the authority to issue a
2 building permit.

3 A. 1-42 Trips: An Applicant for a Project
4 which generates from 1 to 42 Trips shall make the
5 applicable highway dedications and improvements as
6 required pursuant to any other applicable law or
7 discretionary action.

8 B. 43 or more Trips: An Applicant for a
9 Project which generates 43 or more Trips shall make
10 the applicable highway dedications and improvements as
11 required pursuant to any other applicable law or
12 discretionary action. The Department of
13 Transportation shall provide a Traffic Assessment of
14 the Project to the Applicant within 15 working days
15 from the date the Applicant submits a description of
16 the Project to the Department of Transportation for
17 review. If the Traffic Assessment finds that there
18 will be Significant Transportation Impacts caused by
19 the Project, the Applicant shall provide a Traffic
20 Mitigation Plan prepared to the satisfaction of the
21 Department of Transportation containing mitigation
22 measures that the applicant proposes to implement to
23 reduce Significant Transportation Impacts at
24 intersections identified in the Traffic Assessment.

25 The Department of Transportation, and the City
26 Council on appeal, shall have the authority to require
27 that mitigation measures be undertaken to reduce the
28

1 Significant Transportation Impacts of a Project as a
2 condition of granting a building permit. Such
3 mitigation measures may include but are not limited to
4 the following: demand management measures such as
5 ridesharing and vanpool programs, shuttle buses,
6 staggered work hours; parking management programs;
7 street widenings and dedications; construction of
8 off-site improvements; traffic signal system
9 improvements; and other major and minor highway
10 improvements designed to increase capacity.

11
12 Sec. 7. PROJECT PERMIT PROCEDURE.

13 A. The City Planning Commission, and the City
14 Council on appeal, shall have authority to approve the
15 issuance of Project Permits for any Project which does
16 not comply with Section 4 of this Ordinance. In
17 approving a Project Permit, the City Planning
18 Commission, or the City Council on appeal, may impose
19 conditions on the same basis it would in granting a
20 conditional use approval pursuant to Section 12.24 B
21 of the Los Angeles Municipal Code. The procedure for
22 consideration of a Project Permit shall be as set
23 forth in Section 12.24 B 3. A Project Permit shall
24 include approval of preliminary site and elevation
25 plans.

26 B. Applications for Project Permits shall be
27 filed on forms provided by the Department of City
28

1 Planning. Applications shall not be deemed complete
2 until accompanied by the reports of the Departments of
3 City Planning and Transportation pursuant to
4 Subsection C of this Section.

5 C. In order to obtain a Project Permit, the
6 Applicant shall do the following:

7 1. Submit a site plan showing building
8 footprint, setbacks, amount of floor area and a
9 calculation of Floor Area Ratio, plus an
10 elevation plan showing building heights as
11 measured according to Section 12.03 of the Los
12 Angeles Municipal Code, to the Department of City
13 Planning for its review and report to the City
14 Planning Commission.

15 2. Submit the Project description to the
16 Department of Transportation for its review and
17 report to the City Planning Commission regarding
18 Significant Transportation Impacts of the Project
19 and recommended traffic mitigation measures. The
20 Department of Transportation shall utilize the
21 procedure set forth in Section 6 of this
22 Ordinance to prepare its report to the City
23 Planning Commission. The application must be
24 accompanied by the appropriate processing fee as
25 follows:

26 . . .

27 . . .

Number of Trips

Filing Fees

Projects with 42 or fewer trips \$ 100

Projects with 43 or more trips

Traffic Assessment fee \$ 500

Traffic Mitigation Plan review \$1,780

fee (only for Projects that have
Significant Transportation Impacts
as determined in the Traffic
Assessment)

All fees so collected shall be placed in the
Wilshire West Transportation Improvement Trust
Fund.

D. In approving a Project Permit, The City
Planning Commission, and the City Council on appeal,
after consideration of the reports by the Departments
of City Planning and Transportation and public
comments, shall make the findings set forth in Section
12.24 B of the Los Angeles Municipal Code and shall
also make the following findings:

1. The Applicant has proposed to adequately
reduce any Significant Transportation Impacts of
the Project.

1 2. The proposed Project includes conditions
2 to reduce any adverse parking impacts on
3 residential areas.

4 E. Any approval or disapproval of a Project
5 Permit by the City Planning Commission pursuant to
6 this Ordinance shall be appealable to the City Council
7 under the procedures set forth in Section 12.24 B of
8 the Los Angeles Municipal Code.

9 F. The application fee and appeal fee for a
10 Project Permit shall be the same as that for a
11 conditional use permit as set forth in Section 19.01 C
12 of the Los Angeles Municipal Code. The fees shall
13 accompany the application for a Project Permit or
14 appeal.

15 G. An Applicant who has obtained a Project
16 Permit pursuant to the provisions of this Section
17 shall guarantee, to the satisfaction of the Department
18 of Transportation, the implementation of any
19 transportation mitigation measures required by the
20 City Planning Commission, and the City Council on
21 appeal, prior to the issuance of a building permit for
22 the Project. The guarantee of the implementation of
23 traffic mitigation measures shall be by cash, by
24 letter of credit, by obtaining a "B" permit, or by
25 other methods satisfactory to the Department of
26 Transportation.

27 . . .

1 H. An applicant who has obtained a Project
2 Permit pursuant to the provisions of this Section
3 shall pay a portion and guarantee payment of a portion
4 of the interim traffic mitigation fee to the
5 Department of Transportation, as specified in Section
6 8 of this Ordinance. The guarantee of the fee payment
7 shall be by cash, by letter of credit, by covenant and
8 agreement, or by other means satisfactory to the
9 Department of Transportation.

10 I. An applicant who has obtained a Project
11 Permit pursuant to the provisions of this Section
12 shall sign and record a covenant and agreement
13 acknowledging that the Department of Transportation
14 is formulating, and the City Council may adopt, a
15 Transportation Specific Plan for the Wilshire West
16 District Plan area to which the project may be subject
17 and that the applicant covenants and agrees to
18 implement the provisions as are described in the
19 Transportation Specific Plan, including the payment of
20 any traffic mitigation fees, to the extent that the
21 City Council, after notice and hearing, adopts such an
22 ordinance.

23 J. All covenants and agreements referred to
24 herein, shall be effective upon recordation and shall
25 run with the land and shall be binding upon any future
26 owners, successors, heirs or assigns of the Project
27 Applicant. Prior to the City's acceptance of a
28

1 covenant and agreement, the Applicant shall
2 demonstrate to the satisfaction of the Department of
3 Transportation the authority to comply with all of the
4 provisions of the covenant and agreement.

5 I. An Applicant who has obtained a Project
6 Permit shall submit final site and elevation plans to
7 the City Planning Department prior to the issuance of
8 a building permit. The Department of City Planning
9 shall compare the final plans with the preliminary
10 plans approved by the Commission. If the Department
11 of City Planning determines that the final site or
12 elevation plan contains substantial changes, the final
13 plans shall be submitted to the City Planning
14 Commission for its review and approval.

15
16 Sec. 8. INTERIM TRAFFIC MITIGATION FEE.

17 A fee which the City will use to mitigate the area-
18 wide impact of the estimated net additional Trips generated by
19 the Applicant's Project. The interim traffic mitigation fee
20 shall be calculated according to the following formula:

21
22 Fee = number of net additional Trips
23 generated by the Project x \$4,900.00.

24
25 The payment of the interim traffic mitigation fee is
26 divided into two portions:
27
28

1 1) That portion of the fee which the Applicant
2 must pay when submitting the Project for review under
3 Section 5 A or after receiving a Project Permit under
4 Section 7 H.

5 This portion of the fee shall be calculated
6 according to the following formula:

7
8 Portion to be paid = number of net
9 additional Trips generated by the Project x
10 \$300.00.

11
12 2) That portion of the fee which the Applicant
13 must pay at the time a Land Use/Transportation
14 Specific Plan Ordinance for the Wilshire West Area is
15 adopted by the City Council and becomes effective.

16 This portion of the fee shall be calculated
17 according to the following formula:

18
19 Portion to be guaranteed = number of net
20 additional Trips generated by the Project x
21 \$4,600.00.

22
23 At the time the Applicant submits the Project for
24 review under Section 5 A or after receiving a Project
25 Permit under Section 7 H, the Applicant must guarantee
26 payment of the second portion of the fee.

27 . . .

1 The guarantee of fee payment shall be by cash, by
2 letter of credit, by covenant and agreement, or by
3 other means satisfactory to the Department of
4 Transportation.

5 A covenant and agreement shall be signed and
6 recorded acknowledging that the Department of
7 Transportation is formulating, and the City Council
8 may adopt, a Transportation Specific Plan for the
9 Wilshire West District Plan area to which the project
10 may be subject and that the applicant covenants and
11 agrees to implement the provisions as are described in
12 the Transportation Specific Plan, including the
13 payment of any traffic mitigation fees, to the extent
14 that the City Council, after notice and hearing,
15 adopts such an ordinance.

16 All covenants and agreements referred to herein
17 shall be effective upon recordation, shall run with
18 the land and shall be binding upon any future owners,
19 successors, heirs or assigns of the Project
20 Applicant. Prior to the City's acceptance of a
21 covenant and agreement, the Applicant shall
22 demonstrate to the satisfaction of the Department of
23 Transportation the authority to comply with all of the
24 provisions of the covenant and agreement.

25 At such time that the City Council has adopted a
26 Land Use/Transportation Specific Plan for the area
27 identified in Section 2 of this Ordinance, an
28

1 Applicant who has guaranteed the payment of the
2 interim traffic mitigation fee shall be entitled to a
3 recalculation of that fee on the same basis used to
4 calculate the Traffic Mitigation Fee for the Land
5 Use/Transportation Specific Plan. This recalculation
6 shall use that Plan's cost per trip mitigation figure,
7 and trip table, and shall consider applicable
8 exemptions authorized under the Plan, if any. In the
9 event that the Traffic Mitigation Fee obtained as a
10 result of this recalculation is higher than the
11 previously guaranteed interim traffic mitigation fee,
12 the applicant who has guaranteed the payment of the
13 interim traffic mitigation fee will not be required to
14 pay the higher amount.

15
16 Sec. 9. TRIP TABLE.

17 In using this table, the square footage determinations
18 will be made pursuant to the definition of Gross Floor Area.
19 Where a Project has more than one use, the Trips per p.m. peak
20 hour are to be calculated by adding together the Trips
21 generated by each use. For each use not listed below, Trips
22 per p.m. peak hour shall be as calculated by the Department of
23 Transportation.

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Land Use

Trips Per PM Peak Hour

Automobile Uses:

Car Wash	110 per car wash
Gas Station	3.6 per vehicle position at fuel pump
Repair/Service	6.0 per service stall

Banking Uses:

Walk-In Bank (Without Drive-Through)	16.7 per 1,000 sq. ft. of Gross Floor Area
(With Drive-Through)	25.3 per 1000 sq. ft. of Gross Floor Area
Savings & Loan (Without Drive-Through)	5.3 per 1,000 sq. ft. of Gross Floor Area
(With Drive-Through)	6.8 per 1000 sq. ft. of Gross Floor Area

Entertainment Theater: 0.15 per seat

1 Hospitals:

2
3 General 1.2 per bed

4
5 Convalescent 0.2 per bed

6
7 Industrial:

8
9 Industrial Park 1.0 per 1,000 sq. ft.
10 of Gross Floor Area

11
12 Manufacturing 0.8 per 1,000 sq. ft.
13 of Gross Floor Area

14
15 Warehousing 1.6 per 1,000 sq. ft.
16 of Gross Floor Area

17
18 Storage 0.3 per 1,000 sq. ft.
19 of Gross Floor Area

20
21 Science Research & 0.9 per 1,000 sq. ft.
22 Development of Gross Floor Area

23
24 Lodging:

25
26 Hotel, Motel or 0.7 per guest room
27 Apartment Hotel or dwelling unit

1 Office:

2
3 Commercial Office 2.8 per 1,000 sq. ft.
4 Under 100,000 sq. ft. of Gross Floor Area
5 of floor area

6
7 Commercial Office 2.0 per 1,000 sq. ft.
8 100,000 sq. ft. of Gross Floor Area
9 of floor area and over

10
11 Government Office 2.9 per 1,000 sq. ft.
12 of gross floor area

13
14 Medical Office 3.9 per 1,000 sq. ft.
15 of Gross Floor Area

16
17 Parking lot or 0.0 trips
18 Parking Structure

19
20 Retail Uses:

21
22 Supermarket 8.8 per 1,000 sq. ft.
23 of Gross Floor Area

24
25 Convenience Market 46.7 per 1,000 sq. ft.
26 of Gross Floor Area
27
28

1 Other Retail Establishments 5.0 per 1,000 sq. ft.
2 of Gross Floor Area
3

4 Restaurants:

5
6 Low turnover (a restaurant 6.1 per 1,000 sq. ft.
7 with more than 2,000 sq. of Gross Floor Area
8 ft.)

9
10 High turnover (a restaurant 10.5 per 1,000 sq. ft.
11 with 2,000 sq. ft. or of Gross Floor Area
12 less)

13
14 Fast food (a restaurant 31.6 per 1,000 sq. ft.
15 immediately adjacent to an of Gross Floor Area
16 automobile parking area,
17 where patrons are served
18 at a counter or a drive
19 through)

20
21 Shopping Center
22
23
24
25
26
27
28

1 (A group of architecturally-combined commercial
2 establishments built on a site which is planned, developed
3 and managed as a unit.)
4

5 Less than 30,000 square feet: 14.6 per 1,000 square feet
6 of Gross Floor Area
7

8 30,000 square feet or more: The Trips per p.m. peak
9 hour shall be determined
10 by the following formula:
11

12
13
$$(-0.001A + \frac{323.5}{A} + 3.9) \text{ per } 1,000 \text{ sq. ft. of}$$

14
$$\text{Gross Floor Area}$$

15 Where A =
$$\frac{\text{Gross Floor Area}}{1,000}$$

16 However, in no event shall the Trips per p.m.
17 peak hour for a shopping center exceed 29.3 Trips per
18 1,000 sq. ft. of Gross Floor Area.
19

20 Sec. 10. WILSHIRE WEST TRANSPORTATION IMPROVEMENT
21 TRUST FUND.

22 There is hereby established a special fund entitled
23 the Wilshire West Transportation Improvement Trust Fund. All
24 monies paid to the Department of Transportation pursuant to
25 Sections 5 C and 7 H of this Ordinance and any interest earned
26 thereon, shall be held separate and apart from other City funds
27 and shall be deposited in the Wilshire West Transportation
28

1 Improvement Fund. These funds shall be eligible for
2 expenditure only upon traffic mitigation measures in those
3 areas affected by traffic to, from, in or through the Wilshire
4 West area as determined by the Department of Transportation,
5 subject to the approval of the City Council, or for direct or
6 indirect costs incurred by the City of Los Angeles for the
7 development and administration of the Land Use/Transportation
8 Specific Plan.

9
10 Sec. 11. EXEMPTION.

11 The City Council, acting in its legislative capacity
12 and by resolution, may grant exemptions from any or all of the
13 provisions of this Ordinance in cases of extreme hardship duly
14 established to the satisfaction of the City Council. An
15 application for exemption shall be filed with the Department of
16 Transportation on forms supplied by the Department and shall be
17 accompanied by a fee of \$500.00. The Department of
18 Transportation shall forward completed applications for
19 exemption together with its report and that of the Department
20 of City Planning to the City Council within 15 days of receipt
21 of the completed application for exemption.

22
23 Sec. 12. URGENCY CLAUSE.

24 The City Council finds and declares that this Ordinance
25 is required for the immediate protection of the public peace,
26 health and safety for the following reasons:

1 This Ordinance will prevent potentially irreversible
2 development in violation of the policies and objectives of the
3 Wilshire District Plan. Such development will create serious
4 problems for adjacent, well-maintained, single-family
5 residential neighborhoods, such as traffic congestion, parking
6 on nearby residential streets, and other problems adverse to
7 the public health and safety. These problems will in turn
8 result in excess noise and air pollution inimical to the health
9 of City residents. Permitting increased commercial and
10 industrial density without the mitigation of its impacts
11 offered by this Ordinance will overtax the City's ability to
12 provide adequate police, fire and sanitation services to the
13 detriment of the health and safety of City residents. The
14 increase in traffic will prevent emergency vehicles from
15 passing safely to the detriment of the health and safety of
16 City residents. Therefore, this Ordinance shall become
17 effective upon publication pursuant to Section 281 of the
18 Los Angeles City Charter.

19 . . .
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21 . . .
22 . . .
23 . . .
24 . . .
25 . . .
26 . . .
27 . . .

Sec. 13. The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting for ten days in three public places in the City of Los Angeles, to wit: one copy on the bulletin board located at the Main Street entrance to the City Hall of the City of Los Angeles; one copy on the bulletin board located at the east entrance to the Hall of Justice in said City; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in the said City.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of JAN 14 1992

By *ELIAS MARTINEZ, City Clerk,*
Dean M. Tito
Deputy.

Approved JAN 21 1992

Tom Bradley
Mayor.

Approved as to Form and Legality

1/3/92
JAMES K. HAHN, City Attorney,

By *Jeri L. Burge*
JERI L. BURGE, Deputy.

File No. 87-1213-52

City Clerk Form 193

Conform to Sec. 97.8 of the City Charter.
Approval of this ordinance recommended
for the City Planning Commission
See attached report.

Melanie S. Fallon
Director of Planning *MSF*

DATE 12-30-91

ORDINANCE NO. _____
DECLARATION OF POSTING ORDINANCE

I, MARIA C. GUTIERREZ, state as follows:

I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 169551, entitled:
Wilshire West IEO

a copy of which is hereto attached, was finally adopted by the Council of the City of Los Angeles on Jan. 21, 1992, and under direction of said Council and said City Clerk, pursuant to Section 31 of the Charter of the City of Los Angeles, on Jan. 22, 1992 I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: one copy on the bulletin board at the Main Street entrance to City Hall of said City, one copy on the bulletin board at the east entrance to the Hall of Justice of the County of Los Angeles in said City, and one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles in said City.

The copies of said ordinance posted as aforesaid were kept posted continuously and conspicuously for ten days, or more, beginning Jan. 22, 1992 to and including Feb. 4, 1992.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 22nd day of Jan., 19 92 at Los Angeles, California.

Maria C. Gutierrez
Deputy City Clerk

Effective Date: Feb. 4, 1992

TITLE SHEET

EXHIBIT B

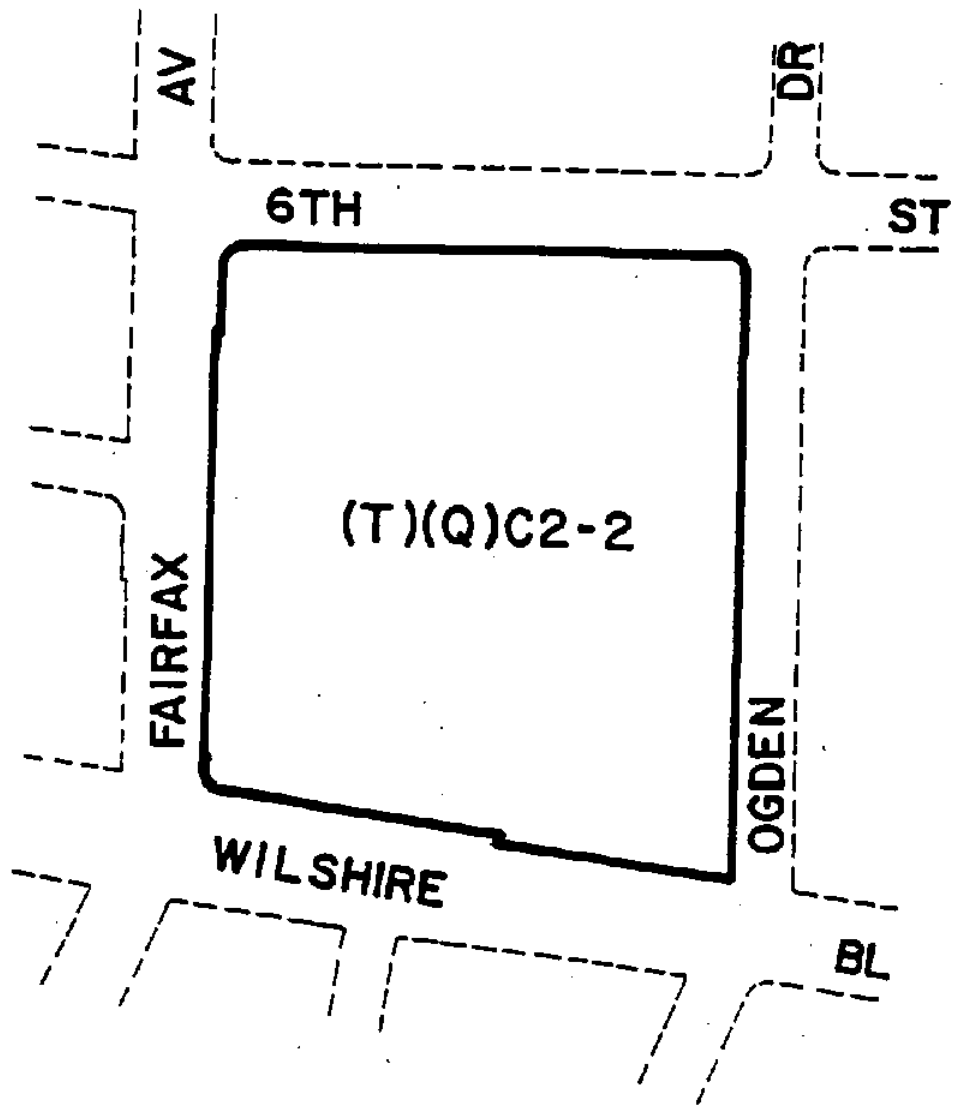
ORDINANCE 168,993

ORDINANCE NO. 168993

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

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

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



ZM	492	CM	135 B 17	CPC	89-0597	MPR
					90-0449	HD

DYG/RY

8-5-92

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Sec. 2. Pursuant to Section 12.32-K of the Los Angeles Municipal Code the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which is subject to the Permanent "Q" Qualified classification.

1. Approval Verification. Copies of any approvals, guarantees or verification of consultations, review or approval as may be required by the following conditions of approval shall be provided to the Planning Department for attachment to the subject file.
2. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.
3. Definition. Any agencies or public officials referenced in these conditions shall mean those agencies or public officials or their successors or designees.
4. Access. Except for emergency access as may be required by the Fire Department, vehicular ingress and egress from the subject property shall be limited to one driveway each on Wilshire Boulevard, Sixth Street, and Ogden Drive, and to a maximum of two driveways on Fairfax Avenue.
5. Environmental. The following conditions are required by the environmental clearance for the subject project:
 - a. Air Qualify. The project shall be provided with an air filtration system to improve the air quality for the project's tenants. However, this requirement shall not preclude the installation of operable windows which permit passive heating and cooling.
 - b. Archaeological. Prior to issuance of grading or building permits for the subject project, a qualified archaeologist shall be retained to monitor any subsurface operations, including but not limited to grading,

excavation, trenching or removal of existing features of the subject property. The archaeologist shall be authorized to and must halt the project and order reasonable protective measures if any significant archaeological resources are uncovered. Such authorization shall be in writing, shall be recorded by covenant and agreement with the County Recorder and shall be provided to the Planning Department for placement in the subject file prior to issuance of grading or building permits for subject project.

- (1) A "qualified archaeologist" means securing the services of the Center for Public Archaeology of California State University at Northridge, the Archaeological Survey of the University of California at Los Angeles or a member of the Society of Professional Archaeologists.
- (2) Copies of any archaeological survey, study, report or findings shall be provided to the Environmental Review Section of the Department of City Planning (Room 655, City Hall, Los Angeles, California 90012) for incorporation into the City archaeological site identification program.
- (3) The archaeologist may not halt a project for more than 90 days without the approval of the City Planning Commission. Such approval must be requested by letter from the archaeologist submitted not more than 30 days after the project is halted. The letter must be accompanied by documentation to support the request and must contain proposed measures to protect the site and to allow all or part of the project to proceed.

c. Cultural Resources/Historic Preservation.

- (1) The corner element as well as the Wilshire Boulevard and Fairfax Avenue facades of the 1939 May Company building shall be preserved and integrated into the proposed project at their present locations.
- (2) An archive shall be established on-site containing photographs and architectural drawings of the May Company building. A model of the building and photographs of the building shall be displayed in the display window at the base of the corner

element and/or in the display windows located along the Wilshire Boulevard and Fairfax Avenue street frontage.

- d. Energy Conservation. The Department of Water and Power and the Southern California Gas Company shall be consulted regarding feasible energy conservation features which can be incorporated into the design of the project. All structures shall comply with State Energy Efficiency Standards (Title 24).
- e. Lighting/Glare. All lighting shall be shielded and directed onto the site and no floodlighting shall be located so as to be seen directly by the adjacent residential areas. This condition shall not preclude the installation of low-level security lighting. Low reflectivity glass shall be required on exterior walls of the office and hotel buildings.
- f. Landscaping - All open areas not used for buildings, driveways, parking areas, hardscape, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect or landscape contractor to the satisfaction of the Planning Department and the Council Office of the district in which the property is located.
- g. Parking. Any nonresidential use of the subject property shall provide off-street parking on site on the basis of the requirements set forth in Section 4c of Ordinance 167,551 (Wilshire West ICO). A minimum of 10 percent of the parking spaces provided shall be designated and reserved exclusively for High Occupancy Vehicle (HOV) use.
- h. Bicycle/Moped/Motorcycle Parking. Secure, convenient bicycle, moped and motorcycle parking areas shall be provided at a ratio of one space for each twenty (20) automobile parking spaces provided for commercial office uses on the subject property. Such spaces shall be located as close to the main vehicular entrance(s) of the office buildings as possible.
- i. Parking/Driveway Plan - A parking area and driveway plan shall be prepared for approval by the appropriate District Offices of the Bureau of Engineering and the

Department of Transportation.

- j. Parking Level Screening - Above-grade parking levels shall be visually screened from frontage streets by landscaping and/or architectural features to the satisfaction of the Planning Department and the Council Office of the district in which the property is located.
- k. Public Services.
 - (1) Police. Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit on design and implementation of a security plan. Prior to the issuance of any building permits, applicant shall execute and record a covenant to the satisfaction of the LAPD assuring implementation of the applicable measures described on pp. 188-189 (Section IV - 0.2) of the Park La Brea SDEIR dated January, 1991.
 - (2) Fire. Applicant shall submit all building plans to the Fire Department for review. Prior to the issuance of any building permits the applicant shall execute and record a covenant to the satisfaction of the Fire Department assuring implementation of the applicable measures described on pp. 185-187 (Section IV - 0.1) of the Park La Brea SDEIR dated January, 1991 and as corrected on pp. 15-16 of the Park La Brea FEIR dated August, 1991.
- l. Transportation Demand Management (TDM) Plan. A TDM Plan shall be prepared to the satisfaction of the Department of Transportation (DOT). The goal of the TDM Plan will be to achieve an average vehicle ridership (AVR) for the commercial office component of this project of 1.5. Prior to the issuance of any building permit the applicant shall execute and record a covenant to the satisfaction of DOT guaranteeing implementation of the DOT-approved TDM Plan.
- m. Trees. Prior to issuance of a grading permit or other building permit for the subject project, a plot plan prepared by a reputable tree expert, as defined by Municipal Code Section 17.02, shall be submitted to the Planning Department and Street Tree Division of the Bureau of Street Maintenance, for approval. The plan shall contain the following:

- (1) Location, size, type and current condition of existing significant desirable trees.
 - (2) Measures recommended by the tree expert for preservation or relocation of as many significant desirable trees as possible on the subject property, including any parkway trees, to the satisfaction of the Planning Department.
 - (3) Measures for replacement of significant desirable trees which cannot be preserved or relocated on the property.
 - (4) Replacement trees in the parkway must be to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance.
 - (5) Replacement trees must be not less than 24-inch box trees which are not less than eight feet in height, not less than two inches in trunk diameter and with not less than a five-foot spread. In those cases where trees of the required size and caliber cannot be obtained, a larger container stock shall be required. Further, all trees shall be in a healthy growing condition. Root bound trees are not acceptable.
- n. Water Conservation. The Department of Water and Power shall be consulted regarding feasible water conservation features which can be incorporated into the design of the project.
- o. Height. No building or structure located on the subject property shall exceed 23 stories or 315 feet in height. However, any building or structure located in whole or in part within 100 feet of Fairfax Avenue shall be limited to a maximum height of 15 stories or 212 feet. Notwithstanding anything to the contrary contained in the Municipal Code, for the purpose of this section height shall be measured from the natural grade to the top of the roof slab.
- p. Solid Waste. Facilities for source separation of recyclable materials including, but not limited to white paper, glass, aluminum, and plastics shall be provided. Commercial size trash compactors shall be installed in all buildings on the subject property.

- q. Paleontological - Prior to issuance of grading or building permits for the subject project, a qualified paleontologist shall be retained to monitor any subsurface operations, including but not limited to grading, excavation, trenching or removal of existing features of the subject property. The paleontologist shall be authorized to and must halt the project and order reasonable protective measures if any significant paleontological resources are uncovered. Such authorization shall be in writing, shall be recorded by covenant and agreement with the County Recorder and shall be provided to the Planning Department for placement in the subject file prior to issuance of grading or building permits for the subject project.
- (1) A "qualified paleontologist" means securing the services of the County Museum of Natural History (George C. Page Museum).
 - (2) Copies of any paleontological survey, study, report or findings shall be provided to the Environmental Review Section of the Department of City Planning (Room 655, City Hall, Los Angeles, California 90012) for incorporation into the City paleontological site identification program.
 - (3) The paleontologist may not halt a project for more than 90 days without the approval of the City Planning Commission. Such approval must be requested by letter from the paleontologist submitted not more than 30 days after the project is halted. The letter must be accompanied by documentation to support the request and must contain proposed measures to protect the site and to allow all or part of the project to proceed.
- r. Risk of Upset. Applicant shall implement the mitigation measures related to methane gas as described on pp. 141-142 (Section IV-J) of the Park La Brea SDEIR dated January, 1991.
6. Floor Area. All nonresidential buildings constructed on the property shall have a total gross floor area of not greater than 1,080,000 square feet as defined by Municipal Code Section 12.21.1.A.5 or an overall floor area ratio of 3:1. The floor area devoted to the child care facility required by Condition No. 12 shall not be included in the calculation of total gross floor area.

7. Graffiti Removal and Deterrence - The owners and all successors shall acknowledge applicability of the graffiti removal and deterrence requirements of the Municipal Code to this project as contained in Sections 91.8101(f), 91.8904.1 and 91.1707(e), particularly with regard to the following:
- a. The first nine feet of exterior walls and doors, measured from grade, and all of any walls enclosing the property shall be built and maintained with a graffiti resistant finish consisting of either a hard, smooth, impermeable surface such as ceramic tile, baked enamel or a renewable coating of an approved, anti-graffiti material or a combination of both (91.1707[e]); and
 - b. The period for compliance with a graffiti removal order issued by the Building and Safety Department is 15 days following which period with failure to perform, the City or its contractor is empowered to enter upon the premises to remove such graffiti with costs accruing to the owner (91.8904.1); and
 - c. The period for compliance with a subsequent order for a subsequent occurrence is three days (91.8904.1B).
 - d. In addition to a, b and c above, exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up to the height of at least 9 feet, excluding windows and signs.
- 8.A. Landscape Buffer. A variable width landscaped buffer of an average width of 50 feet and not less than 25 feet in width at any point shall be provided along the Sixth Street frontage. Walkways shall be permitted to cross this buffer. However, no buildings or structures may be permitted within the buffer. This condition is not intended to limit the buildable area used to calculate the floor area ratio.
1. The landscaped buffer along the Sixth Street frontage shall be open to the sky with no balconies or projections into the landscape buffer.
 2. No walls or signs shall be located within the buffer along the Sixth Street frontage.
 3. A minimum 20-foot buffer must be maintained on 6th Street, landscape only.

4. Notwithstanding anything to the contrary contained in this Condition No. 8A, the childcare facility required pursuant to Condition No. 12 below, including but not limited to the outdoor play area of such facility, may be located in the landscape buffer required pursuant to this Condition No. 8A, except for the 20-foot buffer provided for in Condition No. 8A.3 above.
- B. Landscape Buffer. A minimum 10-foot landscaped buffer shall be provided along the Ogden Drive frontage. Walkways and driveways shall be permitted to cross this buffer. However, no buildings or structures may be permitted within the buffer. This condition is not intended to limit the buildable area used to calculate the floor area ratio.
1. The landscaped buffer along the Ogden Drive frontage shall be open to the sky with no balconies or projections into the landscape buffer.
 2. No walls or signs shall be located within the buffer along the Ogden Drive frontage.
- 9.A. Height - Parking Structure. The parking structure to be located on the subject property shall not exceed 60 feet in height as defined by Municipal Code Section 12.03 and shall not exceed 4 levels of parking. There shall only be one above-ground parking structure on the subject property.
- B. Height-Hotel. Subject to Zoning Administrator approval, any building on the subject property containing a hotel use shall not exceed a maximum of 10 stories or 175 feet in height as defined by Section Nos. 12.03 and 12.21.1 of the Municipal Code.
10. Private Commercial Open Space. A minimum of 40 percent of the total land area of the subject property shall be provided for landscaping/public plaza purposes. The landscape buffers described in Condition Nos. 8A and 8B above shall be included in the calculation of this minimum percentage of land area. The plaza area depicted on Exhibit E-11 of City Plan Case No. 89-0597 MPR shall be located within seven (7) feet of the Wilshire Boulevard sidewalk grade level and shall be subject to the following conditions:
- a. Seating, in the form of seat walls or benches, shall be provided at a minimum of one seat for each 250 square feet of plaza area.

- b. Access for disabled persons shall be provided.
 - c. Plaza areas shall remain open to the public for a minimum of fourteen (14) hours a day.
 - d. Plaza areas shall be accessible from both Wilshire Boulevard and Fairfax Avenue.
11. Plans. Prior to the issuance of building permits, detailed development plans and elevations, including complete landscaping and irrigation plans, shall be submitted to the satisfaction of the Planning Department and the Council Office of the district in which the property is located. Such review of the detailed development plans shall only be for the purpose of assuring that such plans substantially conform to the site plans on file and with the conditions set forth herein. This section shall not be deemed to give the Planning Department, the Council Office, or other agency or entity the discretion to amend any condition or oppose any new conditions on the Project.
12. Child Care Facility. Applicant shall construct on-site child care facilities sufficient to accommodate ninety-six (96) children. This facility or facilities shall be made available to a State licensed child care provider. The following conditions shall also apply:
- a. Outdoor play area shall be provided at a minimum ratio of 75 square feet per child served.
 - b. Air Quality. If a freestanding facility or facilities, an air filtration system to improve the air quality for the facility's employees/clients shall be provided.
 - c. Noise. If a freestanding facility or facilities, all exterior windows and glass doors having a line of sight of Wilshire Boulevard, Fairfax Avenue or Sixth Street shall be constructed of double-pane glass.
13. Signs. All signs shall comply with the sign requirements of the CR Zone pursuant to Municipal Code Section 12.12.2.
- 14.A. Use. Restaurant uses shall not exceed a maximum of 15,000 square feet of gross floor area; retail uses shall not exceed a maximum of 15,000 square feet of gross floor area; commercial office uses shall not exceed a maximum of 846,000 square feet of gross floor area.

B. Hotel Use. Subject to Zoning Administrator approval, a hotel of 250 guest rooms or less may be constructed on the subject property. This hotel may include up to a maximum of 15,000 square feet of incidental retail and 15,000 square feet of incidental restaurant uses, provided that:

- (1) No sign advertising such incidental business is visible from outside the hotel building; AND
- (2) The sole entrance to such incidental business is from the inside of the hotel building.

The square footage of incidental retail and restaurant uses located in the hotel shall not be included in calculating the total floor area of retail and restaurant uses permitted under Condition 14.A above.

15. Street Trees. Street trees 30 feet on-center (minimum 24-inch box) with root collars to prevent uplifting of sidewalks, shall be provided. This ratio shall apply to Sixth Street and Ogden Drive; street tree planting along Fairfax Avenue and Wilshire Boulevard shall be at the standard ratio required by the Street Tree Division of the Bureau of Street Maintenance. Construction of tree wells and planting of street trees shall be carried out to the satisfaction of the Street Tree Division.
16. Wilshire West Interim Traffic Mitigation Fee. Prior to the issuance of any building permit, applicant shall guarantee to the satisfaction of the Department of Transportation the payment of the required interim traffic mitigation fee. Guarantee of the payment shall be made in accordance with Sections 5c and 8 of Ordinance No. 167,551.
17. No certificate of occupancy shall be issued for the subject property unless or until commercial uses have been removed from Parcel A (Tract 34035, Lot 21). Removal of such uses shall be evidenced by the issuance of a demolition permit and commencement of demolition activity.
18. Wilshire West Interim Control Ordinance Compliance. In addition to Condition Nos. 5.g, 5.l, 6 and 16 above, the Project shall comply with all applicable provisions of Ordinance No. 167,551. Compliance shall include participation of developments on all four parcels of the Project in a Transportation Management Organization (TMO). The purpose of the TMO is coordination of efforts to achieve the maximum possible trip reduction.

19. Setback - Fairfax Avenue Office Building.

- A. No building or structure shall be located within 25 feet of the existing (as of 1992) curb along Fairfax Avenue. The floors of the building located above the first (ground level) floor shall be stepped back to provide an average setback of 30 feet above such first floor, as measured from a point directly above the existing (as of 1992) Fairfax Avenue curb to the outside wall of the building.
- B. All setback areas for the Fairfax Avenue Office Building and the Parking Structure along the Fairfax Street frontage shall be landscaped, excluding the areas devoted to driveways, building entrances, and sidewalks. A landscape plan shall be submitted to the Council Office for review prior to the issuance of a certificate of occupancy.

20. Additional Traffic Improvements. The following traffic limitations and improvements will be made subject to the approval of the Department of Transportation:

- a. 6th Street west at Ogden - left turn lane with a traffic signal and left turn arrow for traffic heading south on Ogden.
- b. Widen Ogden between Sixth Street and Wilshire Blvd. to add an additional lane on the west side of the street.
- c. Wilshire Blvd. east at Ogden - left turn lane with a traffic signal and left turn arrow for traffic heading north on Ogden.
- d. 6th Street west at Fairfax - left turn lane and left turn arrow for traffic heading south on Fairfax.
- e. No left turn egress on 6th Street from the parking structure. Physical barriers shall be installed to prohibit left turns.
- f. No left turn egress on Fairfax from the office building. Physical barriers shall be installed to prohibit left turns.

The limitations and improvements set forth in this section shall be solely funded from the trip fees paid by applicant under the Wilshire West ICO (Ordinance 167,551), and the City

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CITY PLAN CASE NO. 89-0597 MPR

EXHIBIT E-8D

shall segregate a portion of such trip fees into a separate account to be used exclusively for the funding of such limitations and improvements.

Sec. 3.....The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of AUG 11 1993.....

City Clerk.

By [Signature].....
Deputy.

Approved AUG 11 1993.....

[Signature]
Acting Mayor.

LA 5 413 III 8/13

Council File No. 92-1844

Pursuant to Sec. 97.8 of the City Charter, disapproval of this ordinance recommended for the City Planning Commission

AUG 09 1993

See attached report
[Signature]
Director of Planning

TITLE SHEET

EXHIBIT C

LACMA REQUEST ZA INTERPRETATION

CITY OF LOS ANGELES
CALIFORNIA

ROBERT JANOVICI
CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS

JAMES J. CRISP
DANIEL GREEN
ALBERT LANDINI
WILLIAM LILLENBERG
JOHN J. PARKER, JR.
JON PERICA
HORACE E. TRAMEL, JR.



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
CITY PLANNING
CON HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

OFFICE OF
ZONING ADMINISTRATION

ROOM 600, CITY HALL
LOS ANGELES, CA 90012-4801
(213) 485-3851

February 17, 1994

Donald P. Baker, Esq.
Latham & Watkins
633 West 5th Street, #4000
Los Angeles, CA 90071-2007

Re: CASE NO. ZA 94-0086(ZAI)
ZONING ADMINISTRATOR'S
INTERPRETATION
May Company Block Bounded by
Wilshire Boulevard, Fairfax
Avenue, 6th Street and Ogden
Drive - herein referred to
as "Parcel D"

Department of Building and Safety

On the site noted above, so long as the combination of uses contemplated for the property is not determined to result in an increase in new evening peak hour daily traffic trips over the 545 net new trips attributable to Parcel D under the various relevant approvals, museum uses, including:

- o public exhibition space,
- o public education and study areas,
- o art storage and incidental office uses,
- o exhibit spaces and private school uses for art, music and design,

shall be deemed uses permitted and included under the "commercial office" designation of Ordinance No. 168,993; and

retail and restaurant uses incidental to museum uses up to the 15,000 square feet of retail and 15,000 square feet of restaurant permitted under the ordinance as incidental to the hotel shall be permitted as retail and restaurant space incidental to museum uses and shall not be included in calculating the total square footage area of other retail and restaurant uses permitted under Condition 14(a) of Ordinance No. 168,993.

Section 12.21-A,2 of the Los Angeles Municipal Code provides in pertinent part as follows:

"2. Other Uses Determined by Administrator - The Administrator shall have authority to determine other uses, in addition to those specifically listed in this Article, which may be permitted in each of the various zones, when in his judgement, such other uses are similar to and no more objectionable to the public welfare than those listed."

This provision has also been interpreted to permit resolution of conflicts between disparate sections of the Code and to provide clarity where ambiguity exists.

BACKGROUND

Counsel to Museum Associates, acting in conjunction with the Los Angeles County Museum of Art (collectively, "LACMA"), requests a Zoning Administrator's Interpretation of the uses permitted within the zoning applicable to the property (which is referred to as Parcel D in the various approvals and regulated in Ordinance No. 168,993). LACMA has agreed to purchase the property from The May Department Stores Company upon the satisfaction of certain conditions, including written confirmation from the City of Los Angeles that LACMA will be able to use the Property for its intended purposes within the (T)(Q)C2-2 zone established by Ordinance Number 168,993, (copy attached as Exhibit A).

On August 11, 1993, the City Council amended the City's General Plan applicable to the Property from Regional Center Commercial and Parking Buffer to Regional Center Commercial and adopted the zoning permitting development of up to 1,080,000 square feet of non-residential buildings (exclusive of required child-care facilities). On September 29, 1993, a Development Agreement, a copy of which is attached as Exhibit C, became effective to preserve development rights under the various approvals for a term of 15 years.

In Condition No. 14 of Ordinance No. 168,993, maximum square footage allocated to certain uses of the Property are described as follows:

Restaurant uses	-	15,000 square feet
Retail uses	-	15,000 square feet
Commercial office uses	-	846,000 square feet
Hotel uses	-	250 guest rooms and incidental retail of 15,000 square feet and incidental restaurants of 15,000 square feet

Condition No. 15 provides that prior to issuance of building permits, detailed development plans and elevations satisfactory to the Planning Department and the Council Office shall be submitted for review. This review shall be for the purpose of assuring that such plans substantially conform to the site plans on file and with the conditions and expressly provides "shall not be deemed to give the Planning Department, the Council Office or other agency or entity the discretion to amend any condition or impose any new conditions on the project."

Since the approval of the zone change ordinance and other related matters, a change in the prospective development plans has occurred, so that now, LACMA has potentially entered as a possible owner of existing structures on Parcel "D".

It is the intention and desire of LACMA to develop the property as a museum and cultural complex, including an expansion of the Los Angeles County Museum of Art and the location on the Property of other museums and cultural uses within the existing May Co. building and/or in newly constructed buildings in a configuration on the site different from that set forth in the site plan under the zoning approval. Museum uses would include public exhibition space, public education and study areas, art storage, office uses incidental to museum use and retail and restaurant uses

incidental to museum use. The proposed plans would also include a free standing restaurant, retail and commercial office uses within the limits set forth in the zone and could include other culturally related uses such as exhibit space and private schools for art, museum or design. The approved hotel might not be constructed and the above described uses would be within the square footage attributable to commercial office, retail and restaurant uses permitted by Ordinance No. 168,993.

All of the uses described above as a part of LACMA's proposed use of the Property are permitted in the C2-2 Zone and are also permitted under the C-4 Zone which preceded the current zoning on the site. At this location, as a part of a cultural complex and within the traffic generation limitations of the originally proposed project, such uses are similar to and are no more objectionable to the public welfare than those permitted under a restrictive definition of "commercial office".

Supplemental correspondence received from the applicant on February 16, 1994, clarifies the fact that nothing in this determination obviates or changes any obligation the applicant has under Ordinance No. 168,993 to satisfy the (T) and (Q) Conditions, unless otherwise authorized through an appropriate proceeding involving a noticed public hearing.

Discussion

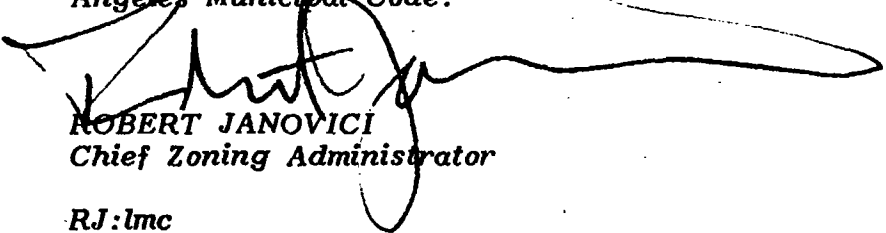
Review of the applicable zoning ordinances and Development Agreement indicates there is nothing in the zone change ordinance or the Development Agreement which precludes making this interpretation. The Development Agreement provides in Section 3.2.4 that (if this were considered a change of use) changed uses shall be subject to the rules, regulations, ordinances and official policies of the City then in effect rather than those in effect under the "Applicable Rules." Section 6.8 of the Development Agreement provides that an amendment of the Development Agreement which relates to the permitted uses of the Property would require notice and public hearing before the parties may execute an amendment to the Development Agreement. LACMA is not, however, seeking to amend the Development Agreement but rather to receive an interpretation as to the range of uses which may be permitted under Ordinance No. 168,993 within the category of and the allocation of square footage to "commercial office."

As noted, supra, over the course of years, Section 12.21-A,2 of the zoning regulations has been drawn upon to provide some rational result from application of various sections of the Code to an individual set of circumstances.

This Section has also been interpreted to include authority to resolve conflicts between disparate narrative passages, to leap over unnecessary bureaucratic hurdles, and to provide logical results from sometimes arcane, esoteric, nuances obscured within the City's zoning regulations.

Consequently under the caveats contained in this determination development consistent with that contained above is permitted.

This determination shall be published pursuant to Section 12.27-D of the Los Angeles Municipal Code.



ROBERT JANOVICI
Chief Zoning Administrator

RJ:lmc

CONDITIONS FOR EFFECTUATING TENTATIVE CLASSIFICATION REMOVAL

Procedure: The Tentative Classification shall be removed by recordation of a final parcel or tract map; or by provisions of the following or by posting of guarantees satisfactory to the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approvals or guarantees provided to the Planning Department for attachment to the subject City Plan case file:

1. Dedication of the streets adjoining the subject property to the satisfaction of the City Engineer.
2. Improvement of the streets adjoining the subject property to the satisfaction of the City Engineer.
3. Construction of necessary sewer facilities to the satisfaction of the City Engineer.
4. Construction of necessary drainage facilities to the satisfaction of the City Engineer.
5. Construction of tree wells and planting of street trees at the ratio described in [Q] Condition No. 16 and parkway landscaping to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance.
6. Installation of street lights to the satisfaction of the Bureau of Street Lighting.
7. Preparation of a parking area and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation. This is an environmental mitigation measure.
8. Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05N, to the satisfaction of the Department of Telecommunications.
9. Dedication of land or payment of fees to the satisfaction of the Recreation and Parks Department pursuant to Municipal Code Section 12.33, or any amendment thereto.
10. Improvement of the following intersections (widening/restriping) to the satisfaction of the Department of Transportation and the City Engineer:

- a. Fairfax Avenue/Beverly Boulevard
- b. Fairfax Avenue/Sixth Street

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CITY PLANNING DEPT
MUNICIPAL ADMINISTRATION

PARCEL D

- c. Fairfax Avenue/Wilshire Boulevard
 - d. Fairfax Avenue/Olympic Boulevard
 - e. Ogden Drive/Sixth Street
 - f. Burnside Avenue/Third Street
11. Furnish and install video surveillance equipment for the Wilshire No. 2 ATSAC System at the following intersections to the satisfaction of the Department of Transportation:
- | | |
|--------------------------------------|----------------------------|
| a. Fairfax Ave./Beverly Bl. | i. Ogden Dr./Sixth St. |
| b. Fairfax Ave./Colgate Ave. | j. Martel Ave./Third St. |
| c. Fairfax Ave./Third St. | k. Burnside Ave./Third St. |
| d. Fairfax Ave./Sixth St. | l. Cochran/Sixth St. |
| e. Fairfax Ave./Wilshire Bl. | m. La Brea/Third St. |
| f. Fairfax Ave./San Vicente Bl. | n. La Brea/Sixth St. |
| g. Fairfax Ave./Olympic Bl. | o. Highland Ave./Sixth St. |
| h. Crescent Heights Bl./Wilshire Bl. | |
12. Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.
13. Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.
14. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

TITLE SHEET

EXHIBIT D

CLARIFICATION OF Q CONDITIONS

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

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PRESIDENT
ANDRÉS F. IRLANDO

VICE-PRESIDENT
DIEGO CARDOSO

REGINA M. FREER

ROBIN R. HUGHES

SABRINA KAY

FR. SPENCER T. KEZIOS

WILLIAM ROSCHEN

MICHAEL K. WOO

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

March 1, 2006

Museum Associates (O)
Fred Goldstein, General Counsel
5905 Wilshire Blvd.
Los Angeles, CA 90036

Bryan LeRoy
Manatt, Phelps & Phillips, LLP
11355 W. Olympic Blvd.
Los Angeles, CA 90064

Department of Building and Safety

CASE NO. DIR 2006-0311-CLQ
CLARIFICATION OF "Q" CONDITIONS
CEQA: ENV 2006-0312-CE
Related File: CPC 1989-0597-MPR
Location: 6067 W. Wilshire Blvd.
Council District 4
Plan Area: Wilshire
Neighborhood Council: Mid City West
Plan Land Use: Regional Center Commercial
Zone: [T][Q]C2-2-CDO
District Map: 135 B 177
Legal Description: PM 4299, Tract FR A

Pursuant to Los Angeles Municipal Code Section 12.32H, I hereby **approve** the requested Clarification of "Q" Condition Nos. 8b, 10, 12, and 15 of Ordinance 168,993, effective September 13, 1993 which shall be clarified as follows:

Entitlement Conditions

- 8b. Landscape Buffer. Deleted.** (Note: No landscape buffer shall be required along Ogden Drive since Ogden Drive has been vacated and is no longer a public street.)
- 10. Private Commercial Open Space.** A minimum of 40 percent of the total land area of the subject property shall be provided for landscaping/public plaza purposes. The landscape buffer described in Condition No. 8A shall be included in the calculation of this minimum percentage of land area. The plaza area depicted in Exhibit E-11 of the City Plan Case No. 89-0597 MPR shall be located within seven (7) feet of the Wilshire Boulevard sidewalk grade level and shall be subject to the following conditions: (a) Seating in the form of seat walls or benches, shall be provided at a minimum of one seat for each 250 square feet of plaza area; (b) Access for disabled persons shall be provided; (c) Plaza areas shall remain open to the public for a minimum of fourteen (14) hours a day; (d) Plaza areas shall be accessible from both Wilshire Boulevard and Fairfax Avenue. This condition shall not be applicable to the Broad Contemporary Art Museum (BCAM)/ Grand Entrance Pavilion project on the subject property.

12. **Child Care Facility.** Applicant shall construct on-site child care facilities sufficient to accommodate ninety-six (96) children. This facility or facilities shall be made available to a State licensed child care provider. The following conditions shall also apply: (a) Outdoor play area shall be provided at a minimum ratio of 75 square feet per child served; (b) Air Quality. If a freestanding facility or facilities, an air filtration system to improve the air quality for the facility's employees/clients shall be provided; (c) Noise. If a freestanding facility or facilities, all exterior windows and glass doors having a line of sight of Wilshire Boulevard, Fairfax Avenue or Sixth Street shall be constructed of double-pane glass. This condition shall not be applicable to the Broad Contemporary Art Museum (BCAM)/ Grand Entrance Pavilion project on the subject property.
15. **Street Trees.** Street trees shall be provided along Sixth Street, Fairfax Avenue, and Wilshire Boulevard. Construction of tree wells and planting of street trees shall be carried out to the satisfaction of the Street Tree Division of the Bureau of Street Services.

FINDINGS

Pursuant to Los Angeles Municipal Code Section 12.32 H, adopted City Planning Commission Guidelines and state law, this determination is based on the following findings.

1. **The request is consistent with the City Planning Commission Guidelines for the clarification of a "Q" Qualified condition** *which allows a clarification to be granted for any word or term used in a condition, when such term is not defined in the Municipal Code or the clarification of the intent of any condition that is ambiguous.*

On August 11, 1993, the City Council adopted the [T][Q]C2-2 zone over the subject property per Ordinance No. 168,993, which changed the zone, and included conditions of approval that limit development of the property. The Property addressed in the Q conditions is also referred to as "Parcel D" of the 1993 Park LaBrea Development Agreement (the "Development Agreement"). The Development Agreement vested development rights not only to Parcel D, but to three other parcels in the vicinity.¹ As to Parcel D specifically, the Development Agreement permitted up to 1,080,000 square feet of non-residential buildings, including 846,000 square feet of office buildings, 209,000 square feet of hotel with up to 250 rooms, 15,000 square feet of supporting retail, and 15,000 square feet of restaurant uses. It was expected that the office space would be built in two 17- and 23-story high-rises.

On August 17, 2005, the City Council conditionally approved the vacation of Ogden Drive under File No. 03-1917. Once the conditions are satisfied, the formal vacation of the street can be approved and recorded against the property. Because Museum Associates owns the underlying fee for the entire width of Ogden Drive (approximately to the east curb), Ogden will revert to Museum Associates for private use and will be tied to Parcel D. The LACMA property east of Ogden Drive is owned by the County of Los Angeles and is operated by Museum Associates.

The applicant requested a clarification of the "Q" condition Nos. 8b, 10, 12, and 15 of Ordinance No. 168,1993 because the proposed project has changed since adoption of the zone change in 1993. The original proposal for the project involved the development of a

¹ Development Agreement By and Between City of Los Angeles and Park LaBrea Residential Associates, et al., approved August 11, 1993, dated and effective as of September 29, 1993, (hereinafter referred to as the "Development Agreement.")

1,080,000 feet of office, retail, and hotel uses. The current proposal is the construction of the 75,000 square-foot Broad Contemporary Art Museum building ("BCAM"), and associated underground parking, as well as a section of the new 14,500 square-foot Grand Entrance Pavilion at the Los Angeles County Museum of Art ("LACMA"). Clarification of Conditions 8b, 10, 12 and 15 in relation to Landscape Buffer, Private Commercial Open Space, Child Care Facility, and Street Trees is needed in order to address the vacation of Ogden Drive and this phase of development of Parcel D.

All the Q clarifications proposed would clarify the intent of conditions that are ambiguous as applied to the much smaller proposed project and intervening circumstances such as the vacation of Ogden Drive. They are therefore consistent with the City Planning Commission guidelines.

2. The clarification is necessary in order to carry out the intent of the Council in adopting the limitation in the subject "Q" classification.

The intent of the City Council action in adopting the original "Q" Qualified Condition 8b was to provide a wider landscape buffer along Ogden Drive. The intent of the action in adopting "Q" Qualified Condition 10 was to ensure that some open space and gathering areas would be available for the general public in order to compensate for the several high-rise buildings and private open space that would dominate the parcel. The intent of the Council in adopting the original "Q" Qualified Condition 12 was to provide a child care facility to serve the employees of the office towers and hotel complex that were approved under the Development Agreement. The intent of the action in adopting "Q" Qualified Condition 15 was to ensure planting of street trees along Ogden Drive, formerly a public street.

The clarification of Conditions 8b and 15 is necessary since the City Council has already conditionally approved the vacation of Ogden Drive and Ogden Drive will no longer be a public street. The clarification of Condition 10 is consistent with the original intent of the City Council in providing open space and gathering areas available to the general public, in general conformance with the intent of Exhibit E-11. The clarification of Condition 12 is consistent with the original intent of the City Council since the office towers and the hotel buildings are not being built at this phase of the development.

8B. Landscape Buffer.

Because Ogden Drive will be vacated in conjunction with the proposed Project, and will thus revert to the underlying private ownership, it would be impossible to provide a minimum 10-foot landscaped buffer "along the Ogden Drive frontage." Nevertheless, the proposed Project will do more to effectuate the City Council's intent of providing landscaped open space than the approved development that was contemplated by the Q condition since much of the area which is currently Ogden Drive would be landscaped in connection with the proposed Project. Furthermore, in approving the vacation of Ogden Drive on August 17, 2005, presumably the City Council intended that any condition pertaining to Ogden Drive was to be extinguished as well.

10. Private Commercial Open Space.

This condition pertains to the plaza area depicted in the site plan approved as Exhibit E-11 to City Plan Case No. 89-0597 MPR as part of the Development Agreement. The plaza shown in Exhibit E-11 is designed in conjunction with the approved office complex. The City Council's intent in imposing the special requirements for the plaza was to ensure that some

open space and gathering areas would be available for the general public in order to compensate for the several high-rise buildings and private open space that would dominate the parcel. Because most of the landscaping and public plazas of the approved project would have been privately owned in connection with the hotel uses and private commercial office space, the City required one section of the open space to remain available to the general public for a minimum of fourteen hours a day.

The requirements of Condition 10 are not necessary at this phase of development on Parcel D in light of the use and reduced scope of the proposed Project. The proposed Project, which represents less than one-tenth of the approved floor area for Parcel D, would be located only on the southern portion of Parcel D. The site plan approved with the Development Agreement contemplated a 17-story office tower, a 10-story hotel and a 4-level above-ground parking structure all on the northern portion of Parcel D. Under the proposed Project, the northern portion of Parcel D will remain largely vacant and landscaped at this time. Moreover, unlike office buildings, the BCAM Building and Grand Entrance are designed to enhance public gathering spaces.

The proposed Project will actually exceed the Q condition requirement that a minimum 40 percent of the property's total land area be provided for landscaping and public plaza purposes. In fact, at least 60 percent of the property will be used for open space, landscaping and/or public plaza purposes, including land currently occupied by an above-ground parking structure which will be relocated into a subterranean garage. The surface of the subterranean parking garage will be predominantly landscaped with turf, trees and shrubbery, and it will be open to the public from 6 a.m. to 10 p.m. during the same hours as Hancock Park, which is contiguous to the Site. Additionally, the Project will provide outdoor plazas to the north and south of the Grand Entrance, which will be open to the public during museum hours.

Consequently, the proposed Project will not generate the need for public plazas that the site plan under Exhibit E-11 had anticipated. Moreover, the proposed Project will not interfere with the general location of the plaza depicted in the original site plan in the event that future phases of development on Parcel D might warrant a public plaza. Nevertheless, the proposed Project will carry out the intent of the City Council in adopting the Q condition because it will retain a much larger degree of open space than the site plan approved in Exhibit E-11. Given the reduced development and the increased open space, the specific requirements of Condition 10 are not applicable at this time.

12. Child Care Facility.

This condition requires a large on-site child care facility to serve the employees of the office towers and hotel complex that were approved under the Development Agreement. However, the BCAM Building and the Grand Entrance are entirely visitor-serving and are not expected to significantly increase employment at LACMA. Under the highest employment scenario, the Applicant estimates that the existing average daily staff would increase by less than 10 percent, or 37 persons, over the course of five years. The new facilities will not create enough new jobs to justify a child care facility, and LACMA already provides several programs geared toward children. If more of the Property is built out in accordance with the scope of development approved by the Development Agreement, then satisfaction of the child care center requirement can be addressed at that time.

The proposed project represents less than one-tenth of the floor area approved for Parcel D under the Development Agreement and will only be located on the southern portion of the

parcel. The City Council originally intended that child care facilities and programs should be provided commensurate with the substantial increase in employment that would be generated by the office and hotel uses anticipated in the approved site plan. In the event that the northern portion of the parcel is ever developed with the office and hotel uses as depicted in the original site plan, child care facilities could be warranted. However, the use and reduced scope of the proposed Project will not warrant the application of Condition 12 at this time.

15. Street Trees.

Because Ogden Drive will be vacated in conjunction with the proposed Project, and will revert to the underlying private ownership, it is necessary to clarify this Q condition which provides specifications for trees along Ogden Drive. Clearly, it was not the City Council's intent to require trees on Ogden Drive in the absence of this street. Rather the Council's intent in imposing this Q condition was to ensure landscaping throughout the Project site. Since Ogden Drive will be removed in order to provide more landscaping than was contemplated by even the Q condition, the intent of this condition will be fully served. Furthermore, in approving the vacation of Ogden Drive on August 17, 2005, presumably the City Council intended that any condition pertaining to Ogden Drive was to be extinguished as well.

3. The clarification will have a de minimus effect on adjacent property and does not result in significant or substantial deprivation of property rights of other property owners.

The clarification of Conditions 8b, 10, 12, & 15 will have a de minimus effect on adjacent properties. The adjacent LACMA property to the east, across Ogden Drive which has been vacated, is zoned PF-1D, owned by the County of Los Angeles and operated by Museum Associates. The properties to the south, across Wilshire Blvd, are zoned [Q]C4-2-CDO, and are developed mostly as office buildings and an automotive museum. The properties to the west, across Fairfax Ave, are zoned [Q]C4-2D-O and [Q]C2-1VL-O, and are developed with office and retail uses. The properties to the north, across 6th Street, are zoned RD1.5-1-O, and are developed with residential uses. No property owner will be deprived of any property rights by the clarification of these conditions because the proposed project will only be one/tenth of the original proposed square footage approved for Parcel D, with more site area left for public open space and landscaping. The landscaping requirements along the north, south, and east side of the subject property will remain the same. The smaller scale of the project will have less impact on adjacent properties.

8B. Landscape Buffer.

No negative impacts to adjacent properties would occur as a result of this clarification. To the contrary, more landscaping and open space than was contemplated by the Development Agreement and the Q conditions will be provided in connection with the proposed Project. To the extent that there will be no "landscaped buffer on Ogden Drive", it is only because the street will be removed in its entirety and mostly replaced with landscaping. Similarly, the property rights of other property owners would be completely unaffected by this clarification.

10. Private Commercial Open Space.

No negative impacts to adjacent properties would occur as a result of this clarification. Because the Property is now owned by Museum Associates, and operated for LACMA, the

increased open space provided by the proposed Project will be more accessible to the general public than was originally contemplated in the Development Agreement and the Q Conditions. Similarly, the property rights of other property owners would be completely unaffected by this clarification.

12. Child Care Facility.

No negative impacts to adjacent properties would occur as a result of this clarification and the property rights of other property owners would be completely unaffected. As a major research and teaching institution, LACMA is better able to serve community children through youth art programs, rather than a child-care center catering to commercial office towers which are not proposed at this time.

15. Street Trees.

No negative impacts to adjacent properties would occur as a result of this clarification and the property rights of other property owners would be completely unaffected. More landscaping and open space than was contemplated by the Development Agreement and the Q conditions will be provided in connection with the proposed Project. To the extent that there will be no trees on Ogden Drive, it is only because the street will be removed in its entirety and replaced with other landscaping.

4. **Environmental:** Pursuant to the California Environmental Quality Act of 1970, the City Planning Department on January 13, 2006, per ENV 2006-0312-CE, determined the subject project to be generally exempt under Article III, Section 1 of the City's CEQA Guidelines.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented, or occupied person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides that if any portion of a privilege authorized by this entitlement is utilized, the conditions of such approval or authorization become effective immediately and must be strictly complied with. The violation of any valid condition imposed by this determination shall constitute a violation of this chapter and shall be subject to the same penalties as any other violation of this Code.

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code.

The Determination in this matter will become effective after March 21, 2006 unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/ incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street, 4th Flr
Los Angeles, CA 90012-2601
Phone: (213) 482-7077

Marvin Braude Building
6262 Van Nuys Boulevard, Rm. 251
Van Nuys, CA 91401
Phone: (818) 374-5027

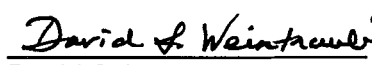
If you have any questions regarding this determination, please contact Estineh Mailian at (213) 978-1221.

S. Gail Goldberg, AICP
Director of Planning

APPROVED BY:


Larry Friedman
Senior City Planner

REVIEWED BY:


David S. Weintraub
City Planner

PREPARED BY:


Estineh Mailian
City Planning Associate

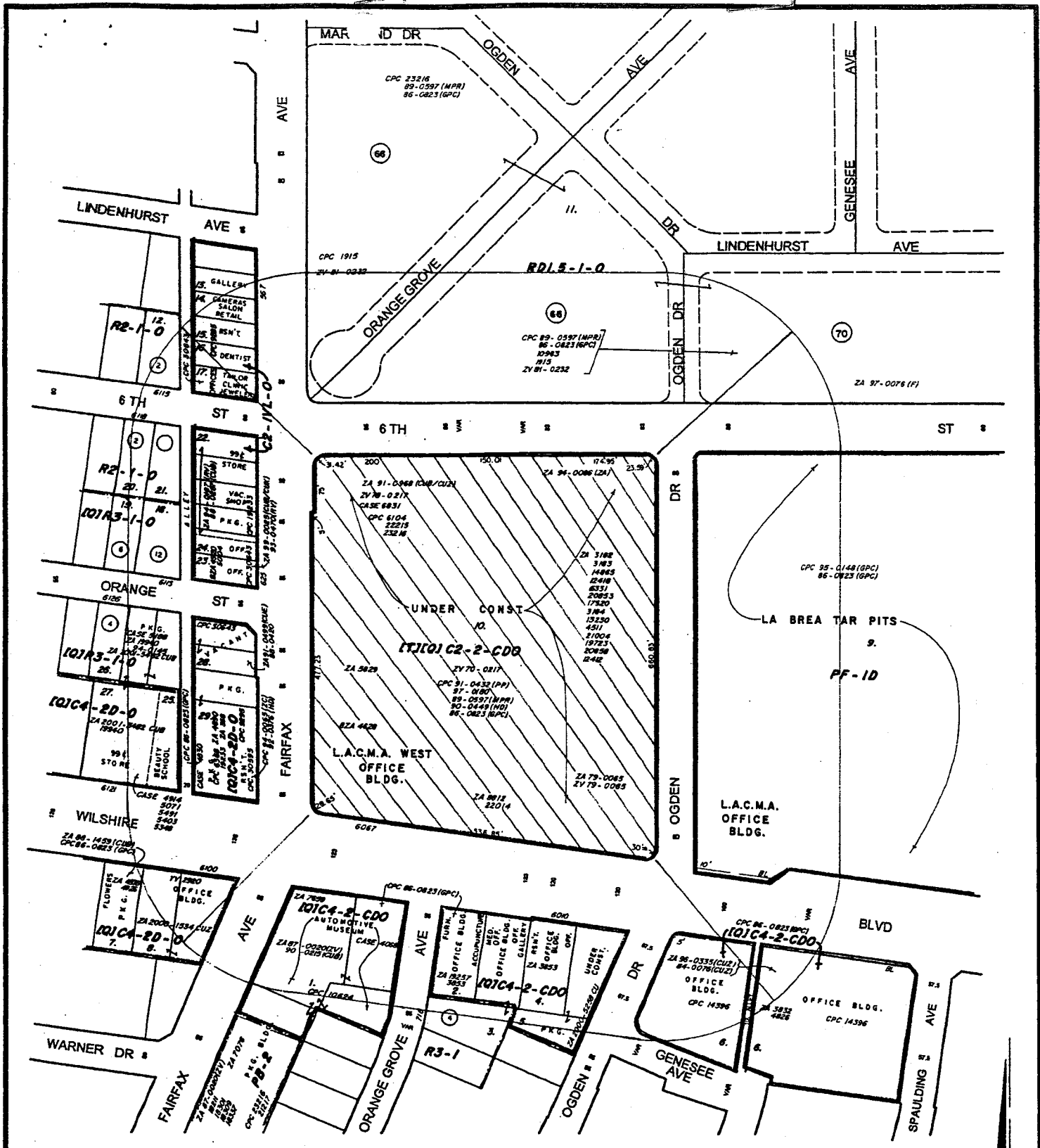
LF:DW:EM

Attachments:

Exhibit A: Radius Map

Exhibit B: Site Plan

cc: Councilmember, Tom LaBonge, Council District 4



LEGAL: LOT A, PARCEL MAP NO. 4299.

"Q" CLARIFICATION

C.D. 4
 C.T. 2151
 P.A. WILSHIRE



GC MAPPING SERVICE

711 MISSION STREET, SUITE D
 SOUTH PASADENA, CA. 91030
 (626) 441-1080

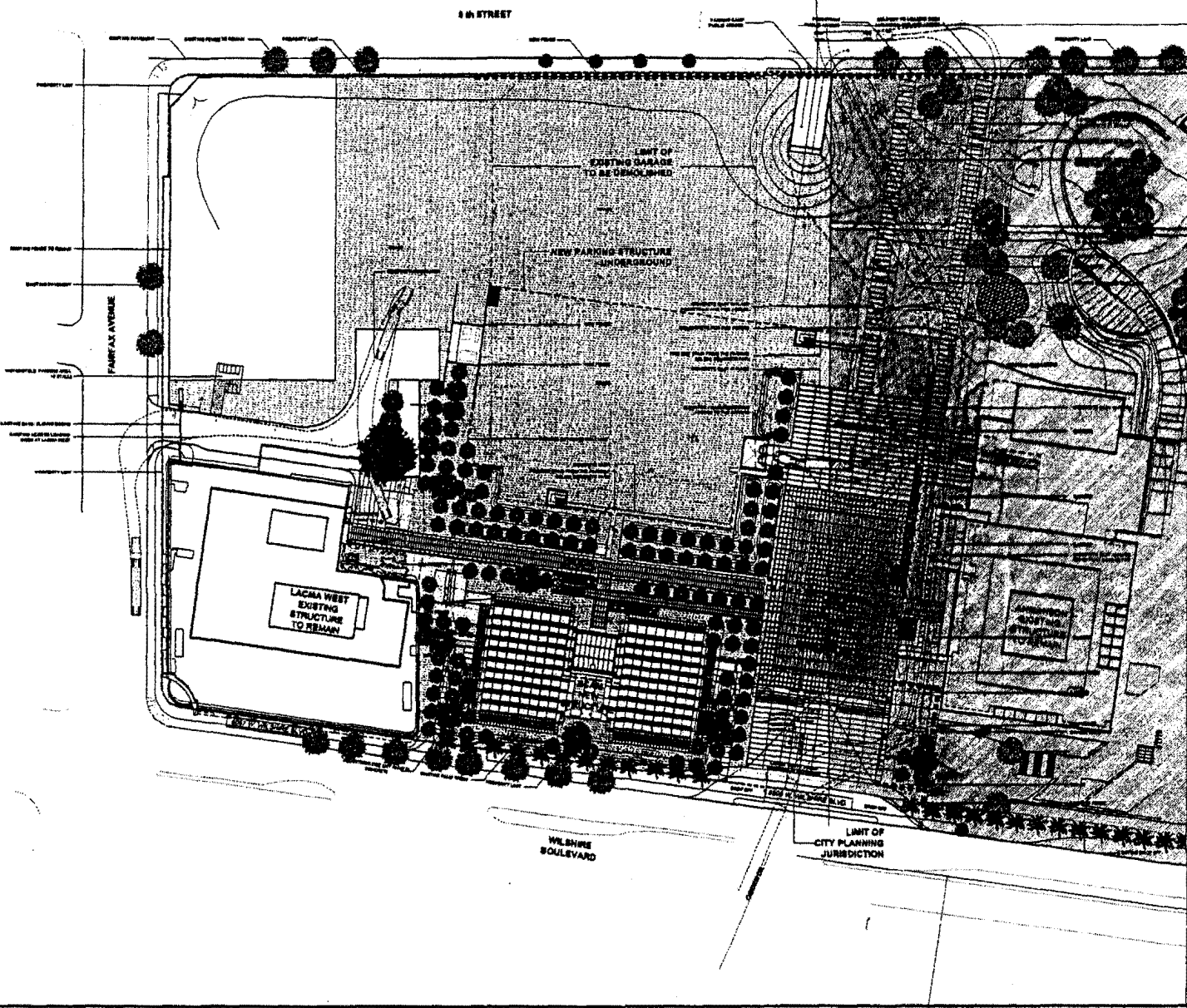
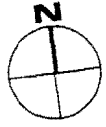
DIR 2006 11

8.21 NET AC.

CASE NO.
 DATE: 01-12-06
 SCALE: 1" = 100'
 USES: FIELD
 D.M. 135 B 177
 132 B 177
 T.B. PAGE: 633 GRID: B-2

EXHIBIT "A"

DIR 2006 311



PLOT PLAN
SCALE: 1/8" = 1'-0"

KEYNOTE LEGEND

ADDRESS / LEGAL INFORMATION

PROJECT DESCRIPTION: 1000 W. WILSHIRE BOULEVARD, 1000 W. WILSHIRE BOULEVARD

AP CODE: 220000

PERMITS: 220000

TRACT: 1000 W. WILSHIRE BOULEVARD, 1000 W. WILSHIRE BOULEVARD

MAP REFERENCE: 1000 W. WILSHIRE BOULEVARD, 1000 W. WILSHIRE BOULEVARD

LOT: 1000 W. WILSHIRE BOULEVARD, 1000 W. WILSHIRE BOULEVARD

MAP SHEET: 1000 W. WILSHIRE BOULEVARD, 1000 W. WILSHIRE BOULEVARD

LEGAL DESCRIPTION

PARKING

TYPE	NO.	TOTAL
STREET	100	100
OFF-STREET	100	100
TOTAL	200	200

NOT FOR CONSTRUCTION

LOS ANGELES COUNTY MUSEUM OF ART

LACMA TRANSFORMATION PROJECT

PROGRESS SET

SHEET NOTES

1. ADVISOR: GENBLER

2. DATE: 01-11-06

3. SCALE: AS SHOWN

4. SHEET NO.: 01

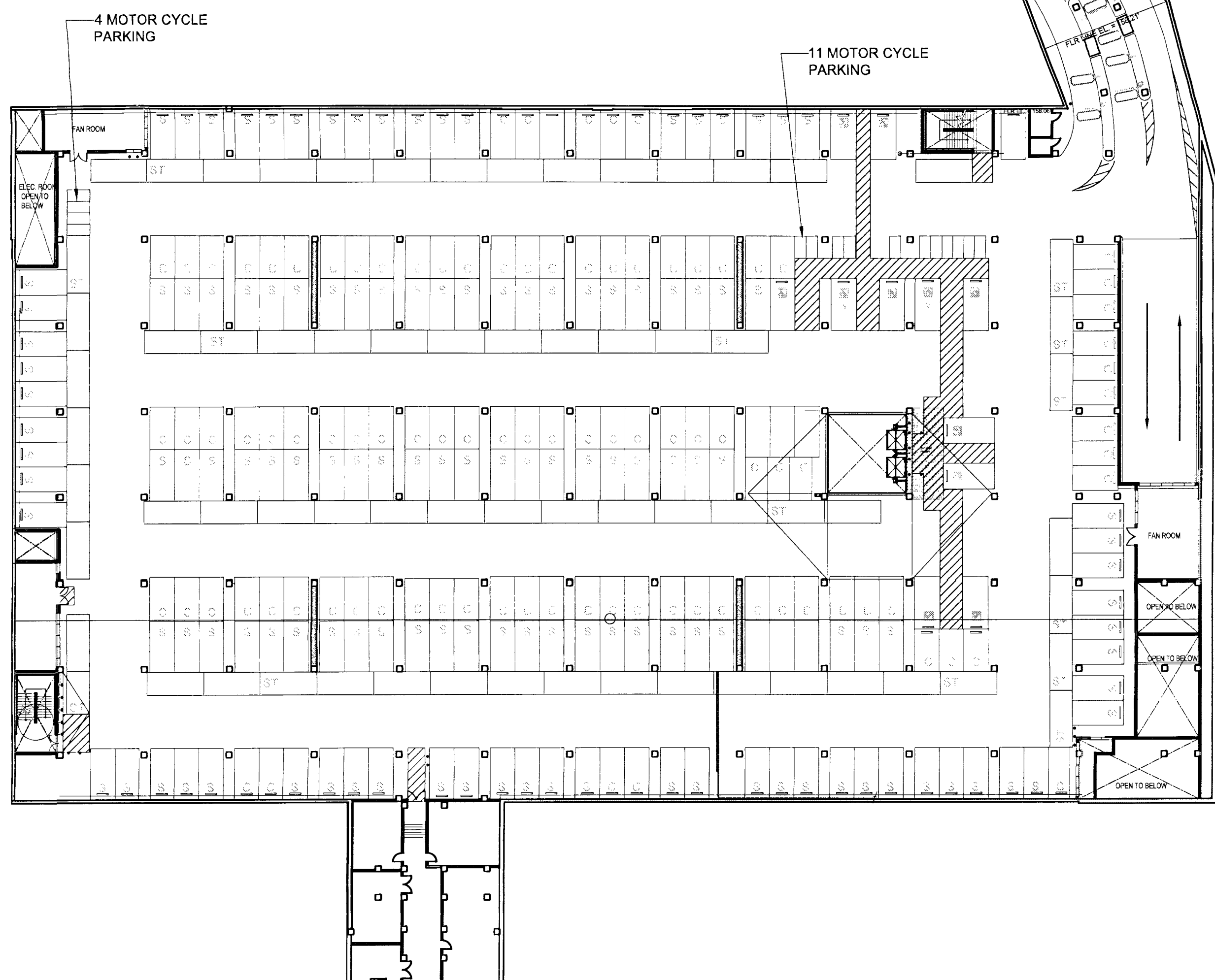
EXHIBIT "B"

TITLE SHEET

EXHIBIT E

TRANSFORMATION PARKING

6TH STREET

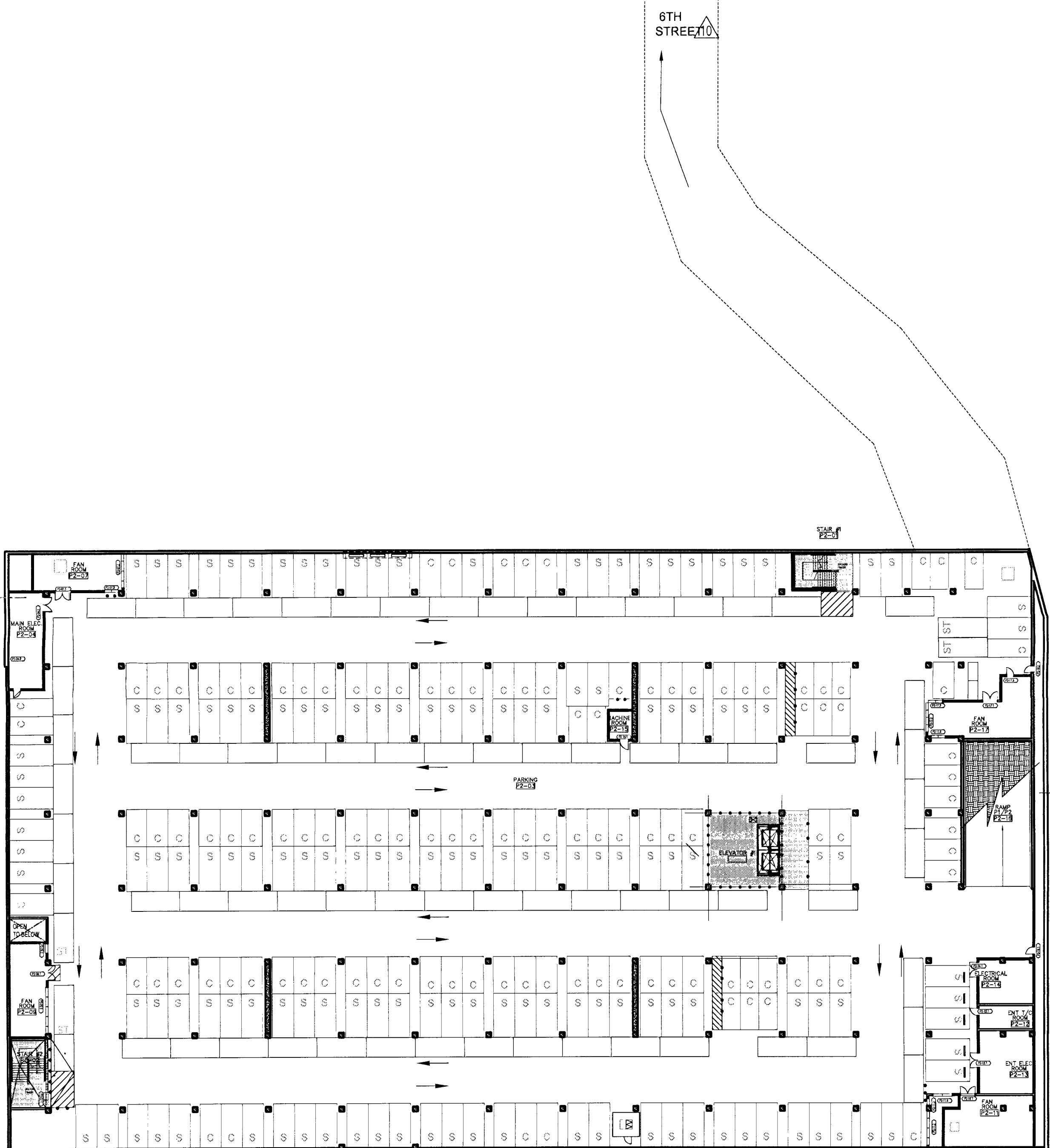


PHASE I - EXISTING P1 PARKING STRUCTURE PLAN

SCALE: NTS

04

6TH STREET



PHASE I - EXISTING P2 PARKING STRUCTURE PLAN

SCALE: NTS

05

PARKING COUNT AT ENTRANCE HALL / BCAM / LACMA WEST - REQUIRED (POST-CONSTRUCTION)

	TOTAL OCCUPIED FLOOR AREA (SF)	PARKING RATIO*	PARKING REQUIRED
ENTRANCE HALL (revised floor plan for unenclosed structure dated 07.2006 by RFBW)			
TOTAL AT ENTRANCE HALL			0
BCAM (floor areas per floor plan dated 12.08.05 by RFBW - shafts not included)			
1ST FLOOR	19,600	1.250**	78.4
2ND FLOOR	19,400	1.250**	77.6
3RD FLOOR	19,400	1.250**	77.6
TOTAL AT BCAM (does not include parking for 40 staff per LADES)			235
LACMA WEST (floor areas per LACMA - shafts & basement not included)			
OFFICES	48,500	1.300***	161.7
GALLERIES/SPEC EVENTS (INCLUDE CONCOURSE 6000SF)	43,200	1.250**	172.8
STORAGE	124,100	1.500 for first 10,000 sf 1.500 beyond	42.8
TOTAL AT LACMA WEST			378
TOTAL PARKING REQUIRED			613

*PARKING RATIOS BASED ON LADBS ZONING CODE INFORMATION BULLETIN P/ZC 2002-011, EFFECTIVE 09.30.2003
**PARKING RATIO FOR GALLERY USE TO BE 1.250 PER LADBS
***PARKING RATIO PER (CO) (INTERIM CONTROL ORDINANCE) AS DEFINED IN DEVELOPMENT AGREEMENT T & Q CONDITIONS.

PARKING PROVIDED 652

* 2 PARKING SPACES WILL BE ELIMINATED TO PLACE NEW SEWAGE EJECTOR PUMP
* NUMBER OF MOTOR CYCLE BIKE PARKING PROVIDED

PHASE I PARKING

SCALE: NA

01

LACMA Transformation Project, Phase II

(Special Exhibition Pavilion and LACMA West renovation)

	TOTAL OCCUPIED FLOOR AREA (SF)	PARKING RATIO	PARKING REQUIRED	BIKE/MOTORCYCLE PARKING REQUIRED
LACMA WEST	87,740	1.500	Office 178	24
(with circulation included)	40,325	1.250**	Gallery 162	0
	64,895	1.500 for first 10,000 sf and 1.500 beyond	Storage 31	0
	10,660	1.250	Bookstore 43	0
	7,345	1.100	Restaurant 73	0
Subtotal			485	24
ENTRANCE HALL	NA	NA	0	0
BCAM	58,400	1.250**	Gallery 235	12
SPECIAL EXHIBITION PAVILION	36,500	1.250**	Gallery 148	0.0
FUTURE TICKET KIOSK (Gallery with circulation included)			2	0
Total Required			870	44.0
Total Provided in Garage			650	
Total Provided in Fairfax lot			25	
Total approx avail. in Spaulding			TBD	
Total Provided			675	44.0

*PARKING RATIOS BASED ON LADBS ZONING CODE INFORMATION BULLETIN P/ZC 2002-011, EFFECTIVE 09.30.2003
**PARKING RATIO PER (CO) (INTERIM CONTROL ORDINANCE) AS DEFINED IN DEVELOPMENT AGREEMENT T & Q CONDITIONS
***PARKING RATIO FOR GALLERY USE TO BE 1.250 PER LADBS

PHASE II PARKING

SCALE: NA

02

City of Los Angeles
DEPARTMENT OF BUILDING AND SAFETY
REQUEST FOR TEMPORARY
CERTIFICATE OF OCCUPANCY

OWNER: Museum Associates
Address: 5905 Wilshire Blvd., Los Angeles CA 90036
Phone: (323) 857-6005

APPLICANT: Matt Construction
Address: 6050 W. 6th Street Los Angeles CA 90036
Phone: (323) 965-8019

DISTRICT OFFICE: 5905 W. Wilshire
ADDRESS: 5905 W. Wilshire
FMT#: 0500-1000-0005 TYPE: A.R.I.I.
USE(S): MISCELLANEOUS OCC: A.R.I.I.
Parking

Request is for: Entire Building Portion of Building Described as:

FEES: \$ 130.00 per floor
\$ 0 per floor
\$ 455.00 per floor
\$ 100.00 (incl. Core/Shell, R-3 Occ.)
Subtotal \$ 685.00
S.S. Fee @ 8% of Subtotal \$ 54.80
Fees Verified TOTAL \$ 739.80

ENTIRE BUILDING DESCRIPTION: # Stories: 3
Type: I-FR II Size: 206 x 121
Occupancy: A-2, S-2 Use: Museum, Br. Bn.
Occ. Load: 3240

DESCRIPTION OF PORTION TO BE OCCUPIED: N/A
Floor # -
Subs # -
Core & Shell ONLY -
Other -

With an Expiration Date of: 7-28-08
(May Not Exceed 6 Months)

I CERTIFY THAT:
(1) All building requirements are provided in and to the spaces to be occupied under this request.
(2) All fire resistive construction & apparatuses are complete and operable.
(3) All existing fire protection and life safety systems are complete and unobstructed.
(4) All required parking is provided for the spaces to be occupied under this request.
(5) All building systems required for occupancy are safe (including gas, electrical, elevators, etc.)
(6) All public works improvements are completed.

Signature of Applicant: _____ Date: _____ Position: _____

Department Action: In accordance with Section 91.0315(a) the request I granted in as much as the Superintendent of Building finds that no substantial hazard will exist from the occupancy.

Division Concurrence	Print Name	Sign Name	Date
Building Inspector	Bill Deason	Bill Deason	7-28-08
Electrical	John Deason	John Deason	7-28-08
Plumbing	BUD BULLS	BUD BULLS	7-28-08
Heating & A.C.	MIKE McLAY	MIKE McLAY	7-28-08
Fire Sprinkler	MIKE McLAY	MIKE McLAY	7-28-08
Elevator	MIKE McLAY	MIKE McLAY	7-28-08
Pressure Vessel	MIKE McLAY	MIKE McLAY	7-28-08
Grading	MIKE McLAY	MIKE McLAY	7-28-08
Fire Department	MIKE McLAY	MIKE McLAY	7-28-08
P.W. Engineering	MIKE McLAY	MIKE McLAY	7-28-08
Disabled Access	MIKE McLAY	MIKE McLAY	7-28-08

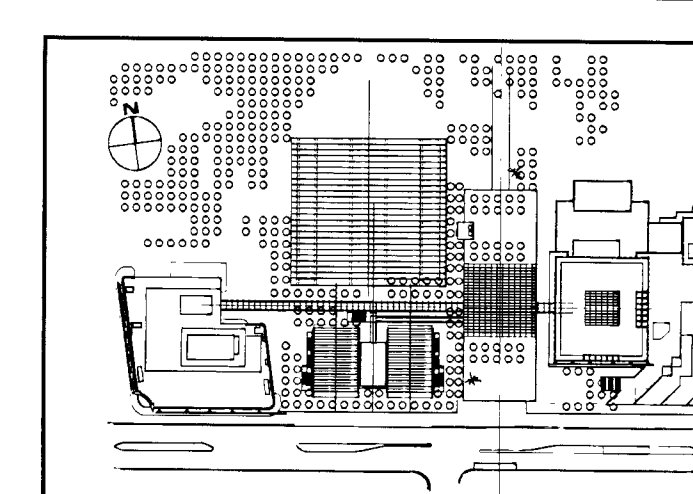
Approved By: _____ Date: _____ Position: _____

PHASE I CERTIFICATE OF OCCUPANCY PERMIT

SCALE: NA

03

KEYNOTE LEGEND



SHEET NOTES

PLAN CHECK CORRECTION - PERMIT SET	05.18.10
100% CONSTRUCTION DOCUMENTS &	04.12.10
PLAN CHECK SUBMITTAL	
DD PROGRESS SET	10.13.09

INDEX	MODIFICATION	DATE

LOS ANGELES COUNTY MUSEUM OF ART

TRANSFORMING LACMA PHASE I IMPROVEMENTS TICKET KIOSK

100% CDs & PLAN CHECK SUBMITTAL

CLIENT
LOS ANGELES COUNTY MUSEUM OF ART
5905 Wilshire Blvd.
LOS ANGELES, CA 90036 - USA
Tel: +1 (323) 857 6000
Fax: +1 (323) 857 4717

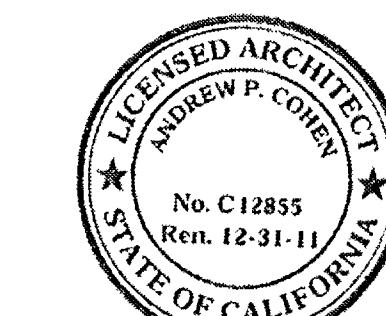
ARCHITECT
RENZO PIANO BUILDING WORKSHOP
34 RUE DES ARCHIVES
75004 PARIS - FRANCE
Tel: +33 1 44 61 49 00
Fax: +33 1 42 78 61 98

ARCHITECT OF RECORD
GENSLER
2500 Broadway, Suite 300
SANTA MONICA, CA 90404 - USA
Tel: +1 (310) 449 5600
Fax: +1 (310) 449 5600

STRUCTURAL ENGINEERING
OVE ARUP & PARTNERS
12777 W. JEFFERSON BLVD
LOS ANGELES, CA 90066 - USA
Tel: +1 (310) 514 4102
Fax: +1 (310) 577 1011

CIVIL ENGINEERING
KPF CONSULTING ENGINEERS
6080 Center Drive, Suite 750
LOS ANGELES, CA 90045 - USA
Tel: +1 (310) 865 1536
Fax: +1 (310) 865 9075

PLANS APPROVED
as required by
Case No. 2008-0001
ESTINEH MAILLAN
ZONING ADMINISTRATOR
CITY OF LOS ANGELES
Date: 7/28/08



SENDER GENSLER

EXISTING PARKING CALCULATIONS

DATE (MM-DD-YY) FFL:

05-18-10

DRAWING NUMBER

NA

A0.141

FILE NAME

a0.141.dwg

INDEX

LACMA Transformation Project, Phase II

	TOTAL OCCUPIED FLOOR AREA (SF)	PARKING RATIO	PARKING REQUIRED	BICYCLE/MOTORCYCLE PARKING REQUIRED
LACMA WEST*	48,500	1:300	Offices 162	19
	43,200	1:250**	Gallery 173	
	124,100	1:500 for first 10,000 sf and 1:5000 beyond	Storage 43	
Subtotal			378	19
ENTRANCE HALL	N/A	N/A	0	0
BCAM	58,400	1:250**	Gallery 235	12
SPECIAL EXHIBITION PAVILION	36,177	1:250**	Gallery 145	7.0
TICKET KIOSK	575	1/500	Retail 3	0.0
Total Required			761	38.0
Total Provided in Garage			(9) 650	
Total provided in Fairfax Lot			0	
Total off-site provided in Spaulding			(2) 111	
Total Provided			761	39.0

LACMA WEST, ENTRANCE HALL, BCAM, AND SPECIAL EXHIBITION PAVILION PARKING RATIOS BASED ON LADBS ZONING CODE INFORMATION BULLETIN P/ZC 2002-011, EFFECTIVE 09.30.2003 AND THE REQUIREMENTS OF SECTION 4C OF ORDINANCE 167,551 (WILSHIRE WEST (CO) PER Q CONDITIONS APPLICABLE TO THE PROPERTY.

LACMA WEST PARKING REQUIREMENTS WERE CALCULATED AND APPROVED BY LADBS AS OF 05.26.06 PER BUILDING PERMIT NO. 06016-10000-07804.

**PARKING RATIO FOR GALLERY USE TO BE 1:250 PER LADBS.

*LACMA WEST is designated in the City's list of Historical-Cultural Monuments as adopted by the Los Angeles City Council on 09.30.1992 (Council File No. 91-0564). Per L.A.M.C. Sec. 12.21.A.4(x)(2), no additional parking spaces need to be provided in connection with a change of use for any structure designated on the City's list of historical or cultural monuments. Thus, no additional parking is required for planned interior renovations to LACMA West.

(1) 652 Spaces in Phase 1 parking garage minus (-) 2 spaces required for plumbing equipment on P2 level for Phase 2 - Special Exhibition.

(2) See Phase 2 - Special exhibition revised affidavit, detail 3/A0.142 includes 3 spaces for ticket kiosk.

PHASE II PARKING
SCALE: N.A.

Recorded at the request of and mail to:
(Name)
(Address)
Date of Recording: _____

COVENANT AND AGREEMENT REGARDING MAINTENANCE OF OFF-SITE PARKING SPACE
(The printed text shall not be changed except with notice by an authorized building and safety employee)

The undersigned covenantor hereby certifies that we are the owners of the hereinafter legally described real property located in the City of Los Angeles, State of California.
Address: 710 S. Spaulding Ave. Legal description: Lots 1, 2, 3, 4 and that portion of Lot 5 of Tract No. 6421 (See Exhibit A) as recorded in Book 70, Page 92-93, Records of Los Angeles County.

For a valuable consideration, receipt of which is hereby acknowledged, covenantor hereby covenants with the following undersigned coveantee, and agrees to provide 85 off-site parking spaces, which comply with Section 12.21A5 of the Los Angeles Municipal Code, on the coveantee's above described property for the benefit of and use by the coveantee's building located at 5105 Wilshire Blvd. and legally described as Parcel A of Parcel Map No. 44973 as recorded in Book 134, Page 27-29, Records of Los Angeles County.

This covenant and agreement shall run with both the covenantor's and coveantee's above described land, shall be binding upon the covenantor, the covenantor's future owners, successors, heirs, or assigns, and shall continue in effect until the Superintendent of Building of the City of Los Angeles determines that the off-site parking spaces covered by this covenant are no longer required by law.

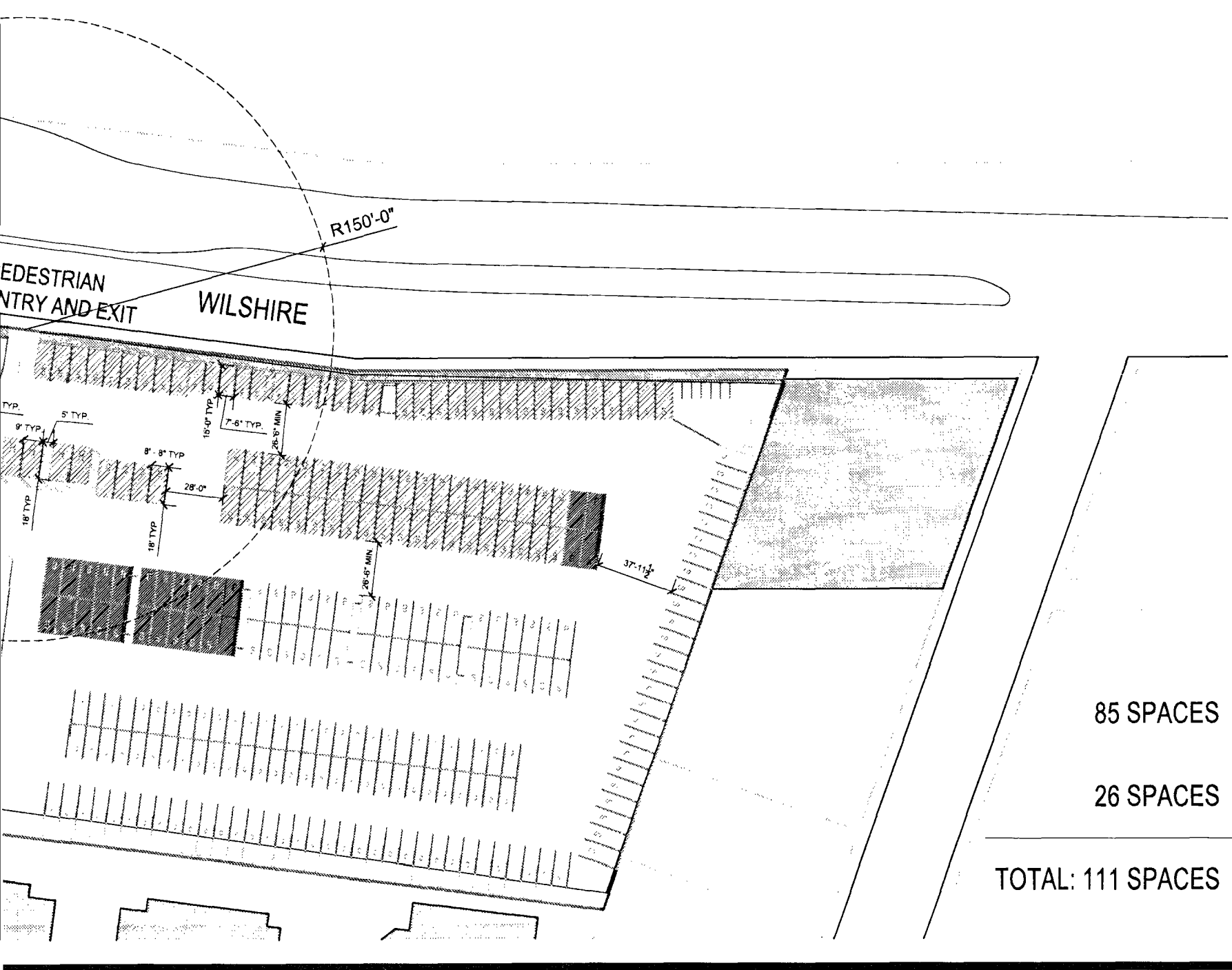
Signature of Covenantor and Parking Site Owner: Margaret Ellen Spieker Date: 01/10/08
Signature of Coveantee: Margaret Ellen Spieker Date: 01/10/08

Two official signatures are required for corporations.

(STATE OF CALIFORNIA, COUNTY OF Los Angeles)
On 01/10/08 before me, Margaret Ellen Spieker, personally appeared Margaret Ellen Spieker and Fred Skomsvold, known to me (or proved to me the truth of their statements) to be the person(s) whose name(s) is/are subscribed to the written instrument and acknowledged to me that he/she/it executed the same in the capacity(ies) authorized by law, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon which the instrument is so signed, executed the instrument.

WITNESS my hand and official seal.
Signature: Margaret Ellen Spieker Commission # 1670396
Fred Skomsvold Commission # 1670396

FOR DEPARTMENT USE ONLY:
MUST BE APPROVED BY Dept. of Building & Safety prior to recording. Date: 9.15.08



85 SPACES PER APPROVED AFFIDAVIT 09/15/08 02/A0.142
26 SPACES PER APPROVED AFFIDAVIT 03/25/10 03/A0.142
TOTAL: 111 SPACES

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SCALE: N.A.

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TITLE SHEET

EXHIBIT F

WILSHIRE COMMUNITY PLAN

WILSHIRE

Community Plan

TABLE OF CONTENTS

ACTIVITY LOG

COMMUNITY PLAN

- I. Introduction
- II. Function of the Community Plan
- III. Land Use Policies and Programs
- IV. Coordination Opportunities for Public Agencies
- V. Urban Design

WILSHIRE

Community

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The majority of the Wilshire Community Plan Area consists of gently sloping plains and includes about 8,954 acres (about 14 square miles), which is approximately 3 percent of the total land in the City of Los Angeles.

The Wilshire Community Plan Area is often spoken of as the Mid-City section of Los Angeles. The eastern edge of the approximately 2.5-mile wide by 6-mile long plan area is about 6 miles west of downtown Los Angeles, while the western edge abuts the City of Beverly Hills.

The plan area is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west.

Wilshire is surrounded by the City of Los Angeles community plan areas of Hollywood to the north; South Central Los Angeles and West Adams-Leimert-Baldwin Hills to the south; Silverlake-Echo Park and Westlake to the east; and West Los Angeles to the west.

The plan area is generally southwest of the Hollywood Freeway (U.S. 101), which is oriented northwest-southeast across the northeast corner of the Plan Area at Vermont and Rosewood Avenues.

The Hollywood Freeway is the only freeway within the Wilshire plan area. The Harbor Freeway (I-110) is located one mile to the east; the Santa Monica Freeway (I-10) is located one mile to the south; and the San Diego Freeway (I-405) is approximately five miles to the west of the community boundaries.

The Metro Red Line subway also serves the Wilshire Community Plan area, running along portions of Wilshire Boulevard and Vermont Avenue.

The Wilshire Community Plan Area has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards including Wilshire, Pico, La Cienega, Western and Vermont. The plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as Wilshire Center.

Existing residential land use totals 4,568 acres, including approximately 116,575 dwelling units. The Wilshire Community Plan designates 4,592 acres for residential land uses, accommodating a projected 134,300 dwelling units.

Existing commercial land uses comprise 1,054 acres. There is approximately 40,004,300 square feet of existing commercial development. Planned commercial land use as designated in the Community Plan totals 1,129 acres, with a projected developed commercial total of 41,833,820 square feet.

Existing industrial land use is 50 acres. There is approximately 1,527,800 square feet of existing industrial development. Planned industrial land use designated in the Community Plan is 38 acres, with a build-out projection equal to current conditions.

There are 191 acres of land designated as open space. This category represents 2.1 percent of total land acreage in the Wilshire Community.

The street pattern in the Wilshire area is primarily a grid. Most of the street network is oriented on primary compass points with few exceptions. Notably, south of Wilshire Boulevard and west of Wilton Place, the street grid shifts uniformly towards a northeast/southwest alignment, while east/west streets shift somewhat to a northwest/southeast orientation.

DEMOGRAPHICS

The 2000 Census recorded a Wilshire Community Plan Area population of 292,101. This includes an ethnic mix of 8.8 percent African American, 23.3 percent Asian, 23.7 percent Caucasian (non-Latino), 41.3 percent Latino, and less than one percent Native American.

The Wilshire area is one of the most ethnically and economically diverse areas in the City of Los Angeles. Population make-up varies dramatically from block to block and historically many neighborhoods are ethnically and racially integrated.

A multitude of cultures, ethnicities, and activities together define this diverse area of Los Angeles. For example, Fairfax Avenue itself runs through a district of Ethiopian restaurants, crosses museum row, then arrives at a thriving Orthodox Jewish. Established high-end residential districts abut first generation immigrant neighborhoods, creating dynamic, intricate, and vibrant social patterns of neighborhood interaction and community.

The Koreatown area loosely overlaps a collection of neighborhoods including many primarily Latino areas in the eastern portion of the plan area. Koreatown is centered around Olympic Boulevard between Western and Vermont Avenues.

The Southern California Association of Governments (SCAG) projects a 2010 population of 337,144 persons, a 25 percent increase over the 1990 Census total of 271,620. The Community Plan provides capacity to meet this projection. Population density in 1990 averaged 30.6 persons per gross acre, the second highest for community plan areas in the City of Los Angeles.

NEIGHBORHOODS AND ACTIVITY CENTERS

RESIDENTIAL

The Wilshire District contains an overwhelming majority of multi-family units (86 percent of total housing units). The remaining single family units comprise 42 percent of the total residential land area, with an average net single family density of eight units per acre.

The Wilshire Community Plan Area includes several neighborhoods that consist almost exclusively of duplexes, most notably areas between La Brea Avenue and Fairfax Avenue from Melrose to Third Street, between Olympic and Pico Boulevards from Rimpau Boulevard to Redondo Boulevard, and along Crescent Heights Boulevard.

A combination of low to mid-rise multi-family units and areas containing a mix of mid to high-rise buildings are concentrated along the Wilshire corridor between Vermont Avenue and Wilton Place, in aggregate forming the area known as Wilshire Center.

Residential areas with a mix of high and medium densities are generally found adjacent to commercial corridors in the area bounded by Third Street on the north and Eighth Street on the south. The remainder of the area is largely low-rise residential homes and apartments.

Scattered mid-rise residential areas are located elsewhere throughout the plan area, with building heights exceeding eight stories in Park La Brea and along Rossmore Avenue. The average net multi-family density is 42 units per acre, one of the highest in the city, with the average net density for all housing types at 25 units per acre.

COMMERCIAL

Wilshire Boulevard between Hoover Street and Western Avenue includes a substantial number of mid-rise buildings, generally with minimal setbacks or setbacks that increase the sidewalk width along the boulevard and some with ground floor shops and services. This highly urbanized section of the boulevard experiences considerable pedestrian activity and is supported by Metro Red Line subway service. The urban character along Wilshire Boulevard moving west from Wilton Place to Highland Avenues changes to predominantly low-rise freestanding buildings with landscaped setbacks and limited ground floor retail use. The Park Mile Specific Plan governs development in this area.

Many fine mid-rise examples of Art Deco architecture line Wilshire Boulevard along the Miracle Mile, from La Brea Avenue to Fairfax Avenue, complemented with a consistent urban streetscape and low-rise commercial storefronts. Mid-rise buildings occur more frequently from Fairfax Avenue to San Vicente Boulevard, similarly interspersed with low-rise buildings. The Wilshire Corridor continues west from San Vicente Boulevard through Beverly Hills.

Low-rise commercial buildings consisting of a mix of building types occur along most of the major arterials except within Hancock Park.

Corridors east of Hancock Park include the following: Pico Boulevard; Olympic Boulevard east of Crenshaw Boulevard; Eighth Street east of Western Avenue which includes higher commercial intensities in

Koreatown; Sixth Street; Third Street; Beverly Boulevard and Melrose Avenue between Hoover Street and Western Avenue; Temple Street, consisting of largely zero-setback blank wall buildings; Vermont Avenue; and Western Avenue.

Corridors west of Hancock Park include the following: Third Street; Beverly Boulevard; Melrose Avenue, Robertson Boulevard, and La Brea Avenue, consisting primarily of one-story pedestrian-oriented streetfronts; and La Cienega and Pico Boulevards which include a mix of building types.

Larchmont Boulevard is a three-block shopping district within Windsor Square of which the southernmost block consists of pedestrian-oriented storefronts; Larchmont Boulevard includes one mid-rise medical tower north of Beverly Boulevard.

INDUSTRIAL

Most of Wilshire's low intensity industrial land uses are located around the intersection of Beverly Boulevard and Virgil Avenue, and along Pico Boulevard between Vermont and Western Avenues. These business park-style developments provide limited employment bases. They consist of small and medium scale automobile repair businesses, wholesale/retail distribution outlets, and storage operations.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan. Government Code Section 65351 reads, "During the preparation or amendment of the General Plan, the planning agency shall provide opportunities for involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate".

In 1997 and 1998, Community participation was initiated through more than 40 focus group meetings. During 1999 and 2000, additional community participation was encouraged during five public workshops and two open houses. In 2001, two open houses followed by public hearings were held. The City Planning Commission reviewed the proposed plan on May 10, 2001 and the plan was approved by the City Council on September 19, 2001.

The public hearing served as a forum for the public review of the Final Environmental Impact Report (EIR), and of the Transportation Improvement and Mitigation Program (TIMP), both of which were prepared for the update of the Wilshire Community Plan.

Community members continue to assist in the identification of major issues and with the formulation of land use policies and objectives in the Wilshire Community Plan Area.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes planning and land use issues and

opportunities identified by residents, property owners, and business owners in the Wilshire Community Plan Area.

RESIDENTIAL

Issues

- ? Need to maintain low density character of single family neighborhoods, avoiding encroachment from other uses, commercial off-street parking, and “spillover” traffic from adjacent development.
- ? Need to preserve the existing character of residential neighborhoods while accommodating more affordable housing and child care facilities.
- ? Improved land use transitions in scale, density and character are needed between multiple family and adjacent single family neighborhoods.
- ? Improved land use transitions are needed between commercial uses and single family and multiple family areas.
- ? Increased off-street parking areas and facilities, open space, and recreational facilities are needed, particularly in multiple family residential areas.
- ? Non-conforming residential units exist in areas zoned and designated for commercial land use.
- ? New development needs to be coordinated with the availability of public infrastructure.

Opportunities

- ? The Wilshire Community Plan Area includes large, ethnically diverse neighborhoods which are economically vibrant, and which have unique architectural and historic characteristics.
- ? Proximity to cultural and intellectual resources such as museums, theaters and educational institutions, as well as to recreational and ocean amenities, and to the Los Angeles Airport.
- ? Public transit access to employment centers within the Wilshire Community as well as to Hollywood, Central City, West Los Angeles, Westwood, Century City, and Santa Monica.
- ? Potential for additional mixed-use commercial and residential boulevards, along Beverly, Olympic, Pico, Robertson, and La Cienega Boulevards, and along 3rd Street, Fairfax, Vermont and Western Avenues.

COMMERCIAL

Issues

- ? Need to plan for better cohesiveness, diversity, and continuity of

complementary uses along commercial frontages.

- ? Improved appearance of strip commercial developments is needed, with concise, clear signage, better visual identity, adequate parking, and convenient access.
- ? Out-of-scale, cluttered signs including billboards, very large murals, wall signs, and flashing signs have proliferated. Signage is perceived by residents as visually blighting.
- ? Improvements to the appearance of new construction is needed through additional landscaping and more imaginative architecture to offset an otherwise severe industrial appearance along some major thoroughfares.
- ? New commercial development needs to be compatible with existing buildings in terms of architectural design, bulk and building heights.
- ? Adequate street furniture, lighting, and street trees, as well as extensive repairs to City sidewalks, parking strips, curbs and gutters, and driveways, are needed to promote a more pedestrian friendly environment.

Opportunities

- ? Potential for mixed-use development in Wilshire Center, along Beverly, Olympic, Pico, Robertson, and La Cienega Boulevards; and along 3rd Street, Fairfax, La Brea, Vermont and Western Avenues, to encourage pedestrian activity, reduce traffic circulation and congestion, and invigorate commercial areas.
- ? Designated Scenic Highways along Wilshire and San Vicente Boulevards, Highland Avenue, and Burton Way encourage the enhancement of the visual environment, and pedestrian amenities.
- ? Through the Park Mile Specific Plan, potential to establish appropriate neighborhood and pedestrian-oriented land uses, building intensity, lot coverage, setbacks, landscaping, signage controls, and design and parking requirements for Wilshire Boulevard.
- ? Existing Park Mile Specific Plan regulates land uses according to vehicle trip generation rates by land use type, and thereby provides for some traffic mitigation.
- ? Shuttle bus systems which connect major activity centers (e.g., Miracle Mile, Park Mile, Wilshire Center, Koreatown, Beverly Center, Farmer's Market).
- ? Existing neighborhood commercial uses (e.g., furniture and general goods stores, ethnic restaurants, plant nurseries, resident hotels, etc.) need to be preserved and enhanced along Beverly,

Olympic, Pico, Robertson, and La Cienega Boulevards, and along 3rd Street, Fairfax, Vermont and Western Avenues.

INDUSTRIAL

Issues

- ? The need exists to utilize limited industrial and industrial commercial manufacturing designated land for commercial and retail purposes, to provide a larger, more diverse employment base.
- ? Improved buffering and landscaping are needed in industrial areas adjacent to residential development.
- ? Non-conforming residential units need to be discouraged from areas zoned and designated for industrial land uses.
- ? Aesthetic improvements of Major Class II and Secondary Highways (e.g., Beverly and Pico Boulevards and Virgil Avenue) are needed adjacent to industrial designated areas.

Opportunities

- ? Land presently zoned and designated for industrial uses may be convertible to commercial uses to provide additional employment base, while also being more compatible with adjacent multiple family residential uses.
- ? Urban design policies and standards are needed to visually improve converted industrial areas.
- ? Entertainment and related high technology uses need to be encouraged in the converted industrial areas.

TRANSPORTATION

Issues

- ? Severe traffic congestion along most major transportation corridors and intersections, with many streets functioning in excess of full capacity.
- ? Overflow of traffic from congested commercial corridors negatively impacts the quality of life in residential neighborhoods.
- ? Inadequate transportation linkages exist between residential areas and commercial, retail and recreation facilities.
- ? Frequent violation of on-street peak-hour parking restrictions which effectively reduces available traffic lanes for automobiles and buses.
- ? Insufficient off-street parking areas and structures, resulting in spillover parking from commercial areas into adjacent residential areas.
- ? Due to the existing level of traffic congestion, the impact of new

large projects on traffic circulation will continue to be a major concern in the community.

- ? There is a limited number of north-south Major Class II Highways which provide continuity through the Plan Area (e.g., Crenshaw Boulevard ends at Wilshire Boulevard).
- ? Many Collector Streets are lined with fronting residential land uses (single family homes and duplexes) with high volumes of traffic.
- ? The Plan Area includes some of the most heavily patronized and crowded bus routes in the MTA system.
- ? Many Secondary Highways and Collector Streets have not been built to current design standards and there is limited potential for widening due to existing development patterns.

Opportunities

- The Wilshire Transportation Improvement and Mitigation Program (TIMP), identifies measures to mitigate some impacts of new developments on the transportation system, primarily through measures funded by traditional transportation revenue sources (e.g., Proposition A & C, MTA Call For Projects, gasoline taxes) and coordinated through project phasing.
- The rise of mass-transit alternatives include three MTA Red Line subway stations on Wilshire Boulevard at Vermont, Normandie, and Western Avenues; and a fourth station at Beverly Boulevard and Vermont Avenue. Metro Bus, Metro Rapid, Metro Rail, DASH shuttles, Smart Shuttles, and designated bikeways all provide access from residential areas to major employment and activity centers, and to community schools and recreation areas.
- Expansion of Intelligent Transportation Systems (ITS) strategies such as Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control Systems (ATCS) on Major Class II and Secondary Highways, may improve traffic flow in some areas.
- Implementation of local area-specific traffic mitigation measures are required for major projects to be completed in the Wilshire Plan Area.
- Provide high-capacity bus lane corridors along selected Major Class II and Secondary Highway bus routes, with signal priority treatment for buses and enhanced bus stops. A Rapid Bus system is operating currently along Wilshire Boulevard, with further improvements planned.
- Implementation of Neighborhood Traffic Management Plans in residential areas, developed cooperatively between LADOT and residents can lessen the negative effects of pass-through traffic.

RECREATION AND PUBLIC FACILITIES

Issues

- Severe shortage of public parks and open spaces in reasonable proximity to high-density, multiple family residential neighborhoods.
- Poorly designed or maintained parks and public facilities can become focal points for criminal activity and create negative impacts on surrounding neighborhoods.
- Critical need to provide additional school facilities to meet current and projected enrollment levels.
- Major need for additional recreation and public facilities, including neighborhood, community, and regional parks; branch libraries; and neighborhood community centers.

Opportunities

- Construction of small pocket parks, local neighborhood libraries, community centers or day-care facilities as possible development incentives required in large, mixed-use projects.
- Conversion of small public and private parcels, and streets and alleyways for utilization as pocket parks and open space areas.
- Conversion of alleyways into neighborhood open space as outlined under the City's Nuisance Alley Conversion Project.
- Increased joint-use of public play fields, classrooms, and auditoriums for shared public recreation.

COMMUNITY PROFILE

The community profile provides an overview of population, housing, and socio-demographics for the Wilshire Community Plan Area as compared to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.

Chapter II

FUNCTION OF THE COMMUNITY PLAN

A Community Plan is an integral part of the General Plan, the fundamental policy document of the City of Los Angeles. The General Plan defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City are all guided by the plan with regard to the intended use of its land, design and character of buildings and open spaces, conservation of existing housing stock and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, and protection of residents from natural and human-caused hazards.

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, prospective investors, and business interests.

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300), and the City of Los Angeles City Charter (Section 554) require that the City prepare and adopt a comprehensive, long-term General Plan for its development.

It must contain seven elements including land use, circulation, housing, conservation, open space, and noise and safety. California State law requires that the land use element be prepared as part of a City's General Plan and that it correlate with the circulation element.

In the City of Los Angeles, 35 Community Plans, including the Wilshire Community Plan, comprise the Land Use Element of the City's General Plan.

The Land Use Element has the broadest scope of the State-required General Plan elements, since it regulates how land is to be utilized. It correlates with many of the issues and policies contained in all other General Plan elements.

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of the following land uses: housing, business, industry, open space, agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private land uses.

The land use element is also required to include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the General Plan.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental planning policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time.

The General Plan guides the City in the use of public and private land, the design and character of buildings and open spaces, the conservation of existing housing and provision of new housing, commercial development, the provision of supporting infrastructure and public services, the protection of environmental resources and the protection of residents from natural and other known hazards.

The General Plan expresses the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interest.

The Community Plans further refine the General Plan, and are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community.

The Community Plans are intended to coordinate development among the 35 communities of the City of Los Angeles and among adjacent municipalities for the benefit of all residents.

The Community Plans also guide development by informing the general public of the City's planning goals, policies and development standards with the objective of creating a healthy and pleasant environment.

Planning goals, objectives, policies and programs are created to meet the existing and future needs of the community through the year 2010.

The Community Plan identifies and provides for economic opportunities, and for the maintenance of significant environmental resources within the community. It also seeks to enhance the distinctive community identity and recognize and promote the unique character of neighborhoods within the Community Plan Area.

PURPOSE OF THE WILSHIRE COMMUNITY PLAN

The last comprehensive review of the Wilshire Community Plan was completed in 1976, and revised in 1988 through the General Plan Consistency Program. Since that time, considerable growth and change has occurred and continues to occur in the Wilshire Community Plan Area.

New planning issues, concepts, and policies have arisen along with the emergence of new community objectives and goals regarding the management of development and neighborhood preservation.

Consequently, it is necessary to update the Wilshire Community Plan to not only reflect current conditions, but to accurately synthesize the prevailing visions and objectives of the area's residents, property owners, and business owners.

The Wilshire Community Plan sets forth planning goals and objectives to maintain the community's distinctive character by:

- Enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities.
- Improving the function, design and economic vitality of commercial areas.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts.
- Preserving and strengthening commercial developments to provide a diverse job-producing economic base.
- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

ORGANIZATION AND CONTENT OF THE WILSHIRE COMMUNITY PLAN

The Wilshire Community Plan sets forth planning goals, objectives, policies, and programs that pertain to the Wilshire Community. Broader planning issues, goals, objectives and policies are provided by the Citywide General Plan through its Framework Element.

The Wilshire Community Plan is organized and formatted to facilitate periodic updates. The State of California recommends that local land use elements be comprehensively reviewed every five years to reflect new conditions, local issues, and technological advances.

The principal method for the implementation of the Wilshire Community Plan Maps, particularly the land use map, is the City Zoning Code. The City's zoning maps are updated periodically to remain consistent with the adopted land use map.

Together, the City Zoning Code and the City Zoning Maps identify the specific types of land use and development standards applicable to specific areas and parcels of land within the Wilshire Community Plan Area.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. Since State law requires that the City's General Plan have internal consistency, the Wilshire Community Plan as a component of the City's Land Use Element must be consistent with the other elements and components of the General Plan.

The General Plan Framework is a long range, citywide comprehensive growth strategy. It is a special element of the General Plan which looks to the future and replaces Concept Los Angeles and the Citywide Plan adopted in 1974.

The Framework provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared. Because of its citywide scale, the Framework cannot anticipate the detail of planning at the local community level. Therefore the community plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework.

The Citywide General Plan Framework Element neither supersedes nor is subservient to the community plans. It guides the city's long range growth and development policy, establishes citywide standards, goals, policies, and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the community plans.

The General Plan Framework forecasts the following population, housing, and employment levels for the Wilshire Community Plan in the year 2010:

<i>Population (persons):</i>	337,144
<i>Housing (units):</i>	138,330
<i>Employment (jobs):</i>	197,959

These population, employment, and housing numbers are provided as reference during the community plan update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. Population, jobs and housing may grow at a faster or slower rate than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted community plan land use capacity or buildout as estimated from planned land use. Plan capacity or buildout is an estimate and depends on specific assumptions about future density of development and household size which may be greater or smaller than that which actually occurs. It should also be noted that the community plan capacity does not include housing in commercial districts nor does it adjust for the current residential vacancy rate.

In addition to the seven state mandated elements, the city's General Plan includes a service system element, a cultural element, a major public

facilities element and an air quality element. All provisions and requirements of these elements apply to the Wilshire Community Plan.

Additional working tools within the Wilshire Community Plan include specific plans, business improvement districts (BIDs), historical preservation overlay zones (HPOZs), community design overlay districts (CDOs), Streetscape programs, Streetscape plans, Neighborhood Traffic Mitigation Plans (NTMP), mixed use (MU) districts, and community redevelopment areas under jurisdiction of the Community Redevelopment Agency (CRA). These districts and zones combine planning policy and specific implementation tools to address detailed issues specific to local neighborhoods.

The community plan also includes appropriate policies generated from mitigation measures relating to the Environmental Impact Report (EIR) and Transportation Improvement and Mitigation Program (TIMP) prepared as part of the plan.

PLAN CONSISTENCY

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since state law requires that the General Plan have internal consistency, the Wilshire Community Plan must be consistent with the other elements and components of the General Plan.

Each plan land use category indicates the corresponding zones permitted by the plan, unless further restricted by the plan text, footnotes, specific plans, or other limitations established by discretionary approval. The plan recognizes that the residential densities and industrial densities depicted on the plan map are theoretical and may not occur due to plan and zone regulations, economic conditions and design limitations.

For each plan category, the plan permits all identified corresponding zones, as well as those zones which are more restrictive as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the plan or any monitoring review that results in changes to the plan must make new plan consistency findings at the time of that decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III. To further substantiate the consistency findings, decision makers may cite other programs, policies or objectives that would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

PLAN MONITORING

In order to accommodate changes in anticipated population growth, The Wilshire Community Plan has a theoretical maximum land use and population capacity greater than the projected development likely to occur during the Community Plan period. The Framework Element of the General Plan commits the Department of City Planning to develop a monitoring system and prepare an annual report on growth and infrastructure, to be submitted to the City Planning Commission, Mayor and City Council.

In the fifth year following plan adoption (and every five years thereafter), the Director of Planning shall report to the commission on the relationship between population, employment, housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental impact analysis will be prepared and appropriate changes recommended to the community plan. These plan and zoning changes shall be submitted to the Planning Commission, Mayor and City Council as specified in the Los Angeles Municipal Code.

Chapter III

LAND USE PLAN POLICIES AND PROGRAMS

Chapter III of the plan text contains goals, objectives, policies, and programs relating to all land use issues including residential, commercial and industrial, as well as public and institutional designations. The Planning Department has responsibility for the goals, objectives, policies, initiation, and implementation of the programs contained in this chapter.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout the Wilshire Community Plan Area critically depend on the adequate provision of infrastructure resources (e.g., transportation, police, fire, water, sewerage, parks, etc.) commensurate with the needs of the population.

If population growth occurs faster than projected, and without needed infrastructure improvements to keep pace with that growth, the quality of life within the Wilshire Community would be adversely affected.

Accordingly, with regard to residential land use planning, the proposed Wilshire Community Plan has three fundamental premises.

- 1) A general limitation of residential densities in various neighborhoods to the prevailing existing density of development within these neighborhoods.
- 2) The monitoring of population growth and infrastructure improvements through the City's Annual Report on Growth and Infrastructure, with a report to the City Planning Commission every five years on the Wilshire Community following Plan adoption.
- 3) If this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened in relation to user need, particularly critical ones such as water and sewerage, but also including public schools, police and fire services, and transportation infrastructure; and, that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls would be put into effect for the affected portions of the Wilshire Community until land use designations for the Community Plan and corresponding zoning are revised to more appropriately limit new development.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures which are listed in the Environmental Impact Report (EIR) and Transportation Improvement and Mitigation Program (TIMP). In many instances these measures also encompass the policies contained in the General Plan Framework Element.

The following table depicts the reasonable expected population and dwelling unit count for the year 2010, using a mid-point range for the dwelling-units-per-acre category. The mid-point represents a reasonable factor, since new development within each land use category is unlikely

to occur at the extremes of the range, but more likely, throughout the range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

RESIDENTIAL LAND USE CATEGORY	DU'S PER NET ACRE MIDPOINT (RANGE)	NET ACRE	NUMBER OF DWELLING UNITS	PERSONS PER DWELLING UNIT (2010)	REASONABLE EXPECTED POPULATION (2010)
VERY LOW I	2 (1 to 3)	24	48	2.98	143
VERY LOW II	3.5 (3 to 4)	287	1,004	2.98	2,992
LOW I	4.5 (4 to 9)	111	499	2.98	1,487
LOW II	7 (4 to 9)	1,494	10,458	2.98	31,164
LOW MEDIUM I	13.5 (9 to 18)	550	7,425	2.53	18,785
LOW MEDIUM II	23.5 (18 to 29)	291	6,838	2.53	17,300
MEDIUM	42 (29 to 55)	1061	44,562	2.45	109,177
HIGH MEDIUM	82 (55 to 109)	773	63,386	2.45	155,296
TOTALS	----	4,592	134,300	2.51	336,344

GOAL 1

PROVIDE A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE WILSHIRE COMMUNITY.

Objective 1-1

Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

Policies

1-1.1 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Program: The Community Plan Map identifies lands where only single family residential development is permitted. These areas are protected by designating appropriate densities for each land use category designation and for each corresponding zone, to minimize incompatible uses.

- 1-1.2 Promote neighborhood preservation in all stable residential neighborhoods.

Program: With the implementation of the Wilshire Community Plan, all discretionary actions, Specific Plans, and any community and neighborhood residential projects must be consistent with Wilshire Community Plan recommendations.

Program: The Neighborhood Preservation Program administered by the City's Housing Department provides financial assistance rehabilitating Single Family homes and Multiple Family housing.

Program: Provide loans to owners of small residential buildings (one to four units) to correct code violations through the Homeowners Encouragement Loan Program (HELP), administered by the City's Housing Department.

- 1-1.3 Provide for adequate Multiple Family residential development.

Program: The Community Plan Map, identifies land where Multiple Family residential development is permitted.

- 1-1.4 Provide for housing along mixed-use boulevards where appropriate.

Program: Create Mixed Use Districts along targeted boulevards identified in the General Plan Framework to support the construction of mixed use development

Program: Implement a Mixed Use District in the Wilshire Center Area, including the area generally bounded by Third Street, Hoover Street, Olympic Boulevard, and Western Avenue.

Objective 1-2

Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policies

- 1-2.1 Encourage higher density residential uses near major public transportation centers.

Program: To accommodate the anticipated population increase to the Wilshire Community Plan Area by the year 2010, the Plan designates a number of increased residential density city blocks, in close proximity to the City's highest number of major public transit corridors, major bus route stops, and subway stations.

Objective 1-3

Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policies

- 1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.

Program: Develop Community Design Overlays (CDO) and companion Streetscape Plans for the Miracle Mile Regional Center (generally from Highland on the east to La Cienega on the west); for Third Street (between Fairfax and La Cienega); for Fairfax Avenue (between Third and Rosewood, and between Olympic and Pico); and Melrose Avenue (between Van Ness and Hoover). Design Guidelines for corresponding Multiple Family Residential Development are listed in Chapter V.

- 1-3.2 Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.

Program: Develop Historic Preservation Overlay (HPOZ) districts for the Windsor Square and Hancock Park neighborhoods, and other neighborhoods as appropriate including the Miracle Mile and Beverly-Fairfax neighborhoods, with community involvement and support.

Program: In recognition of the historic and intended park-like settings of many neighborhoods such as Hancock Park and Windsor Square, facilitate and support application and enforcement of existing regulations that establish minimum setbacks and limit fences, walls and hedges.

- 1-3.3 Promote the preservation and rehabilitation of individual residential buildings of historic significance

Program: Facilitate the declaration of Historic-Cultural Monuments through the Cultural Affairs Department on a building-by-building basis. Raise awareness within the community of this and other public and private resources available to protect and rehabilitate historic structures.

Program: Inventory neighborhoods in the Pico/Normandie area and identify possible candidates for Historic-Cultural Monument status, and neighborhoods for possible inclusion in an Historic Preservation Overlay District as a means to preserve architectural diversity and built history.

- 1-3.4 Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.

Program: Incorporate Neighborhood Traffic Mitigation Plans (NTMP) for major development and provide LADOT assistance to neighborhoods in design of NTMP's.

Objective 1-4

Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policies

- 1-4.1 Promote greater individual choice in type, quality, price and location of housing.

Program: The plan promotes greater individual choice by allocating adequate lands in the Plan Area for a variety of residential densities, and for the promotion of housing in mixed-use projects.

- 1.4-2 Ensure that new housing opportunities minimize displacement of residents.

Program: Decision-makers should adopt displacement findings in any decision relating to the construction of new housing.

- 1.4-3 Encourage multiple family residential and mixed use development in commercial zones.

Program: The community plan identifies areas for mixed use development in commercial zones, as illustrated on the General Plan Framework Map.

Program: Create and implement mixed-use districts along boulevards as designated in the General Plan Framework.

COMMERCIAL

Commercial land uses designated in the Wilshire Community Plan consist of 1,129 acres or 12 percent of the total plan acreage. In 1996, the Wilshire area contained approximately 40,004,300 million square feet of commercial development. Approximately 20,520,100 million square feet (51 percent) was devoted to office use and 19,484,200 million (49 percent) to retail use.

Most of the commercial development can be categorized within four concentrations based on the general orientation of uses: Regional, Community, General, and Neighborhood. The General Plan Framework Element identifies and sets forth criteria of these designations.

REGIONAL COMMERCIAL

Four major areas designated in the Plan as Regional Commercial include:

Wilshire Center Regional Commercial Center; the Miracle Mile Regional Commercial Center; the Beverly Center-Cedars Sinai Regional Commercial Center; and the Koreatown Regional Commercial Center. They total approximately 270 acres.

Wilshire Center Regional Commercial Center

The Wilshire Center Regional Commercial Center is approximately 100 acres in size. It includes a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings.

The Regional Commercial Center includes Wilshire Boulevard in the eastern central portion of the Plan Area and is generally bounded by 3rd Street on the north, 8th Street on the south, Hoover Street on the east, and Wilton Place on the west.

The Regional Commercial Center includes the Vermont, Normandie, and Western Metro Red Line subway stations along Wilshire Boulevard.

Wilshire Center is designated in both the General Plan Framework Element and on the Community Plan Land Use Diagram as a Regional Commercial Center.

Miracle Mile Regional Commercial Center

The Miracle Mile Regional Commercial Center is approximately 100 acres in size. It is centered around Wilshire Boulevard in the west central portion of the plan area, and is generally bounded by 6th Street on the north; 8th Street on the south; Sycamore Avenue on the east; and San Vicente Boulevard on the west.

Miracle Mile is characterized primarily by numerous high rise office buildings, mid to low rise apartments, single-family areas south of 8th Street, entertainment centers, museums, and regional shopping complexes. Both the General Plan Framework Element and the Community Plan Land Use Diagram designate the Miracle Mile as a Regional Commercial Center.

Beverly Center-Cedars Sinai Regional Commercial Center

The Beverly Center-Cedars Sinai Regional Commercial Center is approximately 60 acres in size. It is centered around Alden Drive and San Vicente Boulevard in the northwestern portion of the Plan Area, and is generally bounded by Beverly Boulevard on the north, 3rd Street on the south, La Cienega Boulevard on the east, and Robertson Boulevard on the west.

The Beverly Center-Cedars Sinai Regional Commercial Center is primarily improved with high-rise medical and office buildings, hotels, apartment towers, entertainment centers and regional shopping complexes.

It is designated in the General Plan Framework Element, and on the Community Plan Land Use Diagram as a Regional Commercial Center.

Koreatown Regional Commercial Center

The Koreatown Regional Commercial Center runs along Olympic Boulevard, directly south of Wilshire Center. The intersection of Western Avenue and Olympic Boulevard is the core of this center. It is in the southwestern portion of the Plan Area, and is generally bounded by Eighth Street on the north, Twelfth Street on the south, Western Avenue on the west, and continues east towards Vermont Avenue.

The Regional Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple family apartment blocks. The

**COMMUNITY
COMMERCIAL**

area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers.

There are four main areas designated as Community Commercial Centers in the Wilshire Community Plan.

These include: the Crenshaw Community Center; the Pico Community Center; the Beverly-Fairfax Community Center, and the Vermont Community Center .

Crenshaw Community Commercial Center

The Crenshaw Community Center is approximately 34 acres in size. It is centered around Crenshaw and Olympic Boulevards in the southeastern portion of the Plan Area, and is generally bounded by 9th Street on the north, Country Club Drive on the south, Bronson Avenue on the east, and Victoria Avenue on the west.

The Community Center includes the Crenshaw Shopping Center. The area has been developed with commercial land uses ranging from one and two-story retail uses to high-rise office buildings and large shopping centers.

Olympic Boulevard between Crenshaw Boulevard and Wilton Place is designated as a Mixed Use Boulevard on the Community Plan Land Use Diagram. The majority of this segment is shown as Community Commercial on the Plan Map.

Pico Community Commercial Center

The Pico Community Center is approximately 34 acres in size. It is centered around Pico, San Vicente and Venice Boulevards in the south central portion of the Plan Area, and is generally bounded by Pico Boulevard on the north; Venice Boulevard on the south; West Boulevard on the east; and Mansfield Avenue on the west.

The Community Center includes a supermarket and shopping area, and the Santa Monica-Metro Bus Customer Service Center Station. The area has been developed with commercial land uses ranging from one and two-story retail to high-rise office buildings and large shopping centers. The entire length of Pico Boulevard is designated as a Mixed Use Boulevard on the Community Plan Land Use Diagram. This segment is shown as Community Commercial on the Plan Map.

Beverly-Fairfax Community Commercial Center

The Beverly-Fairfax Community Center is approximately 34 acres in size. It is in the northwestern portion of the Plan Area, and is generally bounded by Beverly Boulevard on the north, 3rd Street on the south, Gardener Avenue on the east, and Fairfax on the west.

The Community Center includes the Farmer's Market shopping complex;

CBS Television City Studios; and the Pan Pacific Regional Park. The area has been developed with commercial land uses ranging from one and two-story retail to high-rise office, multiple apartment towers, wholesale nurseries, and large shopping centers.

Beverly Boulevard and Fairfax Avenue are designated as Mixed Use Boulevards on the Community Plan Land Use Diagram. The majority of these segments are shown as Community Commercial on the Plan Map.

Vermont Community Commercial Center

The Vermont Community Center is approximately 34 acres in size. It is centered around Vermont Avenue and Beverly Boulevard in the northeastern portion of the plan area. It is generally bounded by the Hollywood 101 Freeway to the north; Council and 1st Streets to the south; Hoover Street to the east; and New Hampshire Street to the west.

The Community Center includes the Vermont-Beverly Metro Red Line station. A Station Neighborhood Area Plan (SNAP) for this area as well as along portions of Vermont Avenue and Hollywood Boulevard has been created to regulate development in conjunction with the Metro Red Line subway.

NEIGHBORHOOD DISTRICTS

There are four areas within the Wilshire Community Plan Area that are designated as Neighborhood Districts by the Community Plan Land Use Diagram. The four Neighborhood Districts total approximately 150 acres.

The Larchmont Neighborhood District includes commercial frontage along Larchmont Boulevard from Beverly Boulevard on the north to 1st Street on the south. Uses permitted in this unique neighborhood district are limited by special zoning regulations intended to protect and promote Larchmont Boulevard as a neighborhood-serving shopping district.

Other neighborhood districts include: the Fairfax-Beverly Neighborhood District (Fairfax Avenue frontage from Rosewood Avenue on the north, to Beverly Boulevard on the south); the 3rd Street Neighborhood District (3rd Street frontage from Fairfax Avenue on the east, to La Jolla Avenue on the west); and the Fairfax-Olympic Neighborhood District (Fairfax Avenue frontage from Olympic Boulevard on the north, to Pico Boulevard on the south).

These areas are primarily developed into small commercial village arrangements, with one to four-story retail and office uses, and a mix of residential units.

GENERAL COMMERCIAL

The remaining commercial areas, designated as General Commercial, consist of approximately 325 acres and are located on portions of Wilshire, Pico, and Olympic Boulevards.

Land uses on Pico and Olympic Boulevards include one to three-story retail and office buildings. The south side of Olympic Boulevard is predominantly improved with retail and office uses, but also supports several older low-density apartment buildings, motels and auto-oriented establishments. It is identified as a Mixed Use Boulevard on the

Community Plan Land Use Diagram.

**MIXED USE
BOULEVARDS**

The Mixed Use Boulevard concept encourages cohesive commercial development integrated with housing.

These structures incorporate retail, office and/or parking on the lower floors and residential units on the upper floors. The mixed use concept also accommodates separate commercial and residential structures in the same block.

The intent of mixed use development is to provide housing in close proximity to jobs and services, to reduce vehicular trips, traffic congestion and air pollution, to provide rental housing, and to stimulate vibrancy and activity in pedestrian-oriented areas.

Mixed use development may also provide community facilities such as libraries, meeting rooms, post offices, senior centers, or child day care facilities.

The Wilshire Community Plan aims to encourage well planned and integrated mixed use developments in designated commercial areas which have the potential to benefit from pedestrian oriented development. To that end, the plan calls for the creation of Mixed-Use Districts (MUs) and the policies, incentives, and design standards contained therein.

The plan supports applicable commercially zoned portions of the following as mixed-use boulevards and districts, as shown on the General Plan Framework map:

- 3rd Street (From La Cienega to Fairfax, From Western to Vermont)
- 8th Street (From Western to Vermont)
- Beverly Blvd (From Fairfax to Gardner, From Western to Vermont)
- Fairfax Ave (From Wilshire to Beverly)
- La Brea Ave (From Wilshire to Beverly)
- La Cienega (From 18th to Olympic)
- Larchmont Blvd (From Melrose to Beverly)
- Olympic Blvd (From Crenshaw to Hoover)
- Pico Blvd (From Crest to Hoover)
- Robertson Blvd (From Gregory to 18th)
- Vermont Ave (From Beverly to Pico)
- Western Ave (From Melrose to Pico)
- Wilshire Center (Commercial areas within the area bounded by 6th Street, Vermont Avenue, 8th Street, and Western Avenue)

GOAL 2

ENCOURAGE STRONG AND COMPETITIVE COMMERCIAL SECTORS WHICH PROMOTE ECONOMIC VITALITY AND SERVE THE NEEDS OF THE WILSHIRE COMMUNITY THROUGH WELL-DESIGNED, SAFE AND ACCESSIBLE AREAS, WHILE PRESERVING HISTORIC AND CULTURAL CHARACTER.

Objective 2-1

Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services

within existing commercial areas.

Policies

- 2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.
- 2-1.2 Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.
- 2-1.3 Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Program: Coordinate with the City Clerk's Office to assist businesses in obtaining technical and financial assistance for the formation of Business Improvement Districts (BID) and of other programs from the City of Los Angeles.

Objective 2-2

Promote distinctive commercial districts and pedestrian-oriented areas.

Policies

- 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.

Program: Establish Community Design Overlay Districts (CDOs), and Pedestrian Oriented Districts (PODs), which have design policies in designated areas to ensure the creation of pedestrian-friendly commercial development. Develop a CDO for the Miracle Mile area.

Program: Implement the Design Guidelines in Chapter 5, as they apply to commercial projects and projects located within Neighborhood Districts.

- 2-2.2 Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.
- 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

Objective 2-3

Enhance the visual appearance and appeal of commercial districts.

Policies

2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Program: Prepare Streetscape Plans for commercial corridors to coordinate and improve the public streetscape as funds become available for implementation and construction.

Program: Work with the Wilshire Center BID to formally adopt existing streetscape plans for that portion of Wilshire Boulevard between Western and Hoover Street.

Program: Create a Streetscape Plan for the Miracle Mile, in conjunction with the proposed Community Design Overlay to coordinate and improve the public realm in conjunction with private urban design and facade improvements.

Program: Encourage the application of the Design Standards in Chapter 5 of the Plan by other City Departments, public agencies, and the private sector regarding improvement of public spaces and rights-of-way in commercial areas, especially in Community Commercial and Regional Commercial Centers.

Program: Promote assistance from the City of Los Angeles in the creation and implementation of Business Improvement Districts (BID).

INDUSTRIAL

The Wilshire area includes only minimal light industrial uses. In 1990, there were approximately 1.5 million square feet of industrial development in the Wilshire Community Plan Area, representing 0.05 percent of the total industrial square footage in the City of Los Angeles.

A total of 38 acres, or .43 percent of the total Plan Area is designated for industrial use. The largest such area is located along Beverly Boulevard, from Oakwood Avenue on the north, to Council and 1st Streets on the south, to Hoover Street on the east, to Juanita Avenue on the west, and is occupied by various business park type uses.

The Raleigh Studio site, between Melrose Avenue, Clinton Street, Van Ness Avenue and Bronson Avenue, is also designated as industrial land use in the Plan.

Some of these areas have been developed with two story retail and medium-rise office buildings (two to four stories); however, the majority of the area has been developed with retail/wholesale businesses and light manufacturing uses.

GOAL 3

PROVIDE SUFFICIENT LAND FOR LIGHT INDUSTRIAL USES WITH EMPLOYMENT OPPORTUNITIES THAT ARE SAFE FOR THE ENVIRONMENT AND WORKERS, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.

Objective 3-1

Retain existing industrial uses and promote future development, especially in entertainment and high technology applications, which contribute to job opportunities and minimize environmental impacts.

Policies

3-1.1 Designate and preserve lands for the continuation of existing industry and for the development of new industrial parks, research and development uses, light manufacturing and similar uses.

3-1.2 Encourage compliance with environmental protection standards and health and safety requirements.

Program: Continue to enforce environmental protection standards and health and safety requirements through the appropriate Federal, State, County, and City agencies.

Objective 3-2

Improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact, and mitigate noise and air quality impacts generated by industrial uses on nearby residential neighborhoods.

Policies

3-2.1 Encourage new industrial development designs to be compatible with adjacent land uses.

Encourage appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties.

Program: Require new industrial development located adjacent to residential neighborhoods to conform with the Industrial/Residential Design Guidelines in Chapter 5 of this Plan.

Program: Study the creation of a Community Design Overlay District (CDO) to resolve issues of visual blight along Pico and Venice Boulevard industrial areas.

3-2.2 To buffer residential/industrial land uses, promote a transition of industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods.

Objective 3-3

Continue to promote light industrial uses and accompanying employment bases in locations which are in close proximity to public transportation facilities and are compatible with surrounding land uses.

Policies

3-3.1 Minimize environmental impacts of industrial uses from other

uses by highways and other physical barriers.

Program: Implement this policy according to the land use designations on the Plan Maps, Map Footnotes, and the corresponding zoning.

RECREATION AND PARK FACILITIES

The Public Recreation Plan of the City of Los Angeles provides an official guide for considering minimum needs of neighborhoods and communities for recreational sites. It sets forth standards for the size, service areas, and types of facilities needed as recreation sites.

The City of Los Angeles Recreation and Parks Department operates 20 public parks and recreational facilities in the Wilshire Community Plan area. Parks are classified as Regional, Community, and Neighborhood. The Wilshire Community Plan designates approximately 191 acres of park land, including about 100 acres of private golf course (Wilshire Country Club). There are 10 Neighborhood Parks and Recreation Centers, 9 Community Parks and Recreation Centers, and one Regional Park.

The public parks and recreational facilities in the Wilshire Community Plan area are seriously inadequate by all Federal, State, and local standards to meet the needs of residents in the Wilshire Community Plan Area.

GOAL 4

PROVIDE ADEQUATE RECREATION AND PARK FACILITIES TO MEET THE NEEDS OF RESIDENTS IN THE WILSHIRE COMMUNITY PLAN AREA.

Objective 4-1

Conserve, maintain and better utilize existing recreation and park facilities which meet the recreational needs of the community.

Policies

4-1.1 Preserve and improve the existing recreational facilities and park spaces.

Program: Maintain all open space designations within the Wilshire Community Plan. Designate open space parkland as acquired by the Department of Recreation and Parks.

4-1.2 Encourage the shared use of other public facilities for recreational purposes.

Program: The Planning Department encourages the Los Angeles Unified School District and the City's Department of Recreation and Parks to continue to develop and implement programs to fully utilize the shared use potential of each of their respective sites.

Objective 4-2

Provide facilities for specialized recreational needs by utilizing existing public lands such as utility easements, Department of Water and Power properties, and unused or underutilized rights-of-way.

Policies

4-2.1 Underutilized public lands should be considered for open space and recreational purposes.

Program: Implement walking and jogging trails within the landscaped median portions of Designated Scenic Highways including San Vicente Boulevard and Highland Avenue, as land and funding become available; and if compatible with use as a transportation corridor.

Objective 4-3

Ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

Policies

4-3.1 Ensure that parks are adequately policed, monitored, maintained and illuminated for safe use at night, as appropriate.

Program: Continue the management, design, construction and maintenance of public parks, by the Department of Recreation and Parks.

Program: Continue the provision of security and patrols of public parks and recreational facilities by the Los Angeles Police Department.

Objective 4-4

Expand and improve Neighborhood, Community, and Regional Parks, and Recreation Centers and Senior Citizen Centers throughout the Wilshire Community Plan Area on an accelerated basis, as funds and land become available.

Policies

4-4.1 Develop new Neighborhood and Community parks to help offset the Wilshire Community's parkland deficit for both its current population, and for the projected year 2010 population.

Program: Continue the location of development opportunities for new park sites, by the Department of Recreation and Parks, utilizing community input and available funds.

Program: Facilitate the creation of small neighborhood serving pocket parks within highly urbanized areas as potential parcels and funding become available.

Program: Develop City or private funding programs for the

acquisition and construction of new recreation and park facilities.

Program: Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the community plan area.

Program: Implement the Wilshire Community Plan recommendations for new Pocket Parks and Neighborhood Park expansions along all Boulevards, within public right-of-ways, and on unused and underutilized public properties, particularly as expansions of existing facilities, as land and funding become available; and if compatible with uses as transportation corridors, where applicable.

Program: Encourage the expansion of the Queen Anne Park and Recreation Center, at West Boulevard, 12th Street, and Queen Anne Place, southerly to Pico Boulevard, through joint agency efforts among the Community Redevelopment Agency (CRA), the Metropolitan Transportation Authority (MTA), and the Department of Recreation and Parks.

OPEN SPACE

There are two classifications of open space: publicly-owned and privately-owned.

Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character, and is categorized by one or more of the following functions:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Right-of-ways for utilities and transportation facilities.
6. Preservation of physical resources or ecologically important areas.
7. Preservation of scenic resources including topographic features.

Lands designated as Open Space in the Wilshire Community Plan include the private Wilshire Country Club and Golf Course, as well as all public parklands.

GOAL 5

PROVIDE SUFFICIENT OPEN SPACE IN BALANCE WITH DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE WILSHIRE COMMUNITY, AND TO PROTECT ENVIRONMENT AND AESTHETIC RESOURCES.

Objective 5-1

Preserve existing open space resources and where possible develop new open space.

Policies

- 5-1.1 Encourage the retention of passive and visual open space to

provide a balance to urban development.

Program: The land use plan map designates areas to be preserved as open space.

5-1.2 Encourage continuous efforts by Federal, State and County agencies to acquire additional vacant land for open space.

Program: Encourage the utilization of the Open Space and parkland purchase programs available through Federal, State and County agencies.

5-1.3 Convert and upgrade underutilized publicly-owned property.

Program: Improve available rights-of-way throughout the Wilshire Community Plan area with landscaping, benches, picnic sites, walkways, for low-intensity recreational uses.

Encourage this improvement separately, and in combination with transit center or busway improvements, currently under study by the MTA.

5-1.4 Unused or underutilized public lands should be considered for open space and recreational purposes.

Program: Encourage the development of Neighborhood Parks and Pocket Parks along public right-of-ways and vacant public parcels.

SCHOOLS

The Los Angeles Unified School District (LAUSD) administers the planning, location, design, development, and operation of all public schools in the Wilshire Community Plan Area.

There are 21 Public Elementary Schools, three Public Middle Schools, and one Public High School within the Wilshire Community Plan Area, all of which are operating above capacity. Many of the public schools are among the oldest in the City of Los Angeles. They are all in need of substantial repairs and improvements

The Plan encourages shared use of existing public school facilities for the general public after hours, on weekends, and on holidays, as class schedules allow. School grounds should be made available so as to facilitate after school hour recreational uses.

GOAL 6

FACILITATE THE PROVISION OF PUBLIC SCHOOLS AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE WILSHIRE COMMUNITY PLAN AREA.

Objective 6-1

Locate schools in areas complimentary to existing surrounding land uses with buffering, convenient to local neighborhoods, and with access to recreational opportunities.

Policies

- 6-1.1 Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character.

Program: Require decision-makers in discretionary review actions for a proposed public school, to adopt findings which support this policy.

- 6-1.2 Encourage public school design that buffers classrooms from noise sources.

Program: Implement appropriate provisions of the City's Noise Element of the General Plan, specific for application of daytime school use, which requires noise measurements be made over the typical hours of use, instead of a 24-hour measurement.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in compliance with California Environmental Quality Act (CEQA) Guidelines.

- 6-1.3 Expansion of existing public school facilities should be considered prior to acquisition of new sites.

Program: Coordinate Wilshire Community Plan Area possible school site locations with the Los Angeles Unified School District (LAUSD), the responsible agency for providing public school facilities.

- 6-1.4 Encourage cooperation between the LAUSD and the Department of Recreation and Parks to provide shared use of schools and recreation facilities for the entire Wilshire Community.

Program: Continue to assist the LAUSD and the Department of Recreation and Parks with the shared-use program where both public schools and parks are utilized for recreational and instructional purposes.

Objective 6-2

Continue to work constructively with the LAUSD to promote the siting and construction of adequate public school facilities phased with anticipated population growth in the Wilshire Community Plan Area.

Policies

- 6-2.1 Explore creative alternatives for providing new public school sites in the Wilshire Community Plan Area, where appropriate.

Program: Develop plans to work to resolve issues of siting and joint use of facilities, especially including strategies for school expansions in close proximity to major public transit routes.

Program: Utilize the City's Annual Report on Growth & Infrastructure for growth and potential new school sites.

Objective 6-3

Maximize the use of public schools for neighborhood use, and of local open space and parks for public school use.

Policies

- 6-3.1 Continue to encourage the siting of neighborhood facilities (e.g., libraries, parks, schools, and auditoriums) together as shared-use facilities.

Program: Formulate and update plans to work to resolve issues relating to siting and the joint use of such neighborhood facilities.

Identify strategies for the expansion of public school facilities including:

- 1) Encourage siting of public schools and other neighborhood facilities within a transit station, center, or mixed-use area to maximize the most efficient use of the land provided for these services.
- 2) Locate public middle schools and public high schools where possible, close to mass transit stations, centers, and mixed-use districts, to allow students to use the transit system to get to and from school.
- 3) Encourage public and private redevelopment of existing public school sites in the immediate vicinity of transit stations and centers, so that the existing low density land use would be replaced by a high-intensity mixed-use development that would incorporate school facilities.

Objective 6-4

Encourage the provision of charter schools, especially in the Wilshire Center area, as an effective method of delivering quality public education facilities at the neighborhood level.

Policies

- 6-4.1 Recognize the ability of charter schools to effectively provide classroom space in impacted urban areas.
- 6-4.2 Encourage the location of charter schools in the Wilshire Center area as a means to alleviate overcrowded school conditions.

Program: Prepare information for distribution at the Department of City Planning public counter outlining the permitting process for charter schools and identifying suitable land use designations and zones.

- 6-4.3 Support the construction of charter schools as being desirable to public convenience and welfare.

LIBRARIES

Public libraries serve as a center of community activity by providing

information, research materials, books, journals, and newspapers, and services for students and meeting places. The Public Libraries Plan of the City of Los Angeles serves as a guide for the construction, maintenance, and operation of public library facilities.

There are six Community Branch Libraries within the Wilshire Community Plan Area: Felipe de Neve, Memorial, Mid-City, Pio Pico-Koreatown, Robertson, and Wilshire.

GOAL 7

ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE WILSHIRE COMMUNITY.

Objective 7-1

Encourage the City's Library Department to continue to provide adequate library service to the Wilshire Community Plan Area.

Policies

7-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries.

Program: Provide for the retention, rehabilitation and expansion of existing library sites.

7-1.2 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings and similarly accessible facilities.

Program: Continue to support such joint-use opportunities, when the Library Department and decision-makers review and approve new libraries sites.

POLICE PROTECTION

The Los Angeles Police Department (LAPD) provides police protection within the Wilshire Community Plan Area.

LAPD facilities include: the Wilshire Area Police Station, and four additional Police Department Stop-In Sites.

There are no further facilities expansion plans at this time.

GOAL 8

CONTINUE TO PROVIDE THE WILSHIRE COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME, AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

Provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands

Policies

8-1.1 Consult with the LAPD in the review of development projects and land use changes to determine law enforcement needs and

requirements.

Objective 8-2

Improve the ability of the community and police department to minimize crime and provide adequate security for all residents.

Policies

8-2.1 Support and encourage community based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with existing policing, foot and bicycle patrols, community watch programs and regular communication with neighborhood and civic organizations.

Program: Continue to support community-oriented law enforcement programs, as administered by the LAPD.

Program: Encourage Business Improvement Districts to supplement patrol services with private services through training and coordination programs administered by the LAPD.

8-2.2 Provide adequate lighting around residential, commercial and industrial buildings, and park, school, and recreational areas to improve security.

Program: Coordinate discretionary land use reviews by the Department of City Planning in consultation with the LAPD, and include implementation of the principles of the City of Los Angeles Crime Prevention Through Environmental Design (CPTED) Guidelines.

8-2.3 Ensure that landscaping around buildings does not impede visibility and provide hidden places which could foster criminal activity.

Program: Continue to apply and require CPTED standards in discretionary land use approvals, in consultation with the LAPD.

FIRE PROTECTION

The City of Los Angeles Fire Department provides fire protection within the Wilshire Community Plan Area.

There are six fire stations within the Wilshire Community Plan Area.

The Fire Protection and Prevention Plan of the City of Los Angeles Fire Department provides an official guide to City Departments, other governmental agencies, developers, and interested citizens for the construction, maintenance, and operation of fire facilities.

It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to this Plan, it may be necessary to expand or relocate existing facilities as land patterns change.

GOAL 9

PROTECT THE RESIDENTS OF THE WILSHIRE COMMUNITY AREA THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Maintain fire facilities and protective services that are sufficient for the existing and future population and land use.

Policies

9-1.1 Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.

Program: Decision-makers should continue to include findings on the impacts on fire service demands of a proposed project or Plan Amendment.

Program: Encourage the continued consultation with the City of Los Angeles Fire Department, which is currently in effect for projects subject to the subdivision process.

9-1.2 Assist the City of Los Angeles Fire Department in locating fire service facilities at appropriate locations throughout the Wilshire Community Plan Area.

Program: Identify locations of existing fire service facilities, and assist in the location of future sites, as determined by the City of Los Angeles Fire Department.

TRANSPORTATION

A number of local, state and regional plans and ordinances, prepared by various public agencies, work to implement transportation improvements in the Wilshire Community Plan Area. These include:

The Los Angeles County Congestion Management Program (CMP); the Long Range Plan prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA); the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG); and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation (CALTRANS).

LADOT also implements pedestrian-oriented arterials, bikeways, and transit-priority streets.

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

A Transportation Improvement and Mitigation Program (TIMP) was prepared for the Wilshire Community Plan Area that analyzes land use impacts on transportation, projected to the year 2010.

The TIMP analysis is part of the Environmental Impact Report and is

prepared to analyze the environmental impacts of implementation of the Wilshire Community Plan.

The TIMP establishes a program of specific measures to reduce land use impacts on transportation to be undertaken during the life of the Wilshire Community Plan. It also takes into account and incorporates the local, state and regional programs noted above.

The Wilshire TIMP provides an implementation program for the circulation needs of the Wilshire Community Plan Area, which consist of recommendations as follows:

- A. Street Reclassifications
- B. Transit Improvements
- C. Non-Motorized Transportation
- D. Transportation Demand Management Strategies (TDM)
- E. Transportation Systems Management Strategies (TSM)
- F. Residential Neighborhood Protection Plans
- G. Parking
- H. Capital Improvements

A. STREET RECLASSIFICATIONS

Highway and Street Classifications

Highways and Streets in the Wilshire Community Plan Area are classified as: Major Class II Highways and Divided Major Class II Highways; Secondary Highways and Divided Secondary Highways; Collector Streets and Local Streets.

The following reclassifications are made in this plan:

- | | | |
|---|---------------------|---|
| 1 | Lucerne Bl. | Local Street : From Third St. to Wilshire Bl. |
| 2 | Commonwealth Ave. | Collector Street : From Beverly Bl. to Wilshire Bl. |
| 3 | Wilton Place | Collector Street : From Beverly Bl. to Third St. |
| 4 | Venice Bl. | Major Class II Highway : From West Bl. to Highland Ave. |
| 5 | 8 th St. | Collector Street : From Fairfax Ave. to Crenshaw Bl. |
| 6 | Redondo Bl. | Modified Collector Street : From La Brea Ave. to Venice Bl. |
| 7 | Westmoreland Ave. | Local Street : From Wilshire Bl. to 7 th St. |
| 8 | June St. | Local Street : From Melrose Ave. to 3 rd St. |
| 9 | Rosewood Ave. | Local Street : From Serrano Ave. to Normandie Ave. |

- | | | |
|----|----------------------|---|
| 10 | Stanley Ave. | Collector Street : Beverly Bl. to 3 rd St. |
| 11 | Virgil Ave. | Secondary Highway : From Beverly Bl. to Wilshire Bl. |
| 12 | Edgewood Place | Collector Street : From Redondo Bl. to La Brea Ave. |
| 13 | Crescent Heights Bl. | Modified Secondary Highway from Wilshire Bl. to Rosewood Ave. as shown on Exhibits A & B. |

Alternate Standards

In addition, the Wilshire Community Plan maintains the following alternate standards for the development of certain streets due to environmental and urban design considerations:

- 1 Robertson Blvd.
Minimum Secondary Highway Standard - 80 foot right-of-way, 60 foot roadway
- 2 Highland Ave. (Between Melrose and Wilshire)
Trees to be preserved; no improvements beyond the existing right-of-way.
- 3 Wilshire Blvd.
No widening in excess of existing roadway.
- 4 Beverly Blvd.
No widening of roadway west of Western Avenue.
- 5 Fairfax
Secondary Highway
- 6 Crescent Heights Blvd.
Modified Secondary Highway from Wilshire Bl. to Rosewood Ave.
- Road way restricted to current width along single family, low, and low medium density residential areas as shown in Exhibit A. Permit flaring or other types of improvements at the commercial intersections at the commercial intersections of Wilshire Bl., 3rd St., and Beverly Bl. The City may acquire dedication, 100 feet beyond the alley behind these intersections for improvements only if the adjacent lots are ever developed with commercial, commercial parking or high or medium density multiple family residential uses.

It is the intent of this plan for the Modified Secondary Highway to allow traffic signals and other mitigation measures in order to reduce speeds and increase safety, and to restrict, along the single family areas, the function of the roadway to a collector street for all other purposes.

- 7 Redondo Blvd.
Modified Collector - 70 foot right-of-way, 50 foot roadway to accommodate Class II Bikeway

- 8 Oxford Avenue
Minimum Secondary Highway standard - 80 foot right-of-way, 60 foot roadway

B. TRANSIT IMPROVEMENTS

Opportunities exist within the Wilshire Community Plan Area to increase the use of public transit. While it is anticipated that the private automobile will remain the primary mode of private transportation within the time frame of the Plan (2000-2010), bus service, community bus and van shuttles, and the Red Line subways will provide alternative public transit modes.

Public transit services in Wilshire are currently provided by the Metropolitan Transportation Authority (MTA), the Los Angeles Department of Transportation (LADOT), and by buses from nearby cities.

The City of Los Angeles continues to work with other public agencies in evaluating travel needs and recommending modifications and improvements to existing public transit systems, and additions of new public transit systems.

GOAL 10

DEVELOP ADDITIONAL PUBLIC TRANSIT SERVICES WHICH IMPROVE MOBILITY WITH EFFICIENT, RELIABLE, SAFE, CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1

Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

Policies

- 10-1.1 Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.

Program: Increase, expand and implement additional bus service along high travel demand routes, especially east-west along Melrose Avenue, Beverly Boulevard, 3rd Street; Wilshire, Olympic, and Pico Boulevards; and Western and Vermont Avenues; and 3rd Street, La Brea, La Cienega, and Fairfax Avenues.

Program: Enhance and optimize public transit alternatives to the Westside, working with the recommendations made as part of the Westside Transit Restructuring Study, as prepared by the MTA, with support from LADOT.

The Transit Restructuring Study area includes connections between the major activity centers in the Wilshire Community Plan Area and commercial corridors along Wilshire, and Olympic

Boulevards.

Program: Finalize the demonstration project to evaluate the effectiveness of the “Bus Rapid Transit” concept, as proposed by the MTA for the Wilshire Boulevard - East Los Angeles corridor and the Pico/Rimpau - Downtown - East Los Angeles corridor.

LADOT should participate in this evaluation project and seek to identify one or more north-south Rapid Bus corridors in Wilshire. One such corridor that should be investigated is Western Avenue to provide improved access to the MTA Red Line Subway Stations on Wilshire and Hollywood Boulevards.

Program: Continue to provide Smart Shuttles as “feeder” services for public transit among residential areas along Collector Streets and Local Streets; and provide convenient access to bus services, Subway Stations or activity centers, such as, Farmers Market, Beverly Center/Cedars-Sinai, Wilshire Center, the Miracle Mile, and Park La Brea.

These Shuttles, with 20-passenger seating capacity, complement existing bus services in approximately 20-minute full-circle routes in areas not currently served by larger buses.

- 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.

Program: Expand the existing LADOT City Ride Program.

Program: Expand Shuttle routes to supplement other paratransit services for senior citizens, disabled people, students, and low-income, transit-dependent populations.

Objective 10-2

Increase work trips and non-work trips made on public transit.

Policies

- 10-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Program: Continue the implementation of the MTA Preliminary Planning Study recommendations for the Wilshire Boulevard Corridor, connecting the Westside to the Wilshire Community Plan Area.

Program: Encourage development of “Public Transit Transfer Centers”, including public transit stations, located at convenient locations to allow easy transfers to other routes and public services, employment areas, and shopping centers.

- 10-2.2 Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue

jumpers, signing and striping placement and color modification).

Program: Implement Transit Priority Treatment bus speed improvement measures, according to the General Plan Transportation Element, on all Major Class II Highways in the Wilshire Community Plan Area with scheduled bus service.

Program: Provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

C. NON-MOTORIZED TRANSPORTATION

The City's Bicycle Plan provides for non-motorized circulation in the Wilshire Community Plan Area, including Bikeway Study Corridors, and two Class II Bikeways. These include one along San Vicente Boulevard, from La Cienega Boulevard to Venice Boulevard; and one along Redondo Boulevard, from San Vicente Boulevard to Venice Boulevard. A Commuter Bikeway is also designated along Pico Boulevard, from San Vicente Boulevard to Hoover Street.

The Transportation Element Non-Motorized Transportation Map also depicts potential areas with a high degree of pedestrian orientation: along Fairfax Avenue from Beverly Boulevard to Rosewood Avenue; along 3rd Street from Fairfax Avenue to San Vicente Boulevard; along Larchmont Boulevard from Beverly Boulevard to 1st Street; in the Vermont Community Commercial Center, and around Beverly Boulevard and Vermont Avenue.

It is the intent of the Wilshire Community Plan to facilitate the development of a Bikeway system which will complement other transportation modes, and encourage the use of bikeways as a commuter option, in accordance with the Transportation Element.

GOAL 11

ENCOURAGE A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE AND PEDESTRIAN ROUTES.

Objective 11-1

Promote an adequate system of Bikeways for commuter, school and recreational use.

Policies

11-1.1 Encourage funding and construction of Bikeways to connect residential neighborhoods to schools, open space areas, and employment centers.

Program: The City's Bicycle Plan promotes the expansion of bicycle usage through further development of bikeways and improvement of appropriate support programs.

11-1.2 Provide Bikeways along Major Class II and Secondary highways

in the Wilshire Community Plan Area.

Program: Continue to implement the Citywide Bicycle Plan for the Wilshire Community Plan Area, which includes the following proposed bikeways:

Class II Bikeway along San Vicente Boulevard, from Beverly Boulevard to Venice Boulevard.

Class II Bikeway along Redondo Boulevard.

Commuter Bikeway along Pico Boulevard, from Hoover Street to San Vicente Boulevard.

11-1.3 Assure that local bicycle routes are linked with the routes of neighboring areas of the City.

11-1.4 Support the provision of bicycle facilities in all new development.

Program: Continue to enforce the Los Angeles Municipal Code (LAMC 12.21-A16), which requires the provision of changing rooms, showers and bicycle storage at all new non-residential developments and public places.

Objective 11-2

Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policies

11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

Program: Continue implementation of the Citywide Land Use/Transportation Policy (Guide to Decisions on the Design of Public Rights-of-Way) and the City's discretionary project approval process.

11-2.2 Require sidewalks with new roadway construction and substantial reconstruction of existing roadways.

Program: Continue to coordinate with the City's Capital Improvement Program (CIP), Public Works construction projects and the City's discretionary project approval process.

11-2.3 Protect and improve existing pedestrian oriented street segments.

Program: Develop precise guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

Program: Encourage pedestrian-oriented streetscape design, as part of DOT's Neighborhood Traffic Management program,

especially in regards to mitigating some of negative impacts of secondary highways through residential neighborhoods (including Wilton Place and Crescent Heights Boulevard).

D. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)

The estimated increase in vehicle trips which will be generated by future development in the Wilshire Community Plan Area calls for the implementation of a Transportation Demand Management Program (TDM).

TDM measures encourage people to change their travel mode from single-occupancy vehicles (SOV) to other transportation modes, including public transit.

Incentives are given to utilize TDM measures such as all forms of public transit, ridesharing, modified work schedules, van pools, telecommuting; and non-motorized transportation modes, such as bicycles and walking.

Transportation Demand Management (TDM) Program

1. Transportation Management Association Formation/Coordination

Continue to encourage the formation of Transportation Management Associations (TMA's) to assist employers in creating and managing trip reduction programs, particularly in and around Wilshire Regional Commercial Centers, Community Commercial Centers, and along major commercial corridors.

2. TMA Coordinating Council

Establish a coordinating council to coordinate data among various TMAs in the Wilshire Community Plan Area, and within adjacent communities and jurisdictions. This council may also serve to coordinate and publicize alternatives to automobile use.

3. Participation in Regional Transportation Management Programs

Continue to participate in local and regional TDM programs and coordinate the Wilshire TDM program with those of other communities, agencies and adjacent jurisdictions.

4. TDM Ordinance

Continue to implement the Citywide TDM and Trip Reduction Measures Ordinance (LAMC 12.26-J) in the Wilshire Community Plan Area, which require trip reduction.

5. Monitoring

LADOT has the responsibility to monitor the Citywide TDM ordinance.

6. **Bikeways**

Continue to implement the Citywide Bicycle Plan, which includes a future bikeway system in the Wilshire Community Plan Area, as part of an overall Transportation Demand Management Strategy.

7. **Telecommuting**

Encourage large employers to provide teleconferencing facilities.

Encourage large residential developments to incorporate “Local Work Centers” for telecommuting purposes.

GOAL 12

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO REDUCE SINGLE-OCCUPANCY VEHICULAR TRIPS.

Objective 12-1

Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

12-1.1 Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules.

Program: The Citywide Ordinance on TDM and Trip Reduction Measures should continue to be implemented and monitored by LADOT.

12-1.2 Encourage the use of Multiple-Occupancy Vehicle programs for shopping and other non-work activities to reduce midday, evening, and special event traffic.

Program: Continue to provide park-and-ride shuttle services to activity centers and special events, through LADOT.

Program: Design and implement a public education program to promote ridesharing.

12-1.3 Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.

Program: Decision-makers and LADOT shall require a TDM plan as condition of approval of projects. Such programs should include telecommuting, flexible work schedules, and teleconferencing.

- 12-1.4 Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.

Program: Pursue measures such as locally-based Transportation Management Organizations, merchant incentives, preferential parking areas, bicycle access and parking, and lighting for pedestrian, vehicular, bicycle, and public transit uses.

E. TRANSPORTATION SYSTEMS MANAGEMENT STRATEGIES (TSM)

Transportation Systems Management (TSM) is the optimization of the transportation system by improving the traffic flow with low capital cost projects and minimal construction, implemented in a short time frame.

TSM strategies include: synchronization of traffic signals; localized intersection improvements; traffic light cameras for enforcement at high-risk intersections; prohibition of on-street parking on Major Class II and Secondary Highways and during peak travel times on Collector Streets; establishment of Preferential Parking Districts; and implementation of rapid bus programs with signal preemption and queue jumping.

TSM improvements also entail the application of new technologies through the use of Intelligent Transportation Systems (ITS) technologies. These include traveler information systems (e.g., changeable message signs, highway advisory radio), traffic management systems (e.g., enhanced signal systems, closed circuit TV for monitoring), incident management, and transit priority systems.

GOAL 13

PROVIDE A WELL-MAINTAINED, SAFE, EFFICIENT FREEWAY, HIGHWAY AND STREET NETWORK.

Objective 13-1

Increase traffic capacity on existing freeways, highways, and streets, through policy changes, and minor physical improvements to existing highways and streets.

Policies

- 13-1.1 Install Automated Traffic Surveillance and Control (ATSAC) equipment at all signalized intersections in the Wilshire Community Plan Area.

LADOT estimates that implementation of this system improves intersection capacity by as much as 7%.

Program: Expand Adaptive Traffic Control Systems (ATCS), which are currently on line along two corridors of signal-controlled intersections, to improve intersection capacity in the Wilshire

Community Plan Area.

- 13-1.2 Install an Adaptive Traffic Control System (ATCS) at all intersections along Major Class II and Secondary Highways, and some Collector Streets to improve intersection capacity by an additional 3%. This upgrade of the existing ATSAC system provides an additional capacity enhancement beyond that of ATSAC.

Program: Install ATCS along all Major Class II and Secondary Highways, and along selected Collector Streets, throughout the Wilshire Community Plan Area.

- 13-1.3 Implement or enhance “Smart Corridors” to coordinate Caltrans’ freeway traffic management system, with the ATSAC/ATCS highway and street traffic signal management system to enhance incident management and motorist information, and thereby reduce traffic delays.

Program: Implement ATSAC along the Hollywood Freeway (I-101) Corridor, along all Major Class II and Secondary Highways, and some Collector Streets to the north and south, (e.g., Beverly Boulevard, and Vermont, Melrose, and Rosewood Avenues) to create a “Smart Corridor” along the Hollywood Freeway Corridor similar to the Santa Monica Freeway.

- 13-1.4 Improve the strict and constant enforcement of all parking restrictions in the Wilshire Community Plan Area, including tow-away responses.

Program: Substantially expand peak- hour parking restrictions for more restrictive days and times along all Major Class II and Secondary Highways, and along all Collector Streets currently operating at a Level of Service (LOS) of “D” or below, to maximize vehicle utilization of all available lanes in all directions.

- 13-1.5 Identify and implement intersection improvements (channelization, turn lanes, signal modifications) on all Major Class II and Secondary Highways, and along some Collector Streets, throughout the Wilshire Community Plan Area.

Program: Study implementation plans within the community to look at off center striping, emphasizing traffic on pairs of arterials, particularly in the north/south direction.

Objective 13-2

Ensure that adequate maintenance of the street system is provided to facilitate the movement of the current and future traffic volumes, as well as emergency services.

Policies

- 13-2.1 Set aside additional funds for the maintenance and rehabilitation of all Highways and Streets.

Program: Continue operating and refining the City's Pavement Management System to develop optimum street maintenance strategies, with an emphasis on full-width resurfacing.

Revise maintenance strategies to ensure that all on-street work is conducted only during non-peak days and hours and that no vehicles, equipment, materials, supplies, etc., are parked or stored on any Major Class II and Secondary Highways during weekdays.

F. RESIDENTIAL NEIGHBORHOOD PROTECTION PLANS

Within the Wilshire Community Plan Area, Residential Neighborhood Protection Plans are developed and implemented by the Department of Transportation.

These Plans include traffic control measures which regulate, warn, and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner.

They include such measures as stop signs and other traffic control signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes. Stronger enforcement of turn restrictions, stop sign adherence and speed limits is also goal of the LAPD traffic enforcement unit.

Acceptable traffic conditions on local residential streets may include elements beyond capacity or local congestion, including speed, safety and the maximum traffic volume that is compatible with a livable neighborhood environment. Response on a case-by-case basis without analyses of the entire regional or neighborhood traffic scenario has been ineffective to minimize such "unwanted traffic" intrusion into the residential neighborhoods.

Furthermore, well-meaning implementation of neighborhood traffic controls on one street can simply cause intruding traffic and spill-over parking to shift to adjacent residential neighborhoods. There is no one solution to these issues.

In order for Residential Neighborhood Protection Plans to be effective, traffic control measures should be clearly understood by motorists and pedestrians. Traffic control measures should convey clear, advanced warning, unambiguous messages, be justified, and should appropriately regulate the traffic for which they are intended.

Effective Residential Neighborhood Protection Plans should be implemented on an area-wide basis, and must involve all affected parties, including Planning staff, LADOT staff, LAPD, City Council Representatives, and neighborhood businesses and residents.

LOCAL STREETS, AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC AND PARKING CONTROLS.

Objective 14-1

Initiate and continue existing Residential Neighborhood Protection Plans to mitigate traffic and parking impacts throughout the Wilshire Community Plan Area.

Policies

14-1.1 The City Planning Department and LADOT should continue to work closely with the Wilshire Community Plan Area residents to identify existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Protection Plans.

Program: Implement Residential Neighborhood Protection Plans to include traffic control monitoring programs to accomplish the following:

- ? Installation of proper traffic control devices.
- ? Analysis of effectiveness.
- ? Ensure that undesirable impacts on established residential neighborhoods are minimal.
- ? Examination of the need for additional controls.

14-1.2 Support and research emerging traffic calming techniques as potential traffic mitigation factors in impacted residential neighborhoods.

Program: Create neighborhood streetscape plans to coordinate and implement traffic calming measures, maintaining openness and connectivity while improving safety, appearance, and control.

G. PARKING

The Wilshire Community Plan supports the City’s continuing effort to develop City-owned (off-street) parking facilities so that an adequate supply of parking can be provided to meet demand.

City-owned parking lots and structures should be located in or near all commercial areas, with highest priority given to all Regional and Community Commercial Centers in a phased program, and to Major Class II and Secondary Highways in the Wilshire Community Plan Area.

GOAL 15

PROVIDE A SUFFICIENT SUPPLY OF WELL-DESIGNED AND CONVENIENT OFF-STREET PARKING LOTS AND FACILITIES THROUGHOUT THE PLAN AREA.

Objective 15-1

Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.

Policies

15-1.1 Minimize the number of ingress and egress points to and from all Major Class II and Secondary Highways in the Wilshire Community Plan Area.

Program: The City Planning Department with LADOT should develop a phased, coordinated parking management strategy to implement this policy.

15-1.2 Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.

Program: Continue to apply the Urban Design Chapter guidelines for parking facilities.

Program: Promote the provision of shared parking facilities in appropriate centers and districts.

15-1.3 Manage the supply of on-street parking to provide convenient parking for customers of commercial land uses and to encourage employees to park in off-street lots or garages or use alternate modes of transportation.

Program: LADOT should periodically review the supply and allocation of on-street parking and adjust time limits, hours of parking restrictions and meter rates to maximize the availability of on-street parking for customers of commercial land uses.

H. CAPITAL IMPROVEMENTS

Highway and Street Improvements

The Plan Area includes four Designated Scenic Highways:

- 1.) Highland Avenue, north-south from Rosewood Avenue to Wilshire Boulevard
- 2.) Wilshire Boulevard, east-west from La Brea Avenue to Fairfax Avenue
- 3.) Burton Way, east-west from La Cienega Boulevard to Oakhurst Drive (City of Los Angeles boundary)
- 4.) San Vicente Boulevard, southeast-northwest from Pico Boulevard to La Cienega Boulevard.

Designated Scenic Highways merit special controls and/or visual enhancement programs in order to protect scenic resources. The land contiguous to a scenic highway is known as a Scenic Corridor.

It is appropriate that protective land use controls be established for these Corridors, particularly with respect to signage and billboards.

San Vicente Boulevard and Burton Way are presently being studied by the Metropolitan Transportation Authority (MTA) to improve the rights-of-way with landscaping of medians and sidewalk areas, and provision of pedestrian amenities.

GOAL 16

PROVIDE A COMMUNITY-WIDE CIRCULATION SYSTEM OF FREEWAYS, HIGHWAYS, AND STREETS WHICH SUPPORTS EXISTING AND PLANNED LAND USES AND ANTICIPATED TRAFFIC FLOW VOLUMES, WHILE MAINTAINING ACCEPTABLE LEVELS OF SERVICE AT ALL INTERSECTIONS.

Objective 16-1

Comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development.

Policies

16-1.1 Maintain a satisfactory Level of Service (LOS) above LOS “D” for Class II Major Highways, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS “D” for Secondary Highways and Collector Streets.

Program: Improve to designated standard dimensions substandard segments of Class II Major and Secondary Highways which are expected to experience additional heavy traffic congestion by the year 2010, with special consideration given to environmental issues and pedestrian-oriented street segments.

Program: Construct Stanley Avenue as a Collector Street between Beverly Boulevard and 3rd Street in conjunction with planned development at the adjacent Farmers Market site.

Program: Implement the Capital Improvement Program.

Widen Highways and Streets in those roadway segments listed in the Wilshire Transportation Improvement and Mitigation Plan.

The TIMP identifies the following specific nonstandard roadway segments for capacity improvement consistent with their roadway classification in response to congestion levels projected for the Year 2010:

- **Airdrome Street**, from La Cienega Boulevard to Robertson Boulevard: Widen and reconstruct to be consistent with Collector Street standards (2 lanes).
- **Normandie Avenue**, from Olympic Boulevard to Pico Boulevard: Reconstruct and widen to improve to Secondary

Highway standards (4 lanes).

This improvement would continue and facilitate the provision of consistent Secondary Highway standard lanes, and realign Normandie Avenue at Olympic Boulevard with a larger radius curve to improve traffic flow.

- **Vermont Avenue**, from Beverly Boulevard to Council Street; Improve and widen within existing right of way, to be consistent with Major Class II Highway standards (6 lanes with parking prohibition) and to provide adequate flow of traffic.
- **Vermont Avenue**, from Melrose Avenue to Oakwood Avenue; Improve and widen right of way, to be consistent with Major Class II Highway standards (6 lanes with parking prohibition).

This would improve traffic operations by increasing the capacity for turning movements (additional left-turn lanes) from Vermont Avenue on northbound and southbound 101 Hollywood Freeway on-ramps.

Policies

16-1.2 Highways and Streets should be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and consistent with the City's Standard Street Dimensions.

In some cases exceptions may exist where significant environmental issues and/or sound planning practices may warrant alternate standards, consistent with street performance standards and traffic flow volume capacity requirements.

Program: Implement the Transportation Element.

Roadway widening along not fully improved streets is required under LAMC 12.37.

This method minimizes disruption to neighboring businesses and residents and will improve traffic circulation over the life of the plan as redevelopment occurs.

Objective 16-2

Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

Policies

16-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision or any other discretionary action, unless the Decision-makers make the following findings or a statement of overriding considerations:

The transportation infrastructure serving the project site and surrounding area, specifically the Freeways, Highways, and Streets presently serving the affected area within the Wilshire Community Plan, have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.

Program: Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.

HISTORIC AND CULTURAL RESOURCES

CULTURAL AND HISTORIC MONUMENTS

The Wilshire Community Plan Area has a wealth of City-designated Historic-Cultural Monuments, with over 60 such monuments within the plan area. A complete listing of locations and descriptions can be found on the City website (www.lacity.org) within the Cultural Affairs Department. An appendix of all Historic-Cultural Monuments within the plan area has also been prepared as part of this community plan.

Some of the most notable Historic-Cultural monuments along Wilshire Boulevard include:

The Bullock's Wilshire Building, the I. Magnin & Company Building, the May Company Wilshire Building, the Wiltern Theater, the Farmer's Market, the First Congregational Church, the Wilshire Boulevard Temple, the Wilshire Boulevard Christian Church Building, the Wilshire United Methodist Church, the First Baptist Church of Los Angeles, the Ebell Club of Los Angeles Building, the El Rey Theater, and the Ambassador Hotel.

The Los Angeles Cultural Affairs Department in coordination with the California Institute of the Arts, has also identified Wilshire Boulevard as the Historic Wilshire Neon Corridor, home to LUMENS, a Living Urban Museum of Electric and Neon Signs, the most concentrated area of original Art Deco neon signs in the world, with over 150 recognized (over 40 have been relit), along the Wilshire Corridor.

These groups have produced "Neon at Night, A Guide to Neon Lights Along the Wilshire Corridor".

GOAL 17

PRESERVE AND RESTORE CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 17-1

Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.

Policies

17-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.

Program: Adhere to the City’s Historic Properties Preservation Ordinances and City’s Cultural Heritage Commission requirements for preservation and implementation of design standards.

Program: Seek City Historic and Cultural Monument designation for appropriate sites, including those of Native Americans.

The Plan Maps identify sites designated by the City of Los Angeles as Historic-Cultural Monuments and as Cultural/Historical resources in the Wilshire Community Plan Area.

Program: Maintain and relocate if necessary, all historical street lighting standards. If feasible, restore old standards with newer illumination technology. If so desired, all efforts should be made to accommodate the re-introduction of authentic historic street lights and other fixtures.

Objective 17-2

Preserve and enhance neighborhoods having a distinctive and significant historical character.

Policies

17-2.1 Continue to identify and document Wilshire Community Plan Area Cultural and Historical Monuments.

Program: Continue to apply the City’s zoning regulations which provide for the documentation and establishment of Historic Preservation Overlay Zones (HPOZ).

Program: Encourage the preservation, maintenance, enhancement and return of neon signs, especially on historic buildings and the restoration of original neon sign facades.

Objective 17-3

Encourage private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

Policies

17-3.1 Assist private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

Program: Continue to implement the Park Mile Specific Plan, and HPOZs at Carthay Circle, South Carthay, and Miracle Mile North.

Program: Support the creation and implementation of Hancock Park, Windsor Square, and other areas of architectural or historical significance as historic districts under the Planning Department's HPOZ program.

Program: Continue to adhere to the City's historic properties preservation ordinances and Cultural Heritage Commission requirements for preservation and implementation of design standards.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

WILSHIRE

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					2,077	23.2
	Very Low I	RE20, RA	23	1.1		
	Very Low II	RE15, RE11	347	16.7		
	Low I	RE9	118	5.7		
	Low II	R1, RS, RD6	1,590	76.5		
Multiple					2,788	31.1
	Low Medium I	R2,RD3, RD4,RZ3, RZ4,	571	20.5		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	305	11.0		
	Medium	R3	1,145	41.1		
	Low Medium	R4	767	27.5		
COMMERCIAL					1,222	13.6
	Limited	CR, C1, C1.5, P	49	4.0		
	General (F)	C1.5, C2, C4, P	347	28.4		
	Neighborhood	C1, C1.5, C2, C4, P	311	25.4		
	Community	CR, C2, C4, P, PB	183	15.0		
	Regional Center	C2, C4, P, PB	279	22.8		
	Regional (F)	CR, C1.5, C2, C4,R3, R4, R5, P, PB	53	4.4		
INDUSTRIAL					40	0.5
	Limited	CM, MR1, M1, P	40	100.0		
OPEN SPACE/PUBLIC FACILITIES					412	4.6
	Open Space	OS, A1	190	46.1		
	Public Facilities	PF	222	53.9		
STREETS					2,421	27.0
	Private Street		38	1.6		
	Public Street		2,384	98.4		
TOTAL					8,961	100.0

CHAPTER IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted by the City through the appropriate City Departments and through other agencies including Federal, State and private sector entities to further the goals of the Plan. These are objectives or goals of which the Planning Department does not directly have responsibility, but which involve issues that should be identified in the Wilshire Community Plan. Coordination of public agencies implements, achieves, and reinforces the goals and objectives found in Chapter III.

PUBLIC WORKS

1. Encourage awareness of the importance of streetscape components in the community-wide urban design policies as well as all adopted streetscape plans, among the agencies responsible for construction and maintenance on public property, especially rights-of-way.
2. Encourage cooperation between public works and utility agencies to maximize opportunities for undergrounding utilities.
3. Seek active involvement of those agencies regulating public property, especially rights-of-way, in the preparation of specific plans or overlay district ordinances to implement this Plan.
4. Coordinate a program for locating and phasing public facilities to meet existing and future needs.

CODE ENFORCEMENT

1. Promote more effective enforcement of all applicable government codes regulating the built environment and environmental quality.
2. Assist enforcement agencies in increasing community awareness of existing and proposed building, housing, and zoning regulations.
3. Encourage greater inter-agency cooperation in developing zone code amendments and other zoning tools to better define roles and responsibilities for review and enforcement.
4. Encourage cooperation in updating and disseminating zoning maps and data in a timely matter among regulatory agencies to ensure that regulations are applied consistently. Incorporate intranet and Internet information access models as dissemination tools.
5. Provide inter-departmental training opportunities on an on-going basis to respond to changing enforcement issues.

RECREATION AND PARK FACILITIES

1. Encourage the City Department of Recreation and Parks to continue to work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.
2. Encourage continuing efforts by County, State and Federal agencies

to acquire vacant land for publicly-owned open space.

3. Ensure that parks are adequately illuminated and policed for safe use at night, as appropriate.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activities.
5. Coordinate with the Department of Recreation and Parks and the Police Department to ensure adequate police patrols and the utilization of "defensible space" in the design of recreation and park facilities.
6. Improve the utilization and development of recreational facilities at existing parks.
7. Coordinate with City Departments, neighboring cities, and County, State and Federal agencies to interconnect open spaces and utilize existing public lands such as utility easements, vacant land adjoining freeways, and Department of Water and Power properties for such recreational uses as hiking, jogging, and biking.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and relocation of residents.
9. Target park and recreation projects for areas with the greatest deficiencies.
10. Pursue resources to clean up and activate land that can be used for public recreation.

SCHOOLS

1. Encourage the siting of new public schools on large vacant parcels as a first alternative, rather than acquiring sites with existing uses which may be displaced.
2. Maximize the accessibility of school facilities to neighborhood organizations.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands.
2. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

1. Ensure that an adequate number of police stations and properly equipped police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and police service within the Community.
2. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch and Business Improvement District patrols) through coordination with existing community-based

policing, foot and bicycle patrols and watch programs.

3. Identify neighborhoods most in need of police protection facilities.

FIRE PROTECTION

1. Ensure that an adequate number and type of fire stations and properly equipped fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the Wilshire Community.
2. Prioritize the development of fire station sites in neighborhoods deficient in fire facilities and services.

HISTORIC PRESERVATION

Assist private owners of historic resources to maintain, enhance and conserve their properties.

HOUSING

1. Encourage development of housing for senior citizens, the physically challenged, and low-income persons in close proximity to health and community service facilities, retail services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Encourage affordable housing programs in the Wilshire Community Plan Area for low-income persons.
4. Encourage new and alternative housing concepts, building materials and construction methods, which lower construction costs, and are compatible with City codes.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for light manufacturing industrial uses, especially for high technology and entertainment-related industrial manufacturing centers, through available City, State and Federal incentive programs.
2. Assist in the aggregation of smaller, older sites into business park style areas, to facilitate revitalization or reuse, where appropriate.

UTILITIES

1. Install utilities underground, with an emphasis on combined cable Internet communications services, through assessment districts, or other funding mechanisms, when possible.

EMPLOYMENT

1. Encourage businesses to participate in job-training programs for local residents.

2. Develop employment opportunities for a wide range of jobs, skills and wages.

**PUBLIC
TRANSPORTATION**

1. Coordinate with the Los Angeles County Metropolitan Transportation Authority (LACMTA), LADOT, and other local agencies to improve local bus service, including Dash and Smart Shuttle feeder service to and within the Wilshire Community Plan Area.
2. Encourage the expansion of public rapid transit programs, including bus, rail, and , wherever feasible, aimed at enhancing the mobility of senior citizens, physically challenged, and low-income persons, and the transit-dependent population.

**NON-MOTORIZED
TRANSPORTATION**

1. Encourage funding and construction of a bicycle network connecting neighborhoods to schools, parks and open space areas, and to employment and public transit routes, stops, stations, and centers.

CHAPTER V

URBAN DESIGN

The Wilshire Community Plan Area consists of many neighborhoods with distinctive and varied characteristics. The purpose of this chapter is to define general policies and urban design standards for Commercial, Multiple Family Residential, and Limited Industrial development, and for overall community design.

This chapter identifies general Urban Design Standards to be required by Decision-makers when reviewing individual projects throughout the Wilshire Community Plan Area.

These policies establish the minimum level of design required in Commercial, Multiple Family Residential, and Limited Industrial private projects. In addition, the Community Design and Landscaping Guidelines section is directed at the use of streetscape improvements and landscaping in public spaces and rights-of-way.

The policies and standards found in this Chapter are and will be formalized by ordinance, with the establishment of Transit-Oriented Districts, (TODs), Community Design Overlay Districts (CDOs), or Pedestrian-Oriented Districts (PODs), per the Supplemental Use District Section of the Zoning Code LAMC (Section 13.00), and per the Park Mile Specific Plan Design Standards and Procedures, adopted for specified areas within the Park Mile Specific Plan Area.

Transit Oriented Districts

The Vermont/Western Station Neighborhood Area Plan (SNAP) has been developed in conjunction with the opening of the Metro Red Line subway stations along Vermont Avenue and Hollywood Boulevard.

The portion of the SNAP between 3rd and Melrose, along Vermont Avenue, is within the Wilshire Community Plan. The SNAP seeks to integrate recently developed mass transit stations into the local urban fabric while providing guidance for development along the corridor.

The SNAP is a document that describes the community's vision for the local built environment to the year 2020. It includes an ordinance that amends the City's Zoning Code to be consistent with the neighborhood vision, a developed streetscape program, a parking management strategy, and an economic strategy.

As enacted, the SNAP complements the Wilshire Community Plan and makes corresponding plan amendments and zone changes to the Wilshire Community Plan.

Community Design Overlay Districts

Ordinance 172,032, effective June 28, 1998, established the Community Design Overlay District enabling ordinance (CDO). The ordinance was designed to permit Community Design Overlay Districts in areas of the City where it is appropriate and desirable to improve the quality of building and site design, and the functional and aesthetic quality of the community. It is intended to promote a stable and pleasant environment with a desirable character.

A CDO provides visual continuity of the streetscape, creates a pedestrian-oriented environment, and stimulates economic activity. The CDO requires that all new developments or major exterior renovations to existing developments make an aesthetically compatible contribution to the existing built environment.

The CDO is limited to urban design concerns, however, and may not be used to prohibit the type of land uses otherwise allowed by right.

The establishment of a CDO can be initiated by local area property owners, by resolution of the City Planning Commission, or by the City Council. Precise boundaries of the area are required at the time of application or initiation of an individual Community Design Overlay District.

In establishing any individual CDO District, the Director of Planning shall submit Community Design Guidelines and Standards for the overlay area to the City Planning Commission for their approval. Within an adopted CDO area, no building permit shall be issued for any project, unless the project complies with the adopted Guidelines and Standards for the Community Design Overlay District.

GOAL AND PURPOSES

These Design Policies and Guidelines ensure that private Residential, Commercial, and Industrial projects, as well as public spaces and right-of-ways, incorporate specific elements of good design to promote a stable and pleasant environment.

In Commercial areas, the emphasis is on the provision and maintenance of the visual continuity of streetscapes, and the creation of an environment that encourages both pedestrian and economic activity. The intent is to help establish identifiable neighborhoods fostered by commercial settings which contribute to the social life and economic vitality of the Wilshire Community Plan Area

In Multiple-Family Residential areas, the emphasis is on the promotion of architectural design that enhances the quality of life, living conditions, and neighborhood pride of the residents.

In Limited Industrial areas, the emphasis is on compatibility with adjacent, non-industrial uses, and economically viable, industrial development.

These Design Policies and Guidelines will assist the establishment of the Wilshire Community Plan Area as a vibrant and diverse business, residential, cultural and entertainment community.

Overall, they promote pedestrian activity, providing for a more livable

community within a more livable city.

They encourage the principles of sustainable development. They provide some examples of practical design solutions which will help citizens, business owners and design professionals to positively contribute to the quality of commercial and residential neighborhoods in the Wilshire Community Plan Area.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

A. COMMERCIAL

1. SITE PLANNING

Structures shall be oriented toward the main commercial street where a parcel is located and avoid pedestrian/vehicular conflicts by:

- a. Locate parking areas between commercial and residential uses, to provide a buffer.

Parking must be separated from adjacent residential uses by a solid wall and/or landscaped setback.

- b. Minimize the number of driveways/curb cuts which provide access from Major and Secondary Highways.
- c. Maximize pedestrian oriented retail and commercial service uses along street grade level frontages along commercial boulevards.
- d. Provide front pedestrian entrances for businesses which front on main commercial streets, with building facades and uses designed to promote customer interest, such as outdoor restaurants, and inviting public way extensions.
- e. Prohibit driveway openings, or garage or parking lot entries in exterior frontage walls of buildings, or between frontage buildings, unless the Los Angeles Department of Transportation determines that driveways cannot be practically placed elsewhere.
- f. Encourage pedestrian-only walkway openings, or entries (require at least one ground floor pedestrian entry), in exterior frontage walls of buildings, or between frontage buildings to plazas or courtyards with outdoor dining, seating, water features, kiosks, paseos, open air vending, or craft display areas.
- g. Provide fully landscaped and maintained unused building setback areas, and strips between driveways and walkways which allow safe and inviting pedestrian access to the rear of properties.
- h. Provide speed bumps for driveways which parallel walkways,

or which are longer than 50 linear feet.

- i. Provide underground new utility service, including Internet services.
- j. Screen all mechanical and electrical equipment from public view.
- k. Screen all rooftop equipment and building appurtenances from public view.
- l. Require the enclosure of trash areas behind buildings for all projects.

2. PEDESTRIAN-ORIENTED, BUILDING HEIGHT AND DESIGN

In Regional Commercial Centers, Community Commercial Centers, Neighborhood Districts, and along Mixed-Use Boulevards, the mass, proportion and scale of all new buildings and remodels must encourage pedestrian orientation.

The design of all proposed projects must be articulated to provide variation and visual interest, and must enhance the streetscape and preclude opportunities for criminal activity and graffiti.

Building materials should provide relief to untreated portions of building facades.

The purpose of these provisions is to ensure that a project does not result in large sterile expanses of blank building walls, is harmonious with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. This will be achieved by the following policies:

- a. For building frontages, require the use of offset building masses, recessed pedestrian entries, articulations, and surface perforations, or porticoes. Also require transparent windows (non-reflective, non-tinted glass for maximum visibility from sidewalks into building interiors). Also require recessed doors, entryways or courtyards, decorative planters, pedestrian scale murals or public art, mosaic tiles, or other means of creating visual interest, to break up long, flat building facades and free-standing blank walls greater than ten feet wide.
- b. Require each new building to have a pedestrian-oriented ground floor, and maximize the building area devoted to ground level display windows and display cases, store front glass, doors, windows and other transparent elements on front facades to afford pedestrian views into retail, office, and lobby space, and those building surfaces facing rear parking areas.
- c. Require each new building to have building frontage on the floor immediately above the ground floor to be differentiated from the ground floor by recessed windows, balconies, offset

planes, awnings, or other architectural details, but on buildings with pedestrian walkway openings, require continuity of an architectural feature on the facade, to retain continuity of the building wall at the ground floor.

- d. Provide color, lighting, and surface texture accents and complementary building materials to building walls and facades, consistent with neighborhood adjacent architectural themes.
- e. Maximize the applications of architectural features and articulations to building facades.
- f. Locate new structures to form common and semi-continuous building walls along street frontages and sidewalks of Major and Secondary Highways, and Collector Streets.
- g. Locate surface and above grade parking areas to the rear of buildings, with access driveways on side streets, or from rear streets where project buildings cover the majority of block areas.
- h. Integrate landscaping within pedestrian-friendly plazas, green space, pocket parks, and other open space compliments.

3. PARKING STRUCTURES

Parking structures should be integrated with the design of buildings they serve.

- a. Design parking structure exteriors to match the style, materials, texture, and color of the main building(s).
- b. Landscape areas to screen parking structures and areas, which are not otherwise architecturally integrated with the main building(s).
- c. Utilize decorative walls and landscaping to buffer adjacent residential uses from parking structures.

4. SURFACE PARKING LANDSCAPING

- a. Devote 7% of total area of surface parking lots to landscaping.
- b. Provide a landscaped buffer along public streets and/or adjacent residential uses.

5. LIGHT AND GLARE

- a. Install on-site lighting along all pedestrian walkways and vehicular access ways.

- b. Retail shops shall have well-lit entries with directly accessible pedestrian access from the sidewalk, located at frequent intervals, with well-lit exterior frontages.
- c. Shield and direct on-site lighting down onto driveways and walkways, away from adjacent residential uses.

6. MIXED USE

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve the needs of the residential portion of the building.

B. MULTIPLE RESIDENTIAL

1. SITE PLANNING

Where feasible, Multiple Family Residential development of five or more units should be designed around a landscaped focal point or courtyard to serve as an amenity for residents.

- a. Provide a pedestrian entrance at the front of each project.
- b. Require useable open space for outdoor activities, especially for children.

2. DESIGN

The design of all buildings should be of a quality and character that improves community appearance by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished via the following:

- a. Encourage the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.
- b. Utilize complementary building materials on building facades.
- c. Incorporate variation in design to provide definition for each floor.
- d. Integrate building fixtures, awnings, and security fences and gates, into the design of building(s).
- e. Screen all roof-top equipment and building appurtenances from view.
- f. Encourage decorative masonry walls to enclose trash areas.

3. PARKING STRUCTURES

Parking structures should be integrated with the design of buildings they serve.

- a. Design parking structure exteriors to match the style, materials, texture, and color of the main building.
- b. Landscape to screen parking structures not architecturally integrated with the main building(s).
- c. Use decorative walls and/or landscaping to buffer residential uses from parking structures.

C. INDUSTRIAL

1. STRUCTURE

Attractive buffers should be created along street frontages of Limited Industrial sites, to serve such purposes as security, sound attenuation, the separation of functional areas, and the screening of unsightly nuisances or unpleasant odors:

- a. Design the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.
- b. Treat large expanses of blank walls and tilt-up concrete walls visible from the public right-of-ways with contrasting complementary colors, building plane variation, planters, and other landscape elements to create visual interest.
- c. Screen mechanical and electrical equipment from public view.
- d. Screen all rooftop equipment and building appurtenances from public view.
- e. Require the enclosure of trash areas for all projects.
- f. Screen open delivery and storage areas from public view.
- g. Require freestanding walls to use articulations, surface perforations or other elements, and to include plantings of vines or tall shrubs or trees along exterior faces, to relieve long monotonous expanses and to discourage graffiti.
- h. Use landscaping to screen parking and delivery areas from roadways, and to screen storage areas, trash containers and utility equipment from public view.
- i. Locate loading and delivery facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be screened from the street or adjacent non-industrial uses, such as by landscaping.
- j. Provide on-site parking in areas which do not interfere with other site activities, and which are screened from public view by landscaping, berms, fencing and/or walls.

- k. Require on-site parking for new and/or expanded industrial sites, including additional space for trucks awaiting loading or unloading, to prevent the use of public sidewalks and streets for such purposes.

2. LIGHTING

Integrate exterior lighting with site design, directing exterior lighting down and onto the project site and the location of flood lights so as not to impact adjacent residential uses.

D. INDUSTRIAL/ RESIDENTIAL INTERFACE AREAS

In order to mitigate potential negative impacts generated by Limited Industrial uses when they are located adjacent to residentially-zoned neighborhoods, new development should incorporate the following design guidelines.

1. LOADING AREAS

- a. New development of Limited Industrial uses, which will be located across a Local Street, or Collector Street in a residentially-zoned area should be designed in such a manner such that truck deliveries, loading, and unloading will be restricted to the rear portion of the lot, and separated from the street by the building which surrounds the industrial use.
- b. New development adjacent to residentially-zoned areas should be designed to restrict loading, unloading, and storage of materials and products on the project site and on the street frontage farthest from residentially zoned properties.

2. WALLS/LANDSCAPING

- a. Where vehicle parking, loading, or storage for a new Limited Industrial development is located within 50 feet of a public street, which separates the industrial and residential zones, a minimum 3-foot, 6-inch high, solid decorative masonry wall in a front yard; or, a minimum 5-foot, 9-inch high solid decorative masonry wall in a side or rear yard should be provided .

A minimum 5-foot wide landscaped setback buffer with an automatic sprinkler system should be located in front of said wall, along the street frontage.

- b. New industrial development located directly across from a Local Street or a Collector Street in a residentially-zoned neighborhood should have a minimum 5-foot wide landscaped setback along any portion of the frontage not required for driveways, facing the residentially zoned properties.

Said landscaping should contain a minimum of one 24-inch box tree for every 20 linear feet of frontage (with a minimum trunk diameter of 2 inches, at a height of 8 feet, at the time of planting, and installed with an automatic sprinkler system).

- c. On any other interior property line which separates an industrial use from an adjacent residential zone, a minimum 5-foot, 9-inch high solid decorative masonry wall should be provided.

3. ARCHITECTURAL GUIDELINES

- a. New industrial development located directly across a Local Street or a Collector Street, or with a lot line adjoining a residentially-zoned area should have outdoor, on-site lighting designed and installed with shielding, such that the light source is directed down and away from adjacent residentially zoned properties.
- b. New industrial development on Local Streets or Collector Streets which also front onto residentially-zoned areas should be designed with articulated facades facing the residentially-zoned areas (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 linear feet of relief to a minimum depth of 8 inches, every 20 feet of the building wall).
- c. New industrial development adjacent to residentially-zoned properties should be designed with no window openings facing residentially-zoned properties, and with a minimum 5-foot, 9-inch high, solid decorative masonry wall adjacent to these properties if no such wall exists. There should be no window openings higher than the adjacent wall.
- d. All exhaust fans and exterior or rooftop mechanical equipment should be enclosed, and sound-absorbing materials and shielding provisions should be incorporated in the design of the project. Such equipment should be setback as far as possible from adjacent residentially-zoned property lines.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Standards for individual projects, improvements to the streetscape and landscaping of public spaces, roadway medians, and other rights-of-way plays create an attractive and orderly public realm and contribute to the overall urban aesthetic of a community. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Wilshire Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and right-of-ways.

A sense of entry and identity should be created for the Wilshire Community, and for individual commercial areas and neighborhoods

within the Wilshire Community Plan Area, particularly where individual commercial areas and neighborhoods include distinctive cultural, historical origins, or ethnic characteristics or themes.

The Wilshire Community and the individual commercial areas and neighborhoods should be featured as unique and distinguishable from adjacent communities.

Cohesive visual identities should be developed for individual commercial areas at entry points at major intersections along Major Class II and Secondary Highways.

The presence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees, which soften aspects of solid urban design and development, and which provide shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and by creating an area-wide identity, which distinguishes the individual commercial areas and neighborhoods from each other.

The following improvements are recommended:

A. ENTRYWAY IMPROVEMENTS

1. Provide improvements along Major Class II and Secondary Highways, at major identified intersections and edges which clearly distinguish these as major entries to the individual commercial areas of the Wilshire Community. Such improvements should include elements such as signage, monuments, archways, landscaping, vertical pylons and other distinctive treatments.
2. Establish primary entry and individual commercial area identity improvements at the following locations:
 - a. **“Wilshire Center”**
On Wilshire Boulevard and Hoover Street at the eastern entry, and at Wilton Place at the western entry.
 - b. **“Miracle Mile”**
On Wilshire Boulevard and San Vicente Boulevard at the western entry, and at La Brea Avenue at the eastern entry.
 - c. **“Museum Row”**
On Wilshire Boulevard and Fairfax Avenue at the western entry, and at Burnside Avenue at the eastern entry.
 - d. **“Koreatown”**
On Olympic Boulevard and Vermont Avenue at the eastern entry; and at Western Avenue at the western entry.
 - e. **“Park Mile”**
On Wilshire Boulevard and Wilton Place at the eastern entry, and at Highland Avenue at the western entry.

- f. **“Beverly-Fairfax”**
On Fairfax Avenue and Rosewood Avenue at the northern entry, and at Wilshire Boulevard at the southern entry.
 - g. **“Cedars Sinai-Beverly Center”**
On San Vicente Boulevard and Burton Way at the southern entry, and at Beverly Boulevard at the northern entry.
 - h. **“Farmer’s Market”**
On Fairfax Avenue and Third Street at the southern entry, and at Beverly Boulevard at the northern entry.
 - i. **“Larchmont Village”**
On Larchmont Boulevard and First Street at the southern entry, and at Melrose Avenue at the northern entry.
 - j. **“Vermont-Beverly”**
On Vermont Avenue and Melrose Avenue at the northern entry, and at Third Street at the southern entry.
3. Similarly, establish primary entry and individual neighborhood identity improvements, primarily with signage compatible with residential areas, at locations throughout the Wilshire Community Plan Area, in consultation with local neighborhood and homeowner associations, as appropriate.

B. STREETScape

- 1. Provide for a coordinated streetscape design at identified entries to the Wilshire Community Plan Area, Regional and Community Commercial Centers, and to Neighborhood Districts to include: street lighting, street furniture, and sidewalk and crosswalk improvements in the public right-of-way.
- 2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of the following:
 - a. Street trees
 - b. Street lighting
 - c. Streetscape elements
(sidewalk/crosswalk paving, street furniture)
 - d. Public signage
- 3. Identify locations for, and develop landscaped median strips on commercial streets provided there is adequate roadway, non-congested traffic flow, site access and the appropriate street cross-section.

C. STREET TREES

1. Select types of trees which:
 - a. Enhance the pedestrian character and convey a distinctive high quality visual image for the streets.
 - b. Are drought and smog tolerant, and fire resistant.
 - c. Complement the existing trees.
 - d. Do not have invasive root systems, do not require frequent maintenance and pruning, are not shallow-rooted and prone to lose limbs or topple, and do not create major amounts of leaf and seed litter.

2. Establish a hierarchy for street trees which include:
 - a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees. Select specific species to be the common tree for street frontages.

A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another.

In residential neighborhoods, the trees should be full, to provide shade and color.

In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

- c. Ornamental or Special Plantings. At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.
3. Provide for the installation of street trees along public sidewalks defining the types and spacing.

D. STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, newspaper racks, bicycle racks, bus shelters, trash receptacles, kiosks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

E. STREET LIGHTING

1. Install new street lights in commercial districts, which are shielded, down directed, and pedestrian-oriented, attractively designed, compatible in design with facades and other street furniture, and provide adequate visibility, security, and a festive night-time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting. If so desired, all efforts should be made to accommodate the re-introduction of authentic historic street lights and other fixtures.
4. New lighting systems should be designed to minimize glare and "light trespass".
5. No new or replacement street tree should be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of Special Assessment Districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City's Cultural Affairs Commission.

F. SIDEWALKS/PAVING

1. Re-pave existing sidewalks in pedestrian-oriented areas, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
2. Along some Collector Streets or Local Streets, develop sidewalk pull-out areas near intersections, where they do not adversely impact traffic flow, bus service or safety, by extending the sidewalk out to the width of a parking stall, to accommodate additional limited landscaping and street furniture and reduce the crosswalk width.

G. SIGNAGE

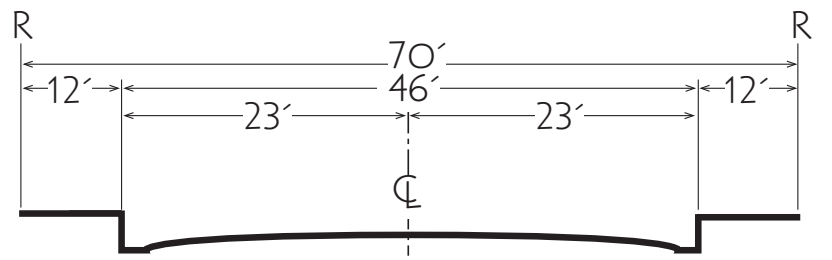
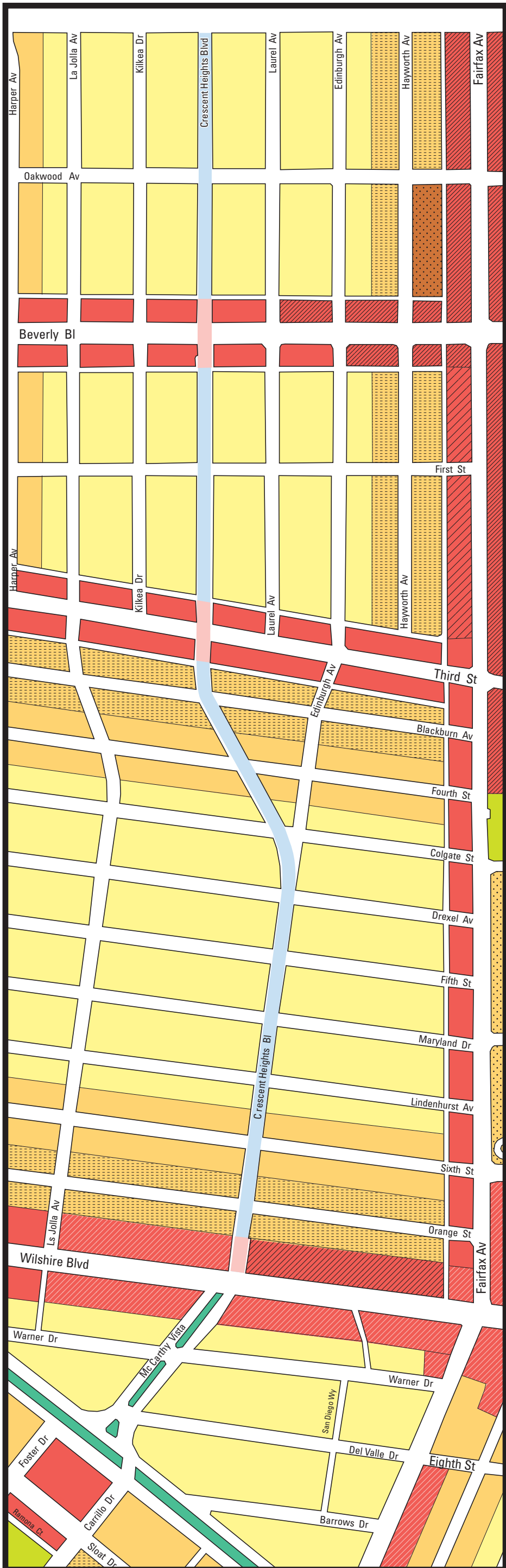
1. Throughout Commercial areas in the Wilshire Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.

2. Provide distinctive signage which identifies principal entries to unique neighborhoods, cultural centers, ethnically identifiable areas, historic structures and districts, and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses
4. Require signage which uniquely identifies and enhances designated historic sites and districts.
5. Require principle identification signs to be in English, or alternatively to include additional informational sub-titles in English.

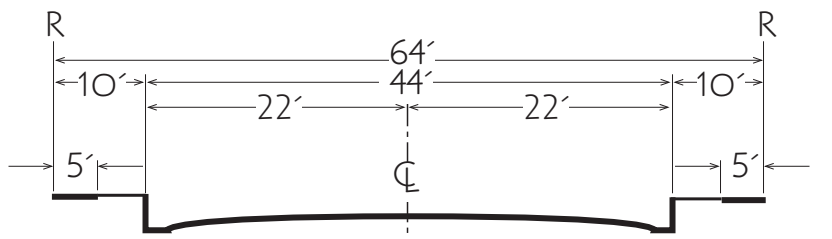
H. PUBLIC OPEN SPACE AND PLAZAS

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. The siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.
3. Adjacent to pedestrian routes and other open spaces.
4. Appropriate landscape materials.



Crescent Heights Boulevard
Typical Existing



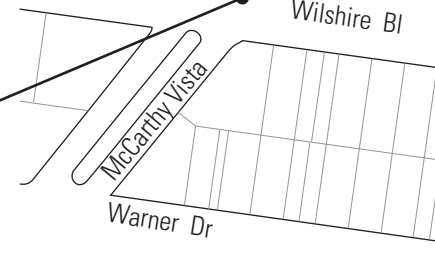
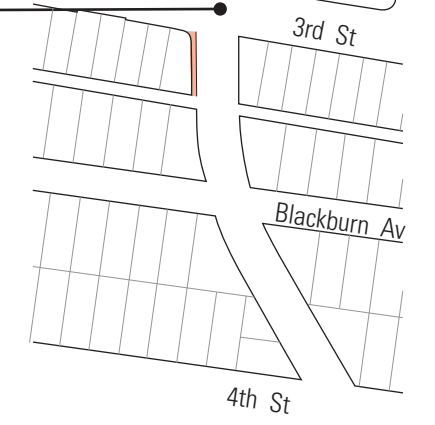
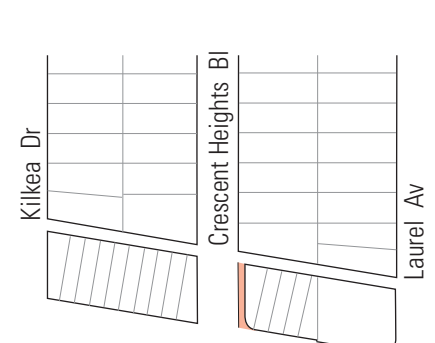
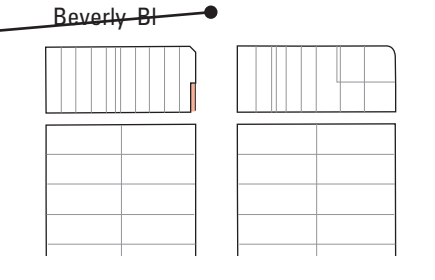
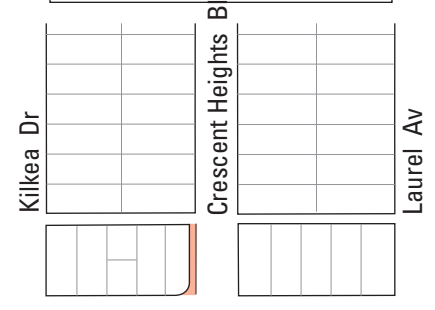
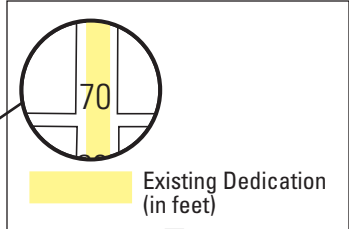
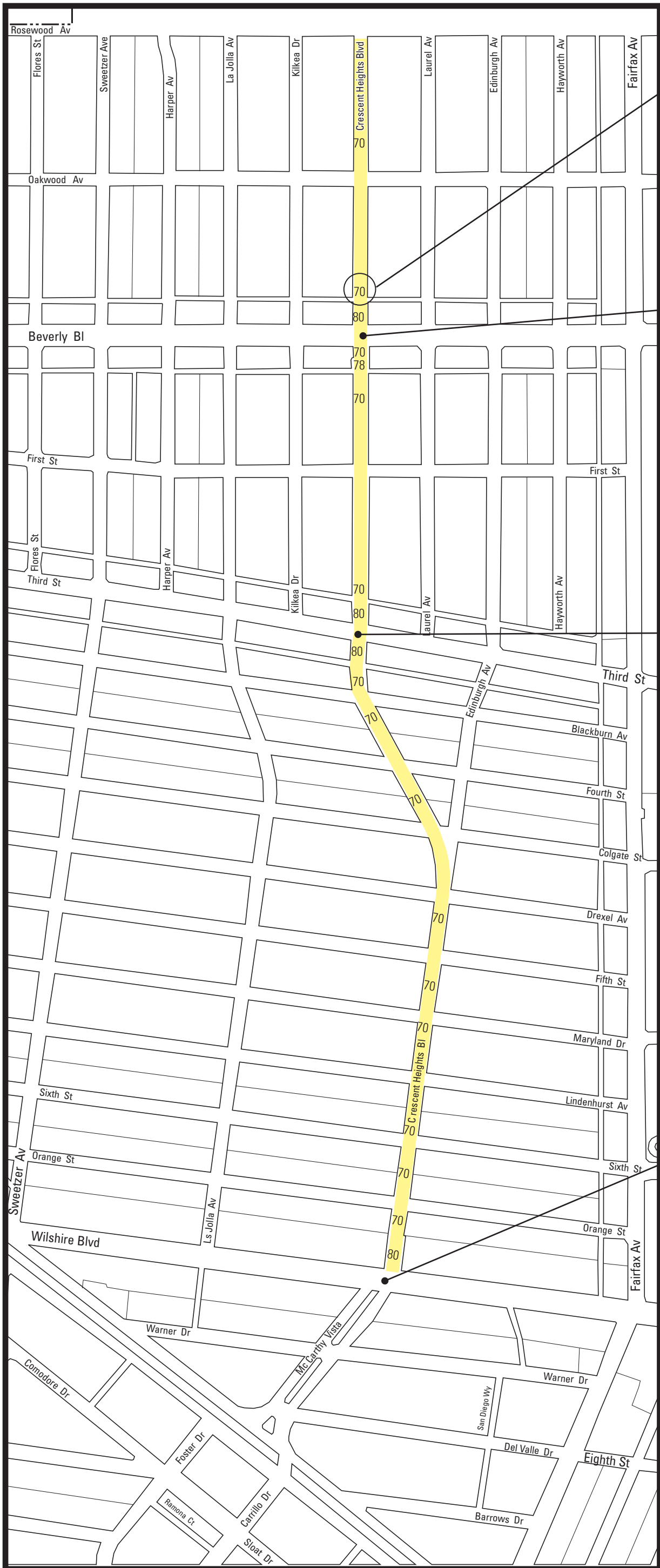
Collector Street
For use in quarter mile streets and school areas

Legend:

- Crescent Heights Boulevard**
 - Residential Area
 - Commercial Area
- Residential**
 - Low II
 - Low Medium I
 - Low Medium II
 - Medium
 - High Medium
- Commercial**
 - General
 - Neighborhood & Office
 - Community
 - Regional Center
- Open Space, Public/Quasi-Public**
 - Open Space
 - Public Facility

Exhibit A

PROPOSED MODIFIED SECONDARY HIGHWAY & EXISTING LAND USE Crescent Heights Boulevard



Already Aquired Dedication

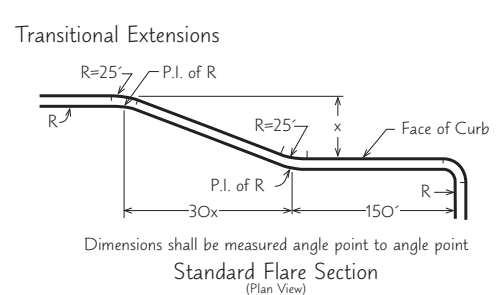
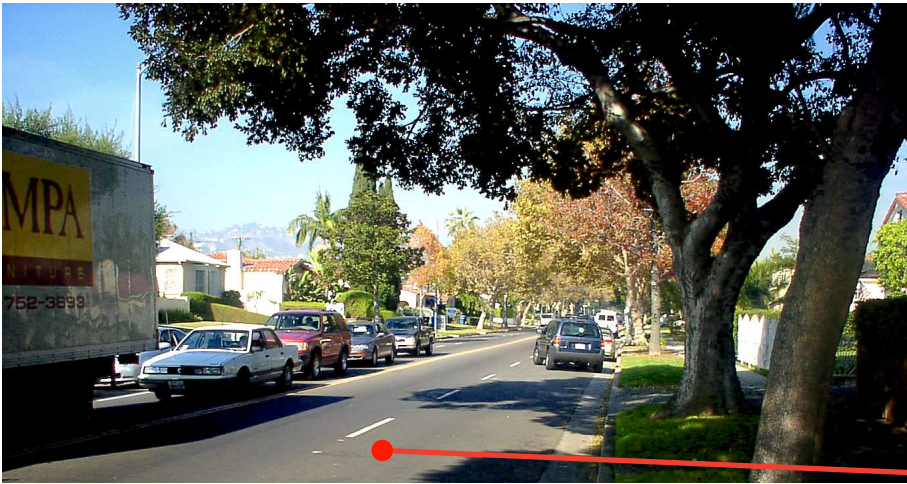


Exhibit B

EXISTING DEDICATION

Crescent Heights Boulevard



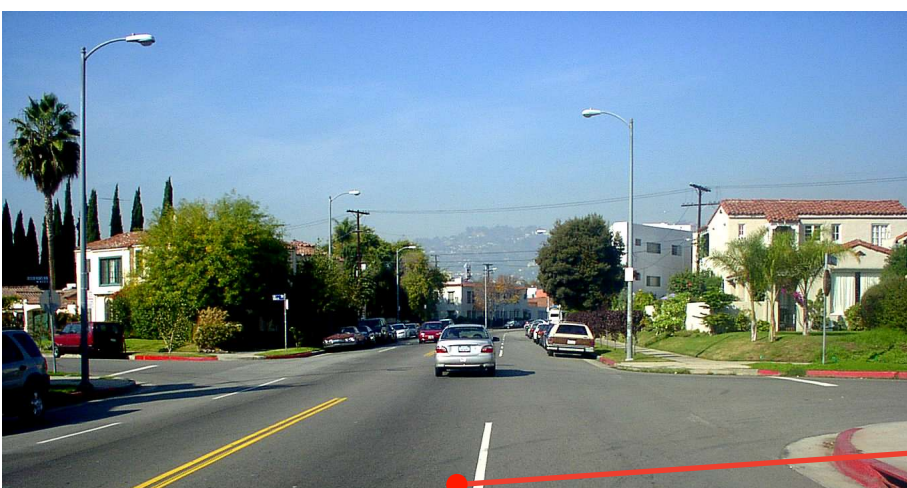
Adjacent Residential Area



Crescent Heights Boulevard looking North



Crescent Heights Boulevard looking South



Crescent Heights Boulevard between Wilshire & 3rd

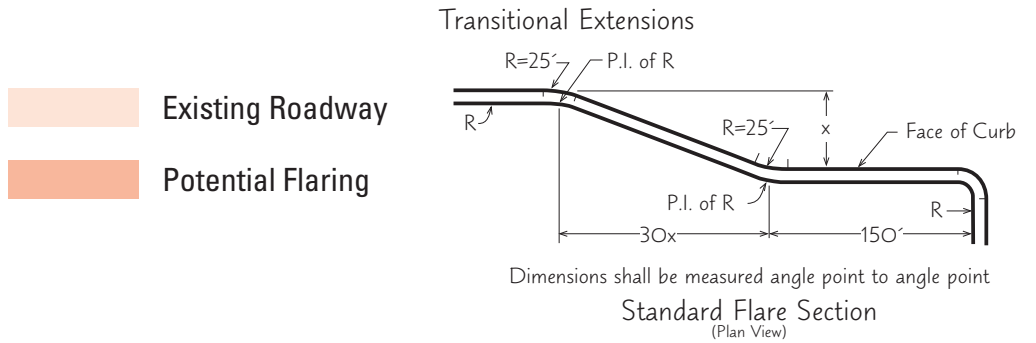
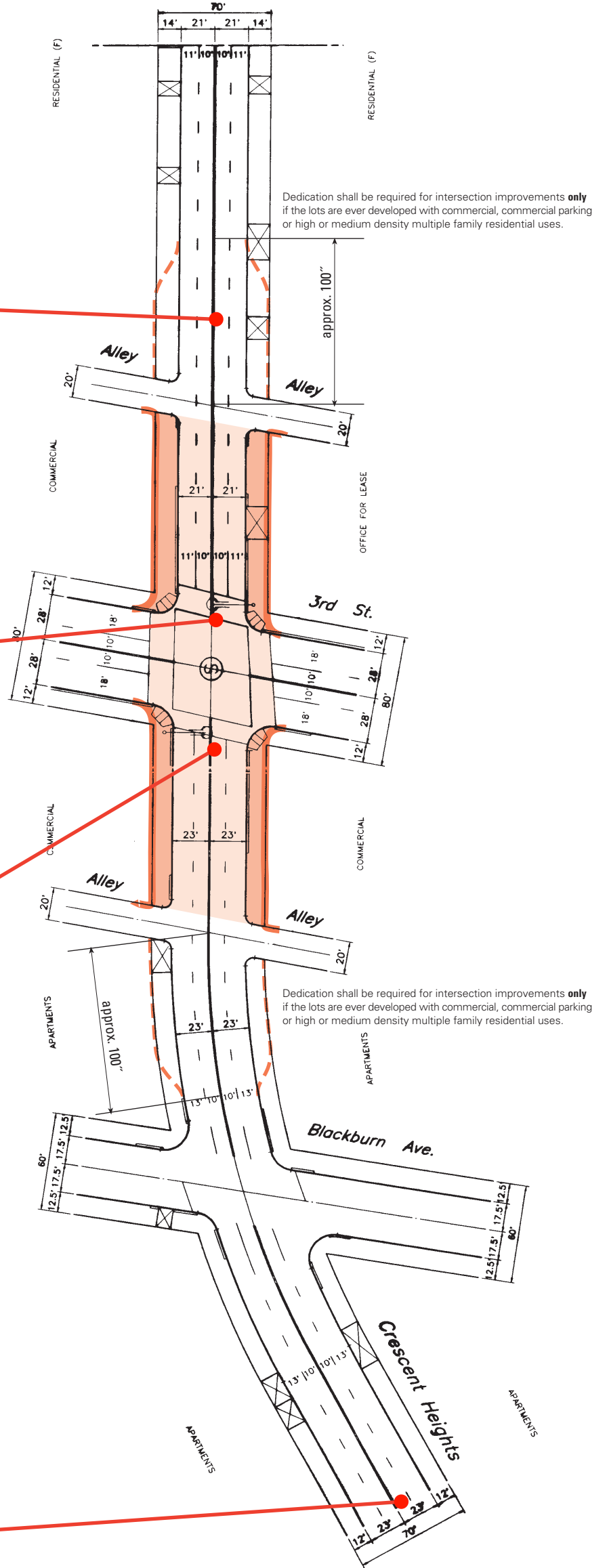


Exhibit C GENERAL MODEL of INTERSECTION IMPROVEMENT Crescent Heights Boulevard & Third Street

JAMES KENNETH HAHN, MAYOR

Rockard Delgadillo, City Attorney

Laura Chick, Controller

CITY COUNCIL

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Hal Bernson

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DEPARTMENT OF CITY PLANNING

Con Howe, Director of Planning

Franklin Eberhard, Deputy Director

Gordon B. Hamilton, Deputy Director

Robert H. Sutton, Deputy Director

COMMUNITY PLAN UPDATE

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Daniel Scott, Senior City Planner

Ron Maben, City Planner

Kevin Keller, Planning Assistant

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Cathy Lujit, GIS Supervisor I

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Daniel Garcia, GIS Specialist

PUBLICATION

Jae H. Kim, City Planning Associate

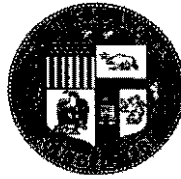
Nelson Larios, Clerk Typist

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning



April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.

TITLE SHEET

EXHIBIT G

LACMA MEMBER PARKING

Dual

1 Year: \$110

Admission

- One year of free general admission to LACMA for two adults and children 17 and under
- Two complimentary tickets to all specially ticketed exhibitions (\$20 value per ticket per exhibition)

Special Access

- **NEW** Ability to purchase annual parking pass
- Member previews of select exhibitions before they open to the public
- Member Mondays: members-only, after-hours viewing of special exhibitions
- Expedited members-only check-in upon arrival
- A "Welcome to LACMA" party invite (for new members only)
- Ability to add **Film Club**

Information & Education

- Invitations to one of LACMA's popular Art 101 classes per year
- Monthly calendar of events sent to your home
- Members-only emails with LACMA news and special opportunities

Discounts

- **NEW** 30% discount on up to two additional general admission tickets on each visit
- Discounts on more than 300 films, concerts, lectures, and classes
- 10% discount in LACMA's gift store
- 20% discount in LACMA's gift store on Member Shopping Days

Upgrade to the **Friend level for all of these benefits, plus the ability to return to select specially ticketed exhibitions as many times as you like—for free!**

Please note: the Dual-level membership is not tax-deductible

Hours

LACMA is open every day except Wednesdays, Thanksgiving, and Christmas.

- Monday 11 am–5 pm
- Tuesday 11 am–5 pm
- Wednesday Closed
- Thursday 11 am–5 pm

- Friday 11 am–8 pm
- Saturday 10 am–7 pm
- Sunday 10 am–7 pm

Note: *Levitated Mass* will be closed to the public from Wednesday, September 24th, to Friday, September 26th. We apologize for this inconvenience.

Admission

General Admission Tickets

A one-day pass to LACMA's galleries and exhibitions.

- Members Free
- Children 17 & Under Free
- Seniors (62+) & Students with ID \$10
- Groups of 10+ \$12
- All other guests \$15

LACMA offers free general admission:

- Daily to all **members**
- Daily to children 17 and under, plus one accompanying adult, through **NexGen membership**
- After 3 pm Mondays-Fridays for LA county residents
- On the second Tuesday of each month
- On select federal holidays, sponsored by Target

PURCHASE TICKETS

[Ticketing Help](#)

Directions

LACMA is located at 5905 Wilshire Blvd, Los Angeles, CA 90036.

By bus: Metro 20 & 720 on Wilshire and 217, 218 and 780 on Fairfax all stop within half a block of the museum. For public transportation information, call 323-GoMetro (323 466-3876) or use the Metro **Trip Planner**.

By bike: Plan your route using **LADOT** or **Metro** bike maps. Bicycle racks are located on Wilshire near the intersection of Spaulding, and just inside the 6th Street gate.

By car:

From the Santa Monica Freeway (10), take Fairfax Avenue north 2 miles to Wilshire Boulevard.

From the southbound Hollywood Freeway, take Highland Avenue 3.5 miles south to Wilshire Boulevard; take a right on Wilshire and proceed 1 mile west.

[View map.](#)

Parking

Self-park: Parking is located at the **Pritzker Parking Garage** on Sixth Street, just east of Fairfax Avenue, and on the corner of Wilshire Boulevard at **Spaulding Avenue**. The \$12 charge may be prepaid at a pay station located in each

parking lot. **Parking is free after 7 pm entry.**

Drop-off: Guests requiring assistance should arrive curbside along Wilshire Blvd in front of the Urban Light sculpture.

Additional Parking: Available in the Petersen Museum parking lot located on the corner of Wilshire and Fairfax, the Museum Square parking on Curson, and meters located on 6th Street.

Electric Vehicles: Free charging stations are available on the first level of the Pritzker Parking Garage, courtesy of Nissan.



Also Available On-Site

Amenities:

- **Restaurant, cafe, and bar**
- **Stores**
- **Boone Children's Gallery:** Free art making everyday for all ages
- **Programs for children**

Information and Education:

- **Map**
- Wi-Fi
- **Free drop-in tours**
- **Free mobile app**
- **Private tours**
- **Kids learning material**
- Visitors are welcome to take personal photography in our galleries unless otherwise noted. Please, no flash.

Special Needs:

- Wheelchairs
- Assisted listening devices

Special Events



As one of the country's preeminent art museums, LACMA offers a truly unique setting to host your next corporate or non-profit event. The museum features nine equally beautiful yet distinct event spaces, as well as a full spectrum of services that will make your event an absolute success. As an additional benefit of hosting your event at LACMA, the museum provides exclusive opportunities for private exhibition viewings.

LACMA is one of the foremost visual arts museums on the West Coast, and houses a permanent collection of approximately 100,000 works showcasing the finest expressions of American, Asian, European, Latin American, Costumes & Textiles, and Modern & Contemporary Art. Throughout the year, LACMA augments its superb collection with traveling exhibitions of extraordinary art from around the world.

Whether your event is corporate entertaining, an intimate gathering, a film premiere, or an elaborate reception, LACMA is the venue to fit your needs. Our highly trained staff of planners, coupled with the expert service and outstanding cuisine from Patina Catering, will ensure a perfect event for both host and guest.

LACMA's special event services are available to corporations, nonprofit organizations and government agencies.

Corporations wishing to utilize the museum's venues will first be asked to join LACMA as **corporate members** at the \$10,000 level. Representatives from the Corporate Development department are available to further discuss the benefits of museum membership.

LACMA's venue spaces are available for but not limited to hosting:

- client receptions
- awards banquets
- employee parties
- movie premiers and receptions
- conferences and meetings

- alumni receptions

Hosting an event at LACMA includes:

- opportunities to see LACMA's preeminent art collection and world-class traveling exhibitions (exclusively after hours)
- full service event planning
- catering by Patina Catering – LACMA's exclusive caterer
- event staffing, including gallery attendants, standard security, custodial services, in-house audiovisual staffing and equipment and electrical support
- vendor recommendations for music, lighting, design and floral needs
- valet parking
- docent-led tours

In order to maintain the integrity of the museum, LACMA cannot accommodate the following events:

- events of a personal nature (weddings, bar / bat mitzvahs, proms, anniversaries, birthday parties, etc.)
- fundraisers and silent auctions
- artwork display
- marketing / branding events

For more information about booking your next special event at LACMA, please call 323.857.4768 or email events@lacma.org.

Special Events Information Packet (PDF).

Image: Photo courtesy of Progressive Events.

Special Events Locations

Los Angeles Times Central Court

Capacity: 1,000 cocktail | 600 banquet

Centrally located, the Los Angeles Times Central Court lends a stunning backdrop to large or small stand-up receptions, seated dinners, or dancing. Coupled with the Bing Theater, the court is the perfect companion for movie premieres.





BP Grand Entrance

Capacity: 700 cocktail | 500 banquet

LACMA's main entrance is an open-air pavilion surrounded by magnificent works of art and architecture. Guests may enter the space through Chris Burden's luminous Urban Light installation. Easy access to BCAM and the Resnick Pavilion—both just steps away.

Bing Theater

Capacity: 600

Home to LACMA's renowned film and music programs, the Bing Theater is equipped for 35mm and 70mm film, as well as video productions.



Brown Auditorium

Capacity: 116



State-of-the-art lecture hall equipped with a rear-projection, 15 X 5 ft. screen. The Dorothy Collins Brown Auditorium seats 116 with modern interior. Perfect for small lectures, slide shows, and PowerPoint presentations.

Pavilion for Japanese Art

Capacity: 100 cocktail | 50 banquet

Designed by renowned architects Bruce Goff and Bart Prince around the Japanese architectural concept of the *tokonoma* (an intimate alcove used in traditional teahouses and residences), the Pavilion provides an elegant, tranquil environment.



Director's Roundtable Garden

Capacity: 100 cocktail | 30 banquet

Tucked away in the Southeast corner of the Museum, the Director's Roundtable Garden is a nice companion to the Dorothy Collins Brown Auditorium.

Special Events | 323 857-6039 | events@lacma.org

[Special Events Request Form](#) (PDF | 31kb)

Please note that LACMA is not available for events of a personal nature (i.e. weddings, proms, bar mitzvahs, birthday parties, etc.).

Groups & Tours

Group Tickets & Tours

[Learn more](#) about reserving a private docent-led tour for ten or more adults.

Class Visits

Complimentary tours and admission are available for college groups and students in grades 1–12 (emeritus and extended learning groups, please see the Group Tours section). Tours are given by volunteer docents free of charge from September through May. Ten thematic tours are available to grades 1–12, and specialized tours are available for both grade school and college groups. [Learn more](#) about class visits.

Visitors with Special Needs | [Reserve a Tour](#)

Complimentary tours for visitors with special needs are offered to a diverse group. The tours (lasting about 50

minutes) focus on different areas of LACMA's collection. Please submit applications at least three weeks prior to the date of your visit. LACMA offers wheelchairs and assisted-listening devices for use during your visit, which can be picked up at the Ticket Office. There is no additional charge; photo identification is required.

Public Tours | [Learn More](#)

In Focus Tours

Held most days at 1 pm, these 20-minute docent talks highlight one artist, style, or movement. See the [calendar](#) to find out more, or pick up the weekly schedule at the information desk on campus.

Spotlight Talks

Held most days at 1:30 pm, these 15-minute talks focus on a single work of art in the collection. See the [calendar](#) to find out more, or pick up the weekly schedule at the information desk on campus.

Gallery Tours

Fifty-minute guided tours focusing on LACMA's collection and special exhibitions are given daily, except Wednesday, when the museum is closed. Please see the [calendar](#) for current tour topics.

Gallery Discussion: The Art of Looking

On the second Thursday of the month, join LACMA educators for a one-hour facilitated gallery discussion focusing on art in our collection. Each tour offers an in-depth look at a small selection of masterpieces in the galleries. See the [calendar](#) for more information.

Gallery Conversations | Saturdays & Sundays | 1–4 pm

Drop by the modern and contemporary art galleries for informative and informal conversations about works of art with gallery educators. Tours begin at BCAM Level 3 and Ahmanson Building Level 2. Free, no reservations. See the [detailed listing](#).

Family Tours

[Andell Family Sundays Tours](#)

Join us for bilingual tours presented in English and Spanish as part of Andell Family Sundays activities. These interactive tours are designed specifically for families to look, listen, and share ideas together. Check the [family day schedule](#) for more information.

[Family Guides](#)

The family guide for parents and children features eight activity cards with images and easy-to-read explanations highlighting works from our collection. The guide offers parents questions that will get their little ones talking about art. The guide is designed to capture the imagination of kids between the ages of six and twelve years old. Your free copy to keep is available at Welcome Centers. Available in English and Spanish.

[Art Tote](#)

Further explore works of art highlighted in the Family Guide. The Art Tote contains objects designed for kids to handle and fun learning activities. Check out an Art Tote free at the Welcome Center. A small deposit and valid ID are required. Available in English and Spanish.

Find out more about our free [NexGen](#) youth membership program.

Tour schedules are subject to change | [Check the calendar](#) for up-to-date listings.

Avant-Garde

... 1 Year: \$1,000 (tax-deductible: \$520) **Reserved** for those 21–40 years of age. Avant-Garde is a membership ... join Muse & Film Club Opportunity to purchase an **annual parking pass (\$60)** Over 40? Become a Partner , or upgrade to the ...

Membership Update FAQ

... What does this mean for me? How does the new LACMA **parking** pass work? How many membership cards do I get? ... A: Yes, some opportunities to participate will be **reserved** for members at higher levels, and some benefits will also be **reserved** ...

Q: How does the new LACMA parking pass work?

A: Members at the Dual level (\$110) and above may purchase a LACMA annual parking pass for \$60 at any LACMA Ticket Office or by calling 323 857-6010. With the parking pass, you can **park one car for free whenever you visit LACMA until the end of your current membership year.** The LACMA parking lots are for LACMA visits only. Once you've purchased the pass, you may simply stop by the Ticket Office on your way to the galleries to get your free validation. Your details are in the system at the Ticket Office—there are no physical passes that you need to carry.

TITLE SHEET

EXHIBIT H

TRAFFIC ENGINEER REPORT

Tom Brohard and Associates

October 9, 2014

James O'Sullivan, President
Miracle Mile Residential Association
PO Box 361295
Los Angeles, California 90036-9495

SUBJECT: Focused Review of the Draft EIR for the Academy Museum of Motion Pictures Project in the City of Los Angeles – Traffic Issues

Dear Mr. O'Sullivan:

As requested, I, Tom Brohard, P.E., have reviewed trip generation forecast assumptions, the proposed Transportation Demand Management (TDM) Plan, and other portions of the July 2014 Traffic Study prepared by Gibson Transportation Consulting for the August 2014 Draft Environmental Impact Report (Draft EIR) for the Academy Museum of Motion Pictures Project in the City of Los Angeles. The Proposed Project includes rehabilitation and reuse of the May Company Building at 6067 Wilshire Boulevard. Upon completion, the Proposed Project would include a museum dedicated to films and filmmaking as well as permanent and changing exhibition space, three theaters with a combined capacity of 1,350 seats, banquet and conference space, a 5,000 square foot Museum Store, a 4,000 square foot Museum Café, and supporting spaces for offices, visitor services, events/functions, and kitchen/catering. The floor area of the Proposed Project would total about 208,000 square feet.

The most critical component of the Traffic Study involves proper calculation of trips to and from this unique facility which is based upon the number of daily visitors. In my review, I found that the estimate of 5,000 visitors per day used in this Traffic Study is significantly lower than the 7,800 visitors per day used in the August 2008 Draft Traffic Study of the Hollywood site prepared by Fehr & Peers. This significant inconsistency in the number of daily visitors must be resolved.

Page 115 of the Traffic Study states "The trip generation forecasts associated with the Museum is based on information provided by the Academy, JB Research, Management Resources and City staff..." While the *Projected Attendance, Design Day and Parking Requirements for the Proposed Academy Museum of Motion Pictures at LACMA West*, JB Research Company, November 2012 is identified as a reference in the Traffic Study, the foundational data and other materials were not included in the Appendices. Members of the public as well as decision-makers are not able to review the underlying data to validate several of the key operational assumptions that were made in the Traffic Study. As discussed in this letter, substantial evidence is required and must be produced to support the critical trip generation assumptions.

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The proposed Parking and Traffic Management Plan (PTMP) must contain specifics as to what measures will be implemented together with estimates of their probability of reducing vehicle trips rather than merely presenting a lengthy list of possible options without any specific goals, enforcement mechanisms, or financial penalties for non-compliance. Other traffic issues found in my review include failure of the Traffic Study to analyze weekday AM peak hour traffic conditions and failure to meaningfully address neighborhood traffic intrusion.

The transportation infrastructure in the Project area is inadequate for existing uses as evidenced by numerous LOS F intersections in the area. Further densification and approval of land uses which increase traffic will further threaten the street system in the Project area. As a result of the deficiencies in the traffic study the EIR fails to adequately disclose the Project's impacts. The deficiencies preclude informed decision making or informed public participation.

Education and Experience

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake, San Fernando, and Tustin. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects as indicated on the enclosed resume.

Traffic Issues

The following traffic issues were identified in my review of the Traffic Study for the Draft EIR for the Proposed Academy Museum of Motion Pictures Project:

- 1) Inconsistent Daily Attendance Forecasts Must Be Reconciled – Page 6 of Appendix F (Parking Study) to the Traffic Study states "...the design day attendance for the Museum is 5,000 visitors." Attachment A to Appendix F forecasts annual attendance of 860,000. Page 116 of the Traffic Study states "The design day attendance, estimated at 5,000 visitors per day, was used to provide a conservative analysis." Footnote e) to Table 9 on Page 136 of the Traffic Study indicates the "Number of museum visitors based on the design day attendance of 5,000 visitors, provided by AMPAS. This day represents a 90th percentile attendance level."

Attachment A to Appendix M-3 (Traffic Analysis of Project Alternatives Memorandum) of the Traffic Study contains excerpts from the August 2008

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Draft Traffic Study prepared by Fehr & Peers. Page 28 states “The trip generation estimates for the museum are conservative in that they are based on the highest attendance projections from the market research study (approximately 960,000 annual visitors or 7,800 daily visitors on a design day)¹. The number of daily visitors is assumed to represent one of the 15 to 20 busiest days of the year, typically occurring in the summer or during holidays.” Footnote 1 on Page 32 states: “Annual attendance projections and monthly rates per *Preliminary Attendance Projections and Financial Analysis: Proposed Academy of Motion Picture Arts and Sciences*, JB Research Company, July 2005.”

There is a significant difference between the 5,000 daily visitors for the design day with annual attendance of 860,000 and the 7,800 daily visitors for the design day with annual attendance of 960,000 visitors. A small amount of the difference in the daily visitor attendance can be explained by the use of the 95th percentile visitor day in the 2008 Fehr & Peers Traffic Study compared to the 90th percentile visitor day in the 2014 Gibson Traffic Study.

While both facilities are very comparable in terms of their size, the 7,800 daily visitors forecast in 2008 were reduced to only 5,000 daily visitors forecast in the 2014 Traffic Study. This 35 percent reduction in the number of daily visitors currently forecast is not reasonable, not supported and not justified.

- 2) Trip Generation Assumptions Must Be Supported and Justified – In addition to the discrepancies in the number of annual and daily visitors, other trip generation assumptions listed on Page 116 require further support and justification including:
 - a) “The average vehicle ridership (AVR) is 3.0 for Museum visitors.” Page 5 of the Parking Analysis in Appendix F indicates that ULI national averages of AVR were used for the Museum Store and Museum Café and then incorrectly assumes a 3.0 AVR for all museum visitors. Instead, other nearby museums should have been counted, evaluated, and analyzed to calculate their existing AVR values. The assumption of 3.0 people per visitor vehicle has not been supported.
 - b) “A conservative internal capture reduction (20%) was applied to the trip generation estimates to account for patrons visiting both the Museum and LACMA on the same visit.” No support or justification is provided in the Traffic Study for this value. Other nearby museums should have been surveyed and their patrons interviewed to determine the number of persons that visit two venues. The data used to support the assumption of a 20% internal trip capture between museums must be provided.

- c) “A 5% walk-in reduction was considered to account for the visitors who walk to the Project site from adjacent neighborhoods, commercial uses, and other cultural facilities (e.g., Petersen Automotive Museum).” No support or justification is provided in the Traffic Study for this value. Other nearby museums should have been surveyed to determine the number of patrons that walk-in. The data used to support the assumption of a 5% walk-in must be provided.
- d) “A 15% walk-in reduction to account for the visitors who walk to the Museum Store and Museum Café from surrounding institutions, neighborhoods, commercial buildings and cultural facilities.” No support or justification is provided in the Traffic Study for this value. Other nearby uses should have been surveyed to determine the number of patrons that walk-in to shop or to eat. The data used to support the assumption of a 15% walk-in to shop or eat, significantly higher than the 5% walk-in for visitors from the adjacent area, must be provided.
- 3) PTMP Lacks Specific Goals and Enforcement Measures/Penalties – In regard to the development of a parking and traffic management plan (PTMP), Pages 236 and following in the Traffic Study state: “The PTMP would also encompass TDM strategies that would encourage visitors and employees to reduce vehicular traffic on adjacent streets during the peak hours and parking demand by promoting carpooling and non-auto travel through pedestrian friendly designs and orientation that facilitates transit use... The TDM strategies may include the following:
- Promotion and support of carpools and rideshare
 - Bicycle amenities (bicycle racks, lockers, etc.)
 - Guaranteed ride home program
 - Flexible or alternative work schedules
 - Subsidized transit passes...
 - Transportation Information Center...
 - On-site TDM coordinator
 - Coordinate with LADOT to evaluate future Integrated Mobility Hub...
 - Incentivize the use of transit for project visitors
 - Contribute funding into the City’s Bicycle Plan Trust Fund...”

While each of these strategies could reduce employee trips in the commuter peak hour, the TDM Plan would not reduce the number of visitor trips for the Proposed Project. Furthermore, there are no overall trip reduction goals, enforcement mechanisms, or financial penalties for non-compliance. Without these critical provisions, the generalized TDM Plan is insufficient.

- 4) Weekday AM Peak Hour Traffic Has Not Been Analyzed – The Traffic Study analyzed existing and existing plus project traffic conditions as well as future

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Year 2017 traffic conditions without and then with project traffic added. Page 10 of the Traffic Study states “Based on review of the anticipated operational parameters of the Museum and discussions with LADOT staff, the Museum analysis includes weekday midday (12 PM to 2 PM) and PM (3 to 6 PM) conditions, Friday midday and PM conditions, and weekend midday conditions which represent the peak operating conditions of the Museum.”

Page 4 of the Traffic Study states “The daily museum operations are anticipated to require approximately 135 full-time administration and office staff...” In regard to the hours of operation, Page 5 of the Traffic Study states “Hours of operation for public visitation to the museum are anticipated between 9 AM and 6 PM.”

The Traffic Study should have analyzed traffic conditions on weekdays during the AM peak hour but it did not. From the description of operations above, all 135 full-time staff would arrive at the Museum in the AM peak hour before it opens to the public at 9 AM. In addition, a number of Museum visitors would also drive to the Museum during the AM peak hour, park their vehicles, and arrive at the Museum entrance before it opens at 9 AM.

The Traffic Study attempts to justify its failure to analyze traffic conditions in the weekday AM peak hour by calling out the times “...which represent the peak operating conditions of the Museum.” This statement alone does not justify the lack of any analysis in the AM peak hour when study intersections are congested and already operating at poor levels of service. The Traffic Study must analyze traffic conditions in the AM peak hour without and with project traffic added to determine if there are significant traffic impacts created by the Proposed Project on weekdays during the AM peak hour. Without that analysis, the Traffic Study is incomplete as it fails to identify, disclose, analyze, and mitigate potentially significant traffic impacts caused by the Proposed Project during the AM peak hour.

- 5) Neighborhood Traffic Intrusion Has Not Been Properly Addressed – Chapter 12 beginning on Page 310 of the Traffic Study briefly discusses the potential intrusion impacts to nearby neighborhoods by cut-through traffic. Pages 312 and 313 of the Traffic Study acknowledge that Fairfax Avenue, Olympic Boulevard, and Wilshire Boulevard are considered to be “congested corridors” since many of the major intersections near the Proposed Project operate at LOS E or LOS F during the various times evaluated. In discussing Project Added Traffic, Page 314 of the Traffic Study states “Further, traffic calming measures (e.g., stop signs, turn restrictions, speed humps, cul-de-sacs, etc.) have been implemented on many of the local residential streets in the adjacent neighborhoods.” From this statement alone, it is apparent that streets in the adjacent residential neighborhoods have previously and continue to experience cut-through traffic. In sum, the Traffic Study did not

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properly quantify or fully analyze current conditions and those that will occur when the Proposed Project opens in Year 2017.

From my review of local residential streets in the adjacent neighborhoods using Google Earth photos, traffic calming measures including stop signs and speed humps have been implemented on the north-south residential streets south of 8th Street between Fairfax Avenue and La Brea Avenue. As intersection levels of service continue to deteriorate, even more cut-through traffic can be expected to occur on these and other neighborhood streets.

From my review of Tables 13 and 14 in the Traffic Study for Year 2017 conditions, the three “congested corridors” and other area roadways in all scenarios involving the Museum and Theater Special Events will become significantly worse. This is particularly evident in the area north of the Proposed Project on Fairfax Avenue and west of the Proposed Project along La Cienega Boulevard and other streets further west. Under the forecast gridlock conditions, traffic to and from the Proposed Project is likely to travel south and slightly east through the already impacted residential area from their origins to reach their desired destinations. The basic distribution of Museum trips to the surrounding street system with 26% to/from the north, 29% to/from the east, 28% to/from the south, and 17% to/from the west is arbitrary and capricious, and has not been supported by the Traffic Study.

Traffic is known to behave like water, and it will flow through the other area streets as well. Cut-through traffic may also stair-step through residential neighborhoods. Stop signs and speed humps are generally used to slow traffic but these devices do not significantly discourage cut-through traffic once motorists have found a route that saves a small amount of time. Further compounding this problem is the availability of applications such as WAZE and Google Maps which readily provide alternate routes using real-time traffic information that enable motorists to get around congested roadways such as Fairfax Avenue. The adjacent communities such as Miracle Mile, Carthay Circle, Beverly Grove and others such as Carthay Square and Wilshire Vista will suffer significant levels of traffic intrusion with the forecast traffic congestion on Fairfax Avenue, Olympic Boulevard, and Wilshire Boulevard.

The Traffic Study contains an overly broad interpretation of Factor 4, Availability of Alternate Routes. The Traffic Study dismisses a proper evaluation of the cut-through traffic potential associated with Fairfax Avenue by simply stating that there are no parallel routes through residential areas. To the contrary, motorists likely will use Orange Street midway between 6th Street and Wilshire Boulevard through the residential neighborhood to travel west to Crescent Heights Boulevard, and then travel north or south on this roadway which is generally forecast by the Traffic Study to operate at acceptable levels of service. The Traffic Study cannot merely dismiss the

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issue of cut-through traffic by stating there are no neighborhood residential streets that parallel Fairfax Avenue from 6th Street to Wilshire Boulevard.

In summary, the Traffic Study for the Academy Museum of Motion Pictures Project is based upon daily attendance that is significantly less than what was developed only a few years ago for the Hollywood site for the same facility. Other trip generation reductions have been liberally applied but there is no factual data or support for their use. Components of a potential TDM Plan have been listed but no specific plan, trip reduction goals, enforcement mechanisms, or financial penalties for non-compliance have been established. In addition, weekday AM peak hour traffic associated with the Proposed Project has not been analyzed and neighborhood traffic intrusion has not been properly analyzed or addressed. Each of these traffic issues must be addressed before the City of Los Angeles considers the Project.

If you have questions regarding these comments, please call me at your convenience.

Respectfully submitted,

Tom Brohard and Associates



Tom Brohard, PE
Principal

Enclosure - Resume



Tom Brohard, PE

- Licenses:** 1975 / Professional Engineer / California – Civil, No. 24577
1977 / Professional Engineer / California – Traffic, No. 724
2006 / Professional Engineer / Hawaii – Civil, No. 12321
- Education:** 1969 / BSE / Civil Engineering / Duke University
- Experience:** 45 Years
- Memberships:** 1977 / Institute of Transportation Engineers – Fellow, Life
1978 / Orange County Traffic Engineers Council - Chair 1982-1983
1981 / American Public Works Association – Life Member

Tom is a recognized expert in the field of traffic engineering and transportation planning. His background also includes responsibility for leading and managing the delivery of various contract services to numerous cities in Southern California.

Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. Since May 2005, he has served as Consulting City Traffic Engineer for the City of Indio. He also currently provides “on call” Traffic and Transportation Engineer services to the Cities of Big Bear Lake, San Fernando, and Tustin. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:

- Bellflower..... 1997 - 1998
- Bell Gardens..... 1982 - 1995
- Huntington Beach..... 1998 - 2004
- Lawndale..... 1973 - 1978
- Los Alamitos..... 1981 - 1982
- Oceanside 1981 - 1982
- Paramount..... 1982 - 1988
- Rancho Palos Verdes..... 1973 - 1978
- Rolling Hills..... 1973 - 1978, 1985 - 1993
- Rolling Hills Estates..... 1973 - 1978, 1984 - 1991
- San Marcos 1981
- Santa Ana..... 1978 - 1981
- Westlake Village..... 1983 - 1994

During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$5 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.

Tom Brohard and Associates

In his service to the City of Indio since May 2005, Tom has accomplished the following:

- ❖ Oversaw preparation and adoption of the 2008 Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain conditions.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street and on Monroe Street over I-10 as well as justifications for protected-permissive left turn phasing at I-10 on-ramps, the first such installations in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of both \$2 million projects to install traffic signals and widen three of four ramps at these two interchanges under Caltrans encroachment permits.
- ❖ Reviewed traffic signal, signing, striping, and work area traffic control plans for the County's \$65 million I-10 Interchange Improvement Project at Jefferson Street.
- ❖ Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvements of the I-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway.
- ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 50 traffic signal installations and modifications.
- ❖ Reviewed and approved over 1,000 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects.
- ❖ Oversaw preparation of a City wide traffic safety study of conditions at all schools.
- ❖ Obtained \$47,000 grant from the California Office of Traffic Safety and implemented the City's Traffic Collision Database System. Annually reviews "Top 25" collision locations and provides traffic engineering recommendations to reduce collisions.
- ❖ Prepared over 800 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping.
- ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 300 street segments.
- ❖ Reviewed and approved traffic impact studies for more than 35 major projects and special events including the Coachella and Stagecoach Music Festivals.
- ❖ Developed and implemented the City's Golf Cart Transportation Program.

Since forming Tom Brohard and Associates in 2000, Tom has reviewed many traffic impact reports and environmental documents for various development projects. He has provided expert witness services and also prepared traffic studies for public agencies and private sector clients.

TITLE SHEET

EXHIBIT I

MIRACLE MILE CDO FINDINGS



Los Angeles City Planning Commission

200 North Spring Street, Room 532, City Hall, Los Angeles, CA 90012 (213) 978-1300

www.cityofla.org/PLN/index.htm

Date: **OCT 22 2004**

Council District No. 4

Honorable City Council
Room 395, City Hall

Plan Area: Wilshire

CITY PLAN CASE NO. 2003-1779-CDO-ZC

Location: Commercially zoned properties along
Wilshire Blvd. between Sycamore and Fairfax
Avenues.

At its meeting of July 8, 2004, the City Planning Commission adopted the attached staff report and findings as its report on the matter and:

APPROVED the proposed Miracle Mile Community Design Overlay District (CDO) boundaries, and **RECOMMENDED** that the City Council adopt the attached Miracle Mile Community Design Overlay District Ordinance;

APPROVED the Miracle Mile Community Design Overlay District Design Guidelines and Standards as amended (Exhibit A); and

APPROVED AND RECOMMENDED that the City Council adopt the three (3) attached Zone Change Ordinances as amended.

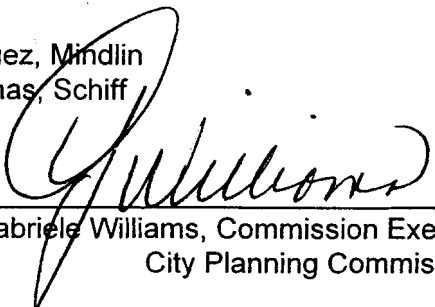
APPROVED and RECOMMENDED that the City Council adopt Negative Declaration No. Env-2003-1780-ND dated May 28, 2004, satisfying the requirements of the California Environmental Quality Act of 1970 (CEQA);

ADOPTED the attached findings.

The complete City Plan Case file is being transmitted for consideration and appropriate action.

The City Planning Commission action was approved by the following vote:

Moved: Menzer
Seconded: Atkinson
Ayes: Burg, Dominguez, Mindlin
Absent: Chang, Cardenas, Schiff
Vote: 5-0



Gabriele Williams, Commission Executive Assistant II
City Planning Commission

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Attachments: Findings, Miracle Mile CDO Guidelines and Standards (Exhibit A), Miracle Mile Community Design Overlay District Ordinance and Map, and three (3) Miracle Mile Zone Change Ordinances and Corresponding Maps

FINDINGS:

1. Geographic Area:

The boundaries of the proposed Miracle Mile Community Design Overlay District and zone changes include all commercially zoned parcels along Wilshire Boulevard between Sycamore Avenue on the east to Fairfax Avenue on the west as shown on Exhibit A. This segment of Wilshire Boulevard is approximately one mile in length from Sycamore Avenue to Fairfax Avenue and is located within the Wilshire Community Plan area.

2. Environmental Review and Clearance:

On June 4, 2004, the City Planning Department determined that the CDO design guidelines and standards, and zone changes would not have a significant impact on the environment. Negative Declaration No. ENV-2003-1780 was published in the Los Angeles Times on June 10, 2004.

The subject site, which is located in Los Angeles County, will not have an impact on fish and wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game code Section 711.2. In light of the above, the project qualified for the De Minimis Exemption from Fish and Game Fees (AB-3158)

COMMUNITY DESIGN OVERLAY DISTRICT (CDO) BOUNDARIES

1. In accordance with Charter Sections 556 and 558, the proposed CDO boundaries are in substantial conformance with the purposes, intent and provisions of the City's General Plan, and all applicable provisions of the Los Angeles Municipal Code (LAMC).

The proposed CDO boundaries are established in accordance with the provisions of Section 12.32 S of the Los Angeles Municipal Code (LAMC), and are consistent with the purpose of a CDO as set forth in Section 13.08 A of the Municipal Code. The establishment of a CDO within these boundaries will enhance the physical and aesthetic qualities of this commercial area in accordance with its unique environmental setting.

The proposed CDO boundaries are consistent with the General Plan which seeks to "Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm". The establishment of these CDO boundaries will also help to implement Objective 5-5.4 of the Citywide General Plan Framework, to "determine the appropriate urban design elements at the neighborhood level", and Objective 5-5.6 to "identify building and site design elements for commercial or mixed use streets", by creating a more pleasant, pedestrian-oriented environment, consistent with the function of these commercial districts within the community.

The proposed CDO boundaries are also consistent with the adopted Wilshire Community Plan. Chapter III, Objective 2-2 calls for the promotion of "distinctive commercial district and pedestrian-oriented areas". One of the policies listed under this objective states "Develop a Community Design Overlay District for the Miracle Mile area". The proposed CDO boundaries are in part derived from Chapter III, which defines the Miracle Mile Regional Commercial Center as the area generally bounded by 6th Street on the north; 8th street on the south; Sycamore Avenue on the east; and San Vicente Boulevard on the west. These boundaries encapsulate much of this area defined as this commercial center, and therefore are consistent with the Wilshire Community Plan.

to become an active, vibrant community serving, pedestrian-oriented commercial area, and present a distinct identity as the neighborhood's premier commercial corridor. This is consistent with many provisions in Chapters I and III of the community plan, which include objectives and policies intended to promote distinctive commercial districts and pedestrian-oriented areas, and require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

2. In accordance with Charter Section 558 (b) (2), the proposed CDO boundaries will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The area of the proposed CDO is located on a section of Wilshire Boulevard that is a scenic vista highway and one of the primary east-west arterial streets in this region of the City. The area is developed with a commercial district that not only serves the surrounding residential areas and community, but is a major employment center and cultural destination for the entire city. As such a prominent corridor, Wilshire Boulevard should be highlighted as a distinct district with historically significant architecture, incorporating a mixture of neighborhood serving and regional center uses. The street has the potential to become a much more active, vibrant and vital community serving, pedestrian-oriented commercial area.

Field inspection of the area has revealed that much of new development in the Miracle Mile is inconsistent with the development pattern established by the existing buildings. Some buildings are set back from the prevailing street wall with little attention paid to the design of the facade fronting Wilshire Boulevard. Furthermore, both new and existing development do not have open entrances fronting Wilshire Boulevard and have windows or storefronts, which have been enclosed, used for storage, or tinted so that they are no longer transparent to a passerby. Signage tends to be out-of-scale with the size of buildings and viewing distances with a concentration of billboards, roof and pole signs, and sign clutter, which visually degrades the area's character. These problems cumulatively create a blighting environment on the street.

Establishment of the proposed Miracle Mile CDO boundaries will address the area's urban design needs, promote the District's unique identity, and encourage the type of pedestrian-oriented environment intended by the Wilshire Community Plan.

COMMUNITY DESIGN GUIDELINES AND STANDARDS

1. The proposed CDO design guidelines and standards are consistent with the policies of the adopted Community Plan.

The proposed CDO design guidelines and standards are in conformance with the intent and provisions of the adopted Wilshire Community Plan in that they will "encourage a strong and competitive commercial sector, which promotes economic vitality and serve the needs of the Wilshire Community through well-designed, safe and accessible areas, while preserving historic and cultural character".

Chapter III of the Wilshire Community Plan includes objectives to "promote distinctive commercial districts and pedestrian-oriented areas", and to "enhance the visual appeal and appearance of commercial districts". Chapter III also specifically calls for the development of a Community Design Overlay District for the Miracle Mile. Finally, Chapter III includes the preservation and restoration of the Wilshire Community's historically significant resources as one of its goals. To achieve this goal, the CDO incorporates standards for the rehabilitation of the unique historic resources in the Miracle Mile. Consequently, the proposed CDO design guidelines and standards are consistent with and will implement all of these provisions.

The proposed CDO design guidelines and standards will also implement much of the urban design

policies outlined in Chapter V of the Wilshire Community Plan. These policies encourage the use of articulation, recess, or perforations of surfaces to break up long, flat building facades with varying rooflines, the utilization of complementary building materials, textures and color in building facades for multi-residential buildings, site planning, pedestrian-oriented height and building design, parking structures, location of surface parking, landscaping, and attention to signage, light and glare.

2. The proposed CDO design guidelines and standards are in conformance with the provisions of Section 13.08 of the Los Angeles Municipal Code (LAMC).

The proposed CDO design guidelines and standards are consistent with the purposes of a Community Design Overlay District as stated in Section 13.08 of the LAMC, in that they promote a distinctive character, stability and visual quality in this existing commercial and industrial neighborhood, and will assure that development in the area takes place in accordance with community design policies of the adopted Community Plans. These CDO design guidelines and standards will ensure that future development provide a sense of place in terms of design by applying unique architectural guidelines and standards developed for this area, and will help prevent the development of structures with exterior design that is not compatible with the surrounding community.

The proposed CDO design guidelines and standards contain forty (40) design guidelines, which address development standards for commercial, mixed-use, and residential buildings. Site planning guidelines include building orientation and circulation. Architectural guidelines and standards include articulation, building continuity, entry treatment, roof lines, exterior surface materials, windows, storefronts, color, awnings and canopies, ground floor lighting, mechanical equipment screening and trash containers, and security grilles. There are two set of architectural guidelines, one for new and existing development, and one specific to historic structures that are eligible for listing on the National Register of Historic Places.

In addition, these guidelines and standards include landscaping, surface parking, and parking structures. Landscaping guidelines and standards include the planting of street trees. Lastly, the guidelines and standards regulate signage for building identification signs, business identification wall signs, size and type of wall signs, monument signs, projecting signs, awning signs and information signs.

ZONE CHANGES

1. Zone Changes With Permanent [Q] Conditions.

In addition to the Community Design Overlay District, this proposal includes Zone Changes instituting permanent [Q] conditions, which would restrict signage and place design controls on site planning, building orientation, articulation, massing, and building materials. The proposed [Q] conditions are intended to prevent new construction and/or alterations to existing buildings, which have a blighting and degrading affect upon the community, and are largely incompatible with the proposed CDO design guidelines and standards. Two sites within the CDO boundaries have been excluded from the proposed zone changes because of existing [Q] conditions addressing similar issues. One site is referred to as Wilshire Courtyard located between Wilshire Boulevard and 8th Street and Curson Avenue and Masselin Avenue. The Q Conditions for this site have been instituted through Ordinance 160007. The other site to be excluded is located at 6067 Wilshire Boulevard. The existing [T] and [Q] Conditions for this site are being implemented through Ordinance 168993. (The proposed Q Conditions are listed in the CDO guidelines, as a reference only. Once adopted as a separate ordinance, these Q Conditions will be deleted from the CDO guidelines.)

The proposed Zone Changes and permanent [Q] conditions will impose the following restrictions, as well as any previously enacted [T] and/or [Q] conditions on all lots shown on the map in Exhibit D:

1. Site Planning

- 1a.** New buildings shall be constructed to the front lot line after observing the 25-foot sidewalk dedication along Wilshire Boulevard. Corner buildings shall be constructed to the front lot lines of Wilshire Boulevard and adjacent cross street. Small setbacks from the front lot line no greater than fifteen feet in depth to accommodate building entries and/or pedestrian-scaled areas such as individual store entries will be permitted. In no case shall the total gross length of these setbacks exceed 20% of the linear frontage of the building fronting Wilshire Boulevard.

Finding 1a:

The majority of structures in the Miracle Mile are built to the sidewalk and maintain 25 foot wide sidewalks, a character-defining feature of the area. Few structures include setbacks or vary from this pattern. Those structures that do include setbacks, break up the prevailing street wall and disrupt the pedestrian flow of the district.

- 1b.** All buildings shall have a primary ground floor entrance that serves the building as a whole with at least one (1) secondary entrance for every 100 linear feet of building frontage. In addition, each business fronting Wilshire Boulevard shall have at least one entryway on Wilshire Boulevard, which is open and unlocked during business hours.

Finding 1b:

Several businesses have permanently closed off entrances or locked their entrances located on Wilshire Boulevard. Newer property owners have opted to construct entrances only in the rear or have an inadequate number of entrances, only one for more than 100 linear feet of building frontage, making it difficult to access the building off of Wilshire Boulevard. This has negatively impacted the pedestrian orientation of the neighborhood and has encouraged people to drive to these locations as opposed to walking or taking public transportation, thereby increasing traffic. Those buildings which do not have an open and unlocked entrance off of Wilshire Boulevard are much more prone to graffiti, which has had a blighting affect on the district.

- 1c.** New driveway cuts and/or vehicular points of access off of Wilshire Blvd shall be prohibited except for key lots where no other access is available.

Finding 1c:

New driveways and curb cuts break up the existing pedestrian orientation of the sidewalk and eliminate existing on street parking spaces, which are already in short supply.

- 1d.** Ground floor parking stalls incorporated within a building shall be located at least 40 feet behind the front lot line.

Finding 1d:

Miracle Mile was originally constructed as a retail district with prominent ground floor storefronts and windows. After World War II, the western half of the district became an office district with prominent ground floor lobbies. The ground floor of these office buildings were also open with numerous windows and glass doors. In keeping with

this development pattern, ground floor parking should be hidden behind at least 40 feet of building for adequately sized storefronts or lobbies. Furthermore, the inclusion of ground floor parking without adequate buffering would negatively impact the pedestrian orientation of the district.

2. Circulation

2a. Loading areas shall be located at the rear of structures.

Finding 2a:

Loading zones located in front of structures would disturb the pedestrian flow of traffic and discourage activity along Wilshire Boulevard.

3. Architecture

3a. The ground floor facade of all buildings shall be comprised of a minimum of 60% glazing. The bottom of a window or storefront display window shall not be lower than 18 inches from the sidewalk.

Finding 3a:

The Miracle Mile still maintains much of its original development pattern with ground floor windows and storefronts no lower than 18 inches from the sidewalk comprising the majority of the building facade. The incorporation of a substantial percentage of glazing allows pedestrians to see inside of a building, thereby creating visual interest and promoting a feeling of security since the passerby is not isolated from view. In addition, lack of glazing results in the construction of blank walls, which tend to attract graffiti. Thus, the incorporation of substantial glazing, encourages greater architectural consistency and pedestrian traffic, and reduces blight.

3b. All floors of a building above the ground floor shall incorporate a minimum of 40% masonry to include smooth finished plaster, brick, concrete, ceramic tile, stone, or metal finishes and a minimum of 20% glazing. The use of heavily textured stucco (combed finish, dash troweled finish, stipple-troweled finish) as the primary exterior for all buildings shall be prohibited. The use of reflective or mirrored glass as part of the facade treatment for high-rise buildings shall be prohibited.

Finding 3b:

The Miracle Mile has four City Cultural Monuments and a Historic District of twenty-two structures, which is eligible for listing on the National Register of Historic Places. One of the most critical character-defining features of these mainly Art Deco structures is the incorporation of masonry including finished plaster, brick, ceramic tile, concrete, stone, and/or metal finishes. This condition would ensure that new development does not detract, but rather complements these significant historic resources

3c. All exterior mechanical equipment, including sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. No mechanical equipment (i.e., air conditioners) shall be permitted in window or door openings.

Finding 3c:

Several newly constructed buildings have placed exterior mechanical equipment such as fire alarms on the building facade fronting Wilshire Boulevard. Other structures have located mechanical equipment in visible areas such as windows and roofs. The location of mechanical equipment in these highly visible areas has degraded the appearance of the district.

- 3d.** New exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited.

Finding 3d:

The inclusion of security grilles that conceal windows or storefronts has the same impact as the lack of glazing on the facade. It discourages pedestrian travel, promotes the image of the district as a unsafe area, and provides a place for graffiti.

- 3e:** Enlarging, closing or filling in, or altering windows, door openings and/or storefront windows within the first 35 feet in height on a façade fronting a public street shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building. Enlarging, closing or filling in, or altering windows above 35 feet in height on all facades shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building.

Finding 3e:

Several existing structures have enlarged, closed, filled in, or altered windows, storefront windows, and/or door openings. This has created a myriad of problems in the district. Many of these major alterations to windows, storefronts, and door openings have been to historically significant buildings, thereby damaging the integrity of the buildings and comprising the architectural importance of the district. Furthermore these alterations, particularly closing or filling in windows, storefronts, and door openings have created blank walls, which deter pedestrian travel, offer a place for graffiti, create isolated areas for vagrants, and generally have a blighting affect on the area.

4. Parking

- 4a.** The ground floor of parking structures fronting Wilshire Boulevard shall be comprised of storefronts, the area of a retail establishment that faces the street and consists of a display window(s) and an entrance(s), with architectural detailing to maintain visual interest and continue the street wall. Automobiles on those parking levels above the ground floor shall be screened from public view. A parking structure adjacent or across the street or alley from a residential zone or use shall install 5-foot solid decorative walls along the sides of the structure adjoining the residential areas to block light and noise, exhaust vents venting to public streets, solid sprandrel panels a minimum of 3½ feet in heights at the ramps of the structure, and texture surfaces on the garage floors and ramps to minimize tire squeal.

Finding 4a:

The development of parking structures in the district without consideration to the existing development pattern and pedestrian orientation, as well as the close proximity to residential areas would have negative repercussions to the neighborhood. This condition would ensure that parking structures blend with the existing development of the area and protect pedestrian orientation through the incorporation of storefronts and display windows on the ground floor and screening on the floors above. In addition, by requiring that parking structures incorporate design measures to limit the impact of noise, pollution, and visual blight adjacent to residential areas, this condition also protects surrounding residences.

- b. New surface parking shall not be located between the front property line and any building fronting Wilshire Blvd and shall be located to the rear of all structures. Surface parking lighting shall be shielded to prevent glare to adjacent residential properties.

Finding 4b:

This condition further reinforces the pedestrian orientation of the district by locating surface parking to the rear of structures and protects residential properties by preventing glare from surface parking lighting.

5. Landscaping

- 5e. Parking adjacent to a public right-of-way shall be separated from the sidewalk with a 5-foot landscape buffer to be located between the property line and parking area. The landscape buffer shall contain one fifteen-gallon tree for every 20 lineal feet of parking frontage and may contain fountains, flowering plants, decorative tile, vines and grass shall include an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

Finding 5a:

Surface parking without the benefit of landscaping as a buffer tends to deter pedestrian movement. Not only does the incorporation of landscaping encourage pedestrian travel, but it also blocks surface parking, which is less visually pleasing.

6. Signage

- 6a. The combined sign area of all signage shall not exceed three square feet for each foot of street frontage, except that signs comprised of neon or channel lettering may increase the allowable sign area by 20% not to exceed three and a half feet (3½) for each foot of street frontage.

Finding 6a:

Current signage is excessive and out-of-scale with the area. There are already several billboard signs and roof signs that although no longer in compliance with the Los Angeles Municipal Code retain legal non-conforming rights. Much of the signage in the area is composed of can signs which partly cover facades and present a heavy visual image, which reinforce the out-of-scale appearance of signage. This condition would slightly reduce allowable signage and offer a bonus for channel lettering and neon signs, which tend to have a lighter appearance and more consistent with the scale and historic context of the district. Existing, legally nonconforming signs at the

time of adoption retain legal nonconforming rights so long as no changes to sign structures are made that would constitute a project.

- 6b.** Pole, monument, and illuminated architectural canopy signs as defined in Section 91.6202 of the Building and Safety Code shall be prohibited. A can sign, which is a sign with text, logos and/or symbols that are placed on the plastic face of an enclosed cabinet attached to a building, structure, or pole, shall be prohibited. Any type of electronic message display sign, which is a wall, projecting or pedestrian sign that displays still images, scrolling or moving images, including video animation, utilizing a series of grid lights that may be changes through electronic means such as cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media shall be prohibited.

Finding 6b:

These sign types are inconsistent with the historic context of the district. Because the buildings are constructed on the front lot lines, monument and pole signs would not have sufficient space to be constructed. Internally illuminated signs, such as illuminated architectural canopy signs, and electronic display signs are not only inappropriate for the area, but because of the usage of illumination and animation they can actually distract motorists as they are driving, which can create a safety hazard. Existing, legally nonconforming signs at the time of adoption retain legal nonconforming rights so long as no changes to sign structures are made that would constitute a project.

- 6c.** Internal illumination shall be used only for signs composed of individual channel or neon letters or graphics.

Finding 6c:

The Miracle Mile with its unique historic status and as part of the Wilshire Historic Neon District should incorporate signage in keeping with its historic context. Internally illuminated channel letters and neon would be appropriate in the area and complement the existing architecture of the area. Since the overall illumination of these signs is less than other illuminated signs, neon and channel lettering would be less distracting to motorists. Finally, other internally illuminated signs would be inappropriate for the historic context of the district.

Pedestrian Signs

- 6d.** A pedestrian sign shall be used to identify the business tenant served by the sign only. A pedestrian sign is defined as a sign attached to a wall or to the underside of an awning, architectural canopy or marquee with one or two faces perpendicular to the face of the building, identifying a use or service exclusively or primarily by symbol. No text message or logos shall be allowed on that portion of a pedestrian sign that is parallel to the face of the building. Each business on the ground floor may have one pedestrian sign except that corner businesses with frontage on both streets may have two pedestrian signs. Each business that is located on a second floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the business. The sign area for a pedestrian sign shall not exceed 6 square feet and all portions of the sign parallel to the face of the building shall not exceed 2 feet in width. A pedestrian sign that incorporates neon can increase the allowable sign area by 20%.

Finding 6d:

In the past, businesses in the Miracle Mile had attractive pedestrian signage that was consistent with overall signage. Over time, signage was added that was out-of-scale with the pedestrian orientation of the district and did not clearly mark the business tenant, creating confusion where to enter the business. This condition will prevent signage clutter by reducing the number of pedestrian signs, reduce confusion by requiring that signs clearly mark the entrance with readable text, and eliminate out-of-scale signage by reducing the overall size.

Projecting Signs

- 6e. The text message or logo on a projecting sign as defined in Section 91.6202 of the Building and Safety Code shall consist of individual letters or graphic elements. No text message or logos shall be allowed on that portion of a projecting sign that is parallel to the face of the building. A projecting sign shall align with major building elements such as cornices, stringcourses, window banding, or vertical changes in material or texture. The width of a projecting sign shall not exceed 20% of the overall height of the sign and in no event shall exceed 4 feet. All portions of the projecting sign parallel to the face of the building shall not exceed 2 feet in width.

Finding 6e:

Projecting signs in the Miracle Mile are quite prominent, most notably blade signs. In the past, signage in the Miracle Mile was an important architectural element and consequently incorporated into the building's design, usually as a vertical feature piercing the roof line. While projecting signs are no longer permitted to rise above the roof line, maintaining the overall appearance of this style with a width that is generally about 20% of the height is critical to establishing consistent signage and complementing the existing architecture of the district. In order to accomplish this, this condition places design controls on projecting signs to ensure that new signage complements the historic signage in the area and does not detract from the architectural features of a building. Existing, legally nonconforming signs at the time of adoption retain legal nonconforming rights so long as no changes to sign structures are made that would constitute a project.

Wall Signs

- 6f. The top of a wall sign as defined in Section 91.6202 of the Building and Safety Code may not be located at a height higher than 35 feet above grade as measured vertically except as a high rise sign. A wall sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings. The overall height of a wall sign shall not exceed three feet, except that signs composed of individual channel or neon letters or graphics can increase the allowable height by 20%. Notwithstanding Section 91.6209 of the Building and Safety Code to the contrary, the area of a single wall sign shall not exceed 250 square feet in area, except that signs composed of individual channel or neon letters or graphics can increase the allowable sign area by 20%, up to a maximum of 300 square feet.

Finding 6f:

Wall signs that cover windows, doors, or other openings can have the same impact as blocking these openings, discouraging pedestrian travel, providing a location for

graffiti, and creating visual blight. Currently, the Miracle Mile has many wall signs, especially on the ground floor, that are out-of-scale with the architecture of the district. The reduction of signage size will ensure that wall signs are no longer out-of-scale and do not detract from the architecture character of the district. Existing, legally nonconforming signs at the time of adoption retain legal nonconforming rights so long as no changes to sign structures are made that would constitute a project.

High-Rise Wall Signs

- 6g. A high-rise sign as defined in Section 91.6209 of the Building and Safety Code shall comply with the regulations as outlined in Section 91.6209.5(e) of the Building and Safety Code, except that a high-rise sign shall be prohibited on any building or property, which has a roof sign.

Finding 6g:

Currently, there are several roof top and high-rise wall signs in the district. Many of these are illuminated and cast light on several of the adjacent residences. This condition would protect residents from additional glare or visual blight caused from the increased number of high rise signs facing residential properties. Existing, legally nonconforming signs at the time of adoption retain legal nonconforming rights so long as no changes to sign structures are made that would constitute a project.

Awning Signs

- 6h. Each building/business shall be permitted one awning sign over the building/business entrance. An awning sign is defined as any sign located on the valance of a shelter supported entirely from the exterior wall of a building which extends over a building feature such as a door or window, or a landscape/site feature such as a patio, deck, or courtyard and which is constructed of fabric. Letters, numbers, or symbols on awning valances may not exceed ten (10) inches in height and covering no more than seventy percent (70%) of the valance area. Telephone numbers or services offered shall not be permitted on any part of the awning.

Finding 6h:

Generally, the addition of awnings is favorable to a building and district. However, excessive text or graphics on awnings can detract from the architecture of the building it fronts and can create confusion to both vehicular and pedestrian traffic passing by. Furthermore, excessive text, symbols, or logos that is out-of-scale with the size of the awning creates visual blight, lacking continuity with other signage within the district.

2. **In accordance with Charter Sections 556 and 558, the proposed zone change ordinance and permanent [Q] conditions are in substantial conformance with the purposes, intent and provisions of the City's General Plan.**

The proposed zone change ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan in that it would protect and improve the general environment of the community by restricting signage and placing design controls on site planning, building orientation, articulation, massing, and building materials. Without these restrictions in place, the environment of this vital commercial district has been negatively impacted creating visual blight, contrary to the intent, objectives and provisions of the City's General Plan and the Wilshire Community Plan. The

institution of these proposed [Q] conditions ensures that the proposed Miracle Mile CDO design guidelines and standards are fully implemented. These guidelines and standards are based on many objectives and policies of the General Plan relating to urban design and the vitality and functionality of commercial areas.

The proposed zone changes are consistent with numerous objectives and policies of the Citywide Framework Element of the General Plan, including Goal 5A: "A liveable City for existing and future residents and one that is attractive to future investment"; Objective 5.5: "Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm"; and Policy 5.8.4: "Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character."

The proposed ordinance is also in substantial conformance with the programs, policies, and objectives of this Wilshire Community Plan, which seeks to "promote distinctive commercial districts and pedestrian-oriented areas", and "enhance the visual appearance and appeal of commercial districts".

3. In accordance with Charter Section 558 (b) (2), the proposed zone change ordinance and permanent [Q] conditions are in conformance with public necessity, convenience, general welfare and good zoning practice.

The subject ordinance conforms to the public necessity, convenience, general welfare, and good zoning practice in that these measures would prevent new construction or alterations to existing buildings, which are incompatible with the district and have a blighting and degrading affect upon the community. For example, these zone changes would prohibit certain types of signage that has the potential to cause accidents by distracting motorists driving on Wilshire Boulevard.

The proposed ordinance would protect the community from potentially irreversible adverse impacts to commercial areas and the surrounding residential communities that have been the cause of numerous problems. For example, the elimination of primary entrances and windows along Wilshire Boulevard has led to a proliferation of graffiti in the Miracle Mile since few people pass by to discourage this type of activity and owners are unable to see what is happening just outside their buildings. The proposed [Q] conditions were written in concert with the Miracle Mile CDO Citizen Advisory Committee, which was formed specifically to develop design guidelines and standards for the Miracle Mile CDO. This advisory committee is comprised of residents, business and property owners, who were charged with making Wilshire Boulevard a more pleasant and attractive street. These restrictions are also necessary to ensure the effectiveness of the proposed Miracle Mile CDO, which is intended to address urban design, land use compatibility, and quality of life issues.

Based upon the above findings, the establishment of the proposed Miracle Mile Community Design Overlay District (CDO) boundaries, design guidelines and standards, and the adoption of the proposed zone changes with permanent [Q] conditions, are deemed consistent with public necessity, convenience, general welfare, and good zoning practice.

EXHIBIT A

MIRACLE MILE COMMUNITY DESIGN OVERLAY DISTRICT (CDO)

Design Guidelines & Standards

TABLE OF CONTENTS

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Section 1.

INTRODUCTION

The Miracle Mile Community Design Overlay District (CDO) provides guidelines and standards for public and private development projects in commercially zoned areas along the Miracle Mile. The intent of the CDO is to provide guidance and direction in the design of new and rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity and promote the pedestrian environment of the District.

All projects within the boundaries of the Miracle Mile CDO District should comply with the following Design Guidelines and Development Standards. These requirements have the overall goal of preserving the unique Art Deco character of the District while attracting new businesses and customers, and providing for the comfort, convenience, and safety of workers, residents and shoppers.

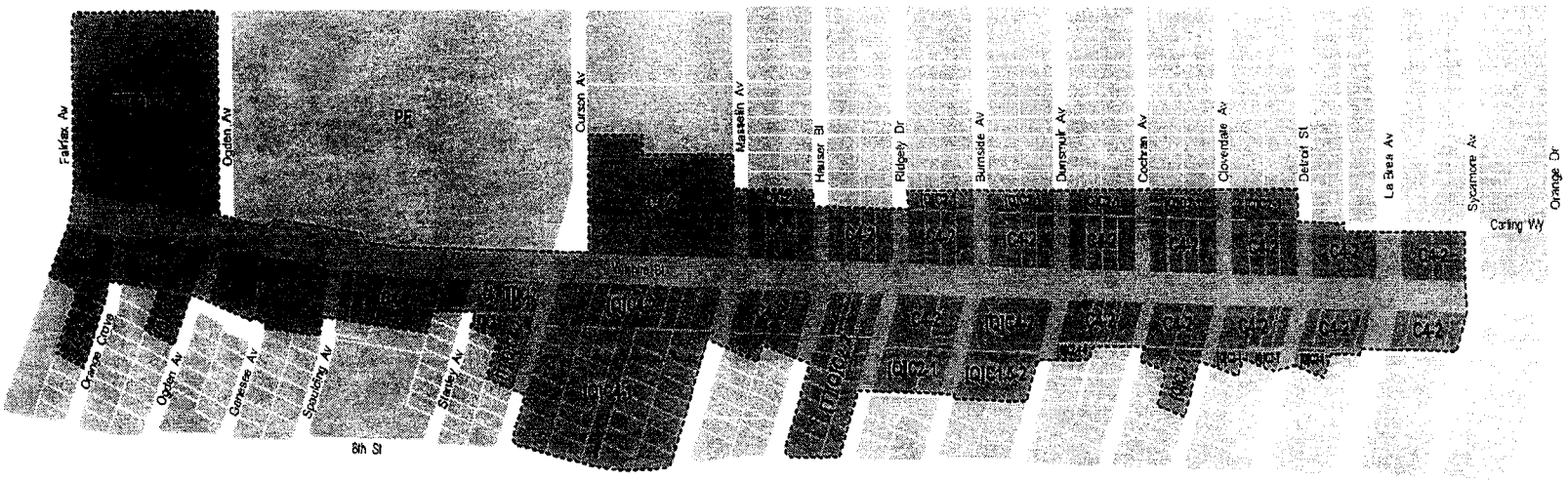
A. Boundaries and Organization

The boundaries of the Miracle Mile CDO are shown on the enclosed map on page 3. The Miracle Mile CDO is confined to commercially zoned properties only in the area generally bounded by Sycamore Avenue to the east, Fairfax to the west, 6th Street to the north and 8th street to the south.

Design guidelines are policy directives and are implemented through the application of design standards. Often, more than one standard per guideline is provided.

Miracle Mile Community Design Overlay Boundaries

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Prepared by City of Los Angeles Planning Department, Graphics Services Section, April, 2004

B. Miracle Mile Background

The Miracle Mile is a one mile commercial corridor fronting Wilshire Boulevard, generally recognized as extending from Sycamore Avenue to Fairfax Avenue. Conceived as an affluent shopping area for the nouveau riche in the early twenties, real estate developer A.W. Ross designed his district with the newly introduced automobile in mind. As a result, Wilshire Boulevard was much wider than other streets in the City at the time with large storefronts and windows so that motorists could easily see what was inside of the stores lining the roadway. However, unlike commercial strip malls of today, the Miracle Mile still resembled a traditional main street with a strong pedestrian orientation. Thus, the Miracle Mile was developed to accommodate both pedestrians and automobiles with parking located in the rear and two dominant entrances, one in the front for pedestrians and one in the rear for those traveling by car. These retail buildings were highly stylized, designed in Art Deco, and constructed of high quality materials to lure wealthy clients.

Today, Miracle Mile is characterized by numerous high rise office buildings, neighborhood retail, well-known entertainment establishments and the City's greatest concentration of museums. The District also contains some of the best examples of Art Deco architecture in the country. Over the years, many of the premier examples of this Art Deco architecture have been demolished to make room for new development. Unfortunately, much of this new development has been inconsistent with the surrounding environment.

As a result of the Wilshire Community Plan Update in 2001, several properties have been re-zoned to allow for mixed-use development. In addition, several large vacant properties are available along Miracle Mile for development. Recent opportunity for further development has led to strong community desire to develop a CDO, which preserves the existing Art Deco architecture and insures that new construction is consistent with the spirit of the District

Section 2.

GOALS AND PRINCIPALS

A. Goals

The Miracle Mile CDO provides Design Guidelines and Standards intended to promote and enhance the identity of the District. Specifically, the goals of the CDO are:

- To promote development that preserves and enhances the physical appearance of the corridor and contributes to the District's unique historical context.
- To encourage development that adds to a pedestrian friendly retail environment and contributes to the safety and comfort of both pedestrian and automobile traffic.
- To provide direction in site planning and insure a high degree of design quality in development of the Miracle Mile through the use of Design Guidelines and Standards.
- To preserve architecturally significant buildings in the Miracle Mile by providing direction of the responsible rehabilitation of these developments.

B. Design Principals

The Miracle Mile CDO is based upon a set of principles. These principles are:

1. **Consistency:** The Miracle Mile CDO features a mixture of development types including high-rise office towers, large-scale commercial development, neighborhood serving retail, nighttime entertainment venues, and regionally significant museums. Design of these structures has been influenced by use, age, and site dimensions. Within the context of these constraints, developments can achieve the principle of consistency through selection of colors, exterior surface materials, landscaping and sign programs.
2. **Activity:** Active street life, which can be enhanced by design considerations, is a major component of thriving pedestrian commercial districts. In spite of recent development, which has detracted from

a pedestrian environment, many of the area's residents, workers and shoppers opt to walk along the Miracle Mile. Through building orientation, circulation, storefront design and landscaping, development can further promote the principle of pedestrian activity.

3. **Pedestrian Orientation:** Pedestrian orientation can be achieved through storefront ornamentation, reduction of blank surfaces, building articulation, color, and texture. Guidelines and Standards based upon this principal address wall surfaces, windows, awnings, signage, and architectural treatments.
4. **Safety:** Public safety is critical to the success of a commercial district. Public safety in this case refers not only to safety from criminal activity, but also creating an environment in which pedestrian and automobile traffic can safely coexist. The design and development of commercial centers and the public open space adjacent to them should include considerations of public safety. Public safety issues can be addressed through site planning considerations such as the location of parking lots, lighting, signage and landscaping.
5. **Simplicity:** Design Guidelines and Standards for the Miracle Mile CDO should provide for public convenience by clearly identifying the nature of the business and communicating points of ingress and egress for pedestrian and automobile traffic

Section 3.

ADMINISTRATION

All projects as defined in the Miracle Mile Community Design Overlay District will be reviewed for compliance with the Design Guidelines and Standards prior to being issued a building permit.

A. Definition of a Project

A project as defined in Section 13.08.C.2 is "The erection, construction, addition to, or exterior structural alteration of any building or structure, including, but not limited to, pole signs and/or monument signs located in a Community Design Overlay District. A Project does not include construction that consists solely of (1) interior remodeling, interior rehabilitation or repair work; (2) alterations of, including structural repairs, or additions to any existing building or structure in which the aggregate value of work,

in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as determined by the Department of Building and Safety, unless the alterations or additions are to any building facade facing a public street; or (3) a residential building on a parcel or lot which is developed entirely as residential use and consists of four or fewer dwelling units, unless expressly provided for in a Community Design Overlay District established pursuant to this section.

B. Procedures for CDO Approvals

No building permit will be issued for any project, and no person will perform any construction work on a project, until an application Design Overlay Plans have been submitted to the Community Planning Bureau of the Department of City Planning and approved according to the procedures in Section 13.08.E of the Los Angeles Municipal Code.

C. Submittals

An application for a Design Overlay Plan approval shall include the project submittals as indicated in the Master Land Use Application.

D. Nonconforming Buildings and Uses

Those structures or buildings that do not comply to the CDO Design Guidelines and Standards at the time of adoption retain nonconforming rights pursuant to the Nonconforming Building and Uses Provisions in Section 12.23 of the Los Angeles Municipal Code. **Legally existing sign and/or sign structures that do not comply with the CDO Guidelines and Standards at the time of adoption are governed by the Nonconforming Building and Uses provisions in Section 12.23 of the Los Angeles Municipal Code and the Existing Sign provisions in the Los Angeles Building and Safety Code.**

Section 4.

DEFINITIONS

The following words and phrases, whenever used in this document, shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 13.08.C of the Los Angeles Municipal Code (LAMC).

Architectural Bay: The area enclosed by the storefront cornice above, piers on the side and the sidewalk at the bottom.

Awning: A roof-like cover of canvas or cloth framed by wood or metal that extend in front of a doorway or window to provide protection from the sun or rain.

Awning Sign: Any sign located on the valance of a shelter supported entirely from the exterior wall of a building which extends over a building feature such as a door or window or a landscape/site feature such as a patio, deck or courtyard and which is constructed of fabric.

Bright Paint: Paint containing "fluorescent dye or pigment which absorbs UV radiation and re-emits light of a violet or bluish hue. Used to increase the luminance factor and to remove the yellowishness or white or off-white materials." (Coatings Encyclopedic Dictionary)

Can Sign: A sign with text, logos and/or symbols that are placed on the plastic face of an enclosed cabinet attached to a building, structure or pole.

Canopy: A projecting horizontal architectural element of a building that is constructed of solid material and has the form of a flat band.

Cornice: Horizontal architectural band.

Electronic Message Display Sign: A wall, projecting or pedestrian sign that displays still images, scrolling or moving images, including video and animation, utilizing a series of grid lights that may be changed through electronic means such as cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media or technology.

Facade: The front of a building or any of its sides facing a public way or space.

Fenestration: The design, proportioning, and disposition of

windows and other exterior openings of a building.

Frieze: Ornamental architectural band.

Ground Floor: The lowest story within a building which is accessible to the street, the floor level or which is within three feet above or below curb level, is parallel to or primarily facing any public street.

Historic Building/Historic Structure: A historic building or structure is one that is (1) listed as a Historic-Cultural Monument by the City of Los Angeles; or (2) is listed in, or has been determined to be "eligible" or "potentially eligible" for listing in the National Register of Historic Places or has been determined "eligible" for listing in the California Register of Historic Places by a local, state, or federal agency determination or is listed as such in the State Historic Resources Inventory.

Parapet: A low wall along the edge of a roof

Pedestrian Sign: A type of sign which is attached to a wall or to the underside of an awning, architectural canopy or marquee with one or two faces perpendicular to the face of the building which identifies a use of service exclusively or primarily by symbol.

Spandrel: Space between the curve of an arch.

Streetwall: The fall of facades created in a pedestrian oriented district when stores are built to the front lot-line and built from side lot-line to side lot-line.

Stucco: A coarse plaster composed of Portland or masonry cement, sand and hydrated lime, mixed with water and applied in a plastic state to form a hard covering for exterior walls.

Troweled Finish: A dense, smooth finish obtained by working a fresh concrete or plaster surface with a steel trowel.

Section 5.

SITE PLANNING

Site planning involves the proper placement and orientation of structures, open spaces, parking and pedestrian and vehicular circulation on a given site. The purpose of good site design is to create a functional and attractive development, to minimize adverse impacts, and to ensure that a project will be an asset to the community.

Proper site planning should promote harmony between new and existing buildings and should be sensitive to the scale, form, height, and proportion of surrounding development. Good design with complementary landscaping is a major component in creating vibrant commercial areas that foster a pleasant and desirable character, pedestrian activity, and economic vitality. Factors such as the size and massing of buildings, the orientation of storefronts, and circulation greatly influence the quality of the pedestrian experience.

In the Miracle Mile Community Design Overlay District, site planning of new buildings and the rehabilitation of existing buildings should promote continuity of the historic context of buildings in relationship to the existing pattern and scale of streets, sidewalks and parking. The guidelines and standards below reinforce the existing historic development patterns and provide a site planning framework for both infill developments and rehabilitation and revitalization of existing buildings.

A. Building Orientation

Guideline 1: Orient buildings towards Wilshire Boulevard and adjacent cross-streets in order to encourage pedestrian activity along the sidewalks of the Miracle Mile and facilitate pedestrian access to and from the sidewalk to adjacent properties.

Standard 1a: All buildings shall have a primary ground floor entrance that serves the building as a whole with at least one (1) secondary entrance for every 100 linear feet of building frontage along Wilshire Blvd or adjacent side street. In addition there shall be at least one entryway serving each business fronting Wilshire Boulevard or adjacent side street. (***Q Condition #2 - Site Planning***)

Standard 1b: All projects fronting Wilshire Boulevard shall provide an open and unlocked pedestrian entrance on Wilshire Boulevard open to the public during business hours even when side and rear public entrances are provided. (***Q Condition #2 - Site Planning***)

Standard 1c: Projects with rear lot lines abutting a street, alley, or parking lot should incorporate pedestrian entrances at the rear lot line in addition to those on Wilshire Boulevard.

Standard 1d: New buildings shall be constructed to the front lot line after observing the 25-foot sidewalk dedication in order to preserve the existing street wall along Wilshire Boulevard. Corner buildings shall be constructed to the front lot lines of Wilshire Boulevard and adjacent cross street. **(Q Condition #1 - Site Planning)**

Standard 1e: Buildings may incorporate small setbacks from the front lot line no greater than fifteen feet in depth to accommodate building entries and/or pedestrian-scaled areas such as outdoor dining, landscaping, courtyards, and/or individual store entries. In no case shall the total gross length of these setbacks exceed 20% of the linear frontage of the building facing Wilshire Boulevard.

Standard 1f: Ground floor parking stalls incorporated within a new building shall be located at least 40 feet behind the front lot line to allow for adequately sized storefronts. **(Q Condition #4 - Site Planning)**

B. Circulation

Guideline 2: Provide easy sidewalk access to pedestrians by locating vehicle access and loading areas where there will be minimal physical or visual impact on pedestrians, the flow of traffic, and/or adjacent uses.

Standard 2a: All vehicular entrances should be located off of a side street or an alley in order to minimize pedestrian and vehicular conflicts.

Standard 2b: New driveway cuts and/or vehicular points of access off of Wilshire Boulevard will not be permitted unless the building is a key lot with no alley or side street access. **(Q Condition #3 - Site Planning)**

Standard 2c: Walkways for pedestrian access should be provided between parking areas and the Project.

Standard 2d: Loading areas shall be located at the rear of structures for minimum visibility from Wilshire Boulevard and where there will be minimal negative impact on pedestrians and the flow of traffic. **(Q Condition #5- Circulation)**

Standard 2e: Passenger loading zones located on the street should not impede foot traffic or sidewalks.

Standard 2f: Parking lots and structures should be designed to provide safe pedestrian circulation between parked vehicles and the primary building through the use of clearly marked pedestrian walkways, stop signs, speed bumps, lighting, or other similar measures.

C. Utility & Service Areas

Guideline 3: Locate utilities, storage areas, mechanical equipment, fire alarms, sprinklers and other service areas so that they are not visible from the public right-of-way.

Standard 3a: Utilities, storage areas, mechanical equipment, fire alarms and sprinklers installed as part of a new project should be placed to the rear of the site or underground when feasible.

Section 6.

ARCHITECTURE

The architectural elements used in the design of new buildings should create and/or maintain continuity of the street facade. New building facades should employ architectural devices that provide gradual or compatible transitions between existing and new buildings. Such elements include continuity of scale, massing, and design, fenestration, facade treatment, building material, color, access, and open space -- logical evolutions of the existing character of the street. This does not mean that identical architectural styles should be duplicated from neighborhood buildings. Rather, continuity should be maintained through a consistency in proportion and character of defining elements of existing facades or repetition of other architectural features.

A. Articulation

Guideline 1: Reduce the monotony of large buildings by breaking architectural elements into smaller pedestrian scale components or through use of varied materials, textures or colors, trim, roof lines, canopies and awnings in order to provide variation and visual interest.

Standard 1a: The incorporation of expressed architectural bays should be encouraged to break up large unbroken surfaces along the street wall.

Standard 1b: All projects should provide horizontal architectural treatments and/or facade articulations such as cornices, friezes, balconies, piers, awnings, pedestrian amenities, or other features for the first 30 feet of building height.

Standard 1c: Projects with forty linear feet or more of building frontage should provide vertical architectural treatments and/or facade articulations such as columns, pilasters, indentations, storefront bays, windows, landscaping, or other feature at least every thirty feet on center. The vertical break shall be at least two feet in width.

Standard 1d: Balconies fronting Wilshire Boulevard and/or the side streets setback less than 30 feet from Wilshire Boulevard are generally discouraged because of the historic context of Wilshire Boulevard as a major commercial corridor. Notwithstanding the above, small decorative balconies that protrude 30 inches from the building wall and are no more than 12 feet in length may be included.

B. Building Continuity

Guideline 2: Maintain building openings that enhance building design and continuity, as well as the pedestrian experience.

Standard 2a: Buildings should generally be designed to maintain a continuous street wall along the length of a block except to accommodate building articulation pursuant to Guideline 1.

Standard 2b: Small breaks in the street wall not to exceed twenty-five feet wide may be included. The total gross length of these setbacks shall not exceed 20% of the overall lineal frontage of the building facing Wilshire Boulevard. (*Q Condition #1 - Site Planning*)

C. Entry Treatment

Guideline 3: Construct a dominant Wilshire Boulevard entryway to reinforce the character of the building, add visual interest, break up the monotony of flat surfaces, add a vertical element to break up the facade of the building and create an inviting entrance.

Standard 3a: A dominant entryway fronting Wilshire Boulevard that is differentiated from the building facade and provides a distinctive use of architectural treatments, materials, or special lighting should be constructed.

Standard 3c: Buildings constructed on a corner should place the dominant entry on the corner at a diagonal. The use of a curvilinear element for this entryway is strongly encouraged.

Standard 3d: Building entries should be illuminated at night.

Standard 3d: Doors should be comprised of non-tinted clear glass, which is free of temporary signage and/or other types of materials that may obstruct visibility.

D. Roof Lines

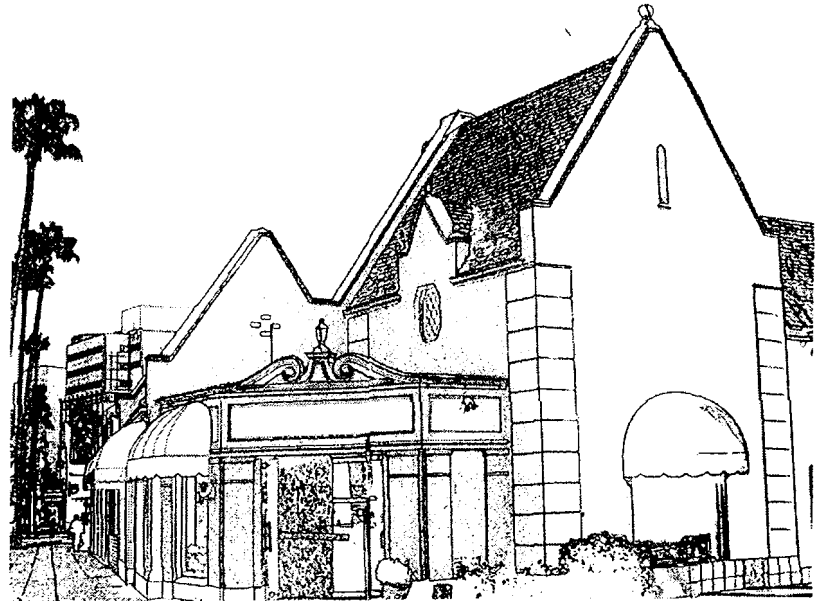
Guideline 4: Design new buildings to achieve consistency by creating continuity between the heights of adjacent roofs, parapets, and cornices.

Standard 4a: Roof lines should be designed to reflect the prevailing styles of the Miracle Mile 1) a relatively consistent horizontal cornice with a dominant vertical architectural element to pierce the roof line similar to the Dominguez Wilshire Building at 5410 Wilshire Blvd. or 2) a collage affect with clearly juxtaposed roof lines that have a repetitive element.

Example of Vertical Element



*Example of
Severe Pitched Roof*



Standard 4b: Severe roof pitches that create prominent out-of-scale building elements should be avoided.

*Example of
Juxtaposed Roof
Lines*



Exterior Surface Materials

Guideline 5: Select building materials to reduce building mass, create visual interest, and complement the existing historic resources of the Miracle Mile.

Standard 5a: All floors of a building above the ground floor shall incorporate at least 40% masonry to include smooth finished plaster, brick, concrete, ceramic tile, stone, or metal finishes and a minimum of 20% glazing. (**Q Condition #6 - Architecture**)

Standard 5b: The use of heavily textured stucco (combed finish, dash troweled finish, stipple-troweled finish) as primary exterior buildings shall be prohibited. (**Q Condition #6 - Architecture**)

Standard 5c: The base of a building (the first two to five feet above the sidewalks) should be differentiated from the rest of the building facade with treatments such as change in material and/or color.

Standard 5d: The exterior facade of low-and mid-rise buildings should incorporate no more than three complementary building materials including but not limited to glass, tile, stucco or stone.

E. Windows

Guideline 6: Add visual interest and create a feeling of openness by incorporating windows with architectural defining features such as window frames, sashes, muntins, glazing, paneled or decorated jambs and moldings.

Standard 6a: The ground floor facing a public street shall be comprised of a minimum of 60% glazing. (**Q Condition #6 - Architecture**)

Standard 6b: Street facing, ground floor windows should be comprised of non-tinted, clear glass.

Standard 6c: Windows of high-rise buildings should be comprised of non-tinted, clear glass.

Standard 6d: Reflective or mirrored glass as part of the building facade treatment shall be prohibited. (*Q Condition #6 - Architecture*)

F. Storefronts

Guideline 7: Promote an active pedestrian district by incorporating attractive and functional storefronts into new construction.

Standard 7a: A minimum of 60% of the ground floor facade shall consist of glazing such as storefronts with display windows. The bottom of the windows and/or display windows shall not be lower than 18 inches from the sidewalk. (*Q Condition #6 - Architecture*)

Standard 7b: Multiple storefronts within a single building should be architecturally consistent, but defined and separated through structural bays, horizontal lintels, vertical piers or other architectural features at 20-30 foot intervals.

Standard 7c: Individual storefronts should not be used for storage or left empty without window displays.

G. Color

Guideline 8: Use a color palette which complements adjacent buildings and promotes the Art Deco identity of the Miracle Mile.

Standard 8a: Bright or intense colors should not be utilized for large areas unless consistent with the historical context of the area as shown in historic documentation.

Standard 8b: Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are consistent with the historical context of the area as shown in historic documentation.

Standard 8c: All vents, gutters, down spouts, etc. should be painted to match the color of the adjacent surface, unless being used expressly as trim or an accent element.

H. Awnings and Canopies

Guideline 9: Add awnings or canopies to provide variation to simple storefront designs in order to establish a horizontal rhythm between structures where none exists and add color to a storefront.

Standard 9a: The size, scale and color of the awnings should be compatible with the rest of the building and should be designed as an integral part of the building architecture.

Standard 9b: Barrel awnings are strongly discouraged.

Standard 9c: Awnings and canopies should be constructed of high quality, substantial materials which must be durable and fade resistant and maintained in good condition and replaced periodically.

Standard 9d: Canopies and awnings that span an entire building are discouraged. The careful spacing of awnings that highlight certain features of a storefront or entryway are encouraged.

J. Ground Floor Lighting

Guideline 10: Incorporate lighting into the design not only to accentuate architectural features, but to provide a safe environment for pedestrian activity.

Standard 10a: Lighting should be shielded to prevent glare to adjacent properties.

Standard 10b: Intense lighting which is used solely for advertising purposes should not be used.

Standard 10c: Buildings should be highlighted through "up" lights or accent lights placed on the facade.

K. Utilities and Mechanical Equipment Screening and Trash Containers

Guideline 11: Screen or enclose existing utilities, storage areas, mechanical equipment, fire alarms, sprinklers and other service areas with attractive landscaping or architectural barriers.

Standard 11a: Screen or enclose rooftop mechanical equipment by materials that are architecturally integrated with the building.

Standard 11b: All exterior mechanical equipment, including air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way excluding alleys, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. **(Q Condition #7 - Architecture)**

Standard 11c: Locate enclosed trash containers at the rear where they are not visible to the public.

Standard 11d: Trash storage bins should be located within a gated, covered enclosure constructed of materials identical to the exterior wall of the building and screened with landscaping, so as not to be viewed from the public right-of-way.

Standard 11e: No mechanical equipment (i.e., air conditioners) shall be permitted in window or door openings. **(Q Condition #7 - Architecture)**

L. Security Grilles

Guideline 12: Use alternatives to roll down security grilles that are attached to building facades so as not to obscure storefront windows and create a negative atmosphere that detracts from a positive pedestrian environment.

Standard 12a: Exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited. **(Q Condition #8 - Architecture)**

Standard 12b: Stores should use alternatives such as interior security systems or vandal proof glazing which is resistant to impact.

Standard 12c: If interior security grilles are installed on the ground floor, they should be constructed of a open weave, non-solid grate material, painted to match the building and shall not detract or obscure architectural defining features.

Section 7.

ARCHITECTURE - REHABILITATION OF HISTORIC STRUCTURES

Due to the importance of the historic context of the Miracle Mile and its Art Deco architecture, it is critical to develop guidelines, which call for the preservation of these significant resources **(See Appendix A)**. The standards below shall apply to all structures that are City Cultural Monuments. These standards shall also apply to all structures that are listed or determined to be eligible for listing on the National and/or State Register of Historic Places. Any alterations to a structure with historic status is required to obtain a CEQA Clearance. This clearance requires adherence to the Secretary of Interior Guidelines in order to mitigate the impact to these historic resources. The guidelines and standards below are based upon the

Secretary of Interior Guidelines and therefore should be congruent with applicable historic requirements. In addition, there are a few structures listed in **Appendix A** that are considered significant by the community. It is recommended that these structures also use the guidelines and standards below.

To assist in understanding the character defining features of the predominant architecture, Art Deco, an Art Deco Dictionary has been included in **Appendix B** in addition to the general description below. This appendix should be referred to in order to understand the character defining features of Art Deco architecture.

Art Deco was first showcased at the Exposition Internationale des Arts Decoratifs and Industriels et Modernes held in Paris in 1925. From this Exposition, British critic and historian, Bevis Hillier derived the term Art Deco in the 1960s. At its core, Art Deco embraced the promise of the modern era and an idealized vision of the machine age with a more simple stripped down form. Encompassing the period between two World Wars from roughly 1920 to 1940, the Art Deco style evolved with the times.

During the gay twenties, Deco tended to be more playful and flamboyant with lush ornamentation utilizing flora and fauna or designs drawing from Eastern, Greek, Roman, Egyptian, African, Mayan and Aztecan influences. Architecture from this period also incorporated materials associated with sophistication and elegance such as rich woods, marble, copper, brass, bronze and brightly colored terra cotta and tile. Despite the use of luxurious materials and reference to exotic cultures, Deco even in the twenties, was characterized by a return to a more simplistic form and an emphasis on geometric shapes and patterns. Common patterns included, the sunrise, ziggurat, chevron and frozen fountain as well as an interplay of horizontal and vertical elements.

As the era progressed, Art Deco took on a truly modern form with more extreme geometric, linear and curvilinear elements. The Depression and impending war had a dramatic impact on the style, as Art Deco's opulence and ornamentation were stripped away further. This new style of Deco is often referred to as Art Moderne or Streamline Moderne. Architectural shapes of this style shifted from a vertical to a more horizontal orientation. Buildings became heavy and blocky, with a monumental volume, evidence of the change in attitudes from the frivolous and

decorative to those of strength and security. The use of imagery drawn from industry and technology connoted strength, speed with an aerodynamic quality, and importance. Buildings were constructed to resemble modern age machinery: airplanes, trains and ocean liners. Aerodynamic curves and industrial materials created an appearance of movement.

A. Articulation of Historic Structures

Guideline 1: Retain the buildings' original appearance and all architectural defining features.

Standard 1a: Architectural defining features as shown in **Appendix B**, which articulate a building facade should be repaired by reinforcing historic materials and through limited replacement of compatible substitute material when there is extensive deterioration or missing parts of key features.

Standard 1b: When an architectural defining feature as shown in **Appendix B**, highlights a building facade that is too deteriorated to repair, but the overall form and detailing are still apparent, the replacement of this feature using compatible substitute material is encouraged

Standard 1c: Architectural defining features, as shown in **Appendix B** should not be hidden behind merchandise displays, signage and/or building alterations and additions.

Standard 1d: Removing building sidings and other non-historic additions is encouraged to expose and restore the original design elements.

B. Building Continuity of Historic Structures

Guideline 2: Retain the original building continuity of historic structures. Whenever possible, rehabilitate and/or restore the original building continuity of altered structures. Adapt historic structures

for a new use so that additions do not conflict with the scale, massing or design of the existing structure.

Standard 2a: Historic structures should be repaired by reinforcing historic materials and through limited replacement of compatible substitute material when there is extensive deterioration or missing parts of key features.

Standard 2b: New additions required to adapt a building for reuse should be designed to clearly differentiate between the historic and new and shall be compatible with the overall scale, massing and design of the existing building.

Standard 2c: Enlarging, closing off or altering openings on the primary facade shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building. (**Q Condition #9 - Architecture**)

C. Entry Treatment of Historic Structures

Guideline 3: Retain and preserve entryways and their defining architectural features such as doors, fanlights, sidelights, pilasters, entablatures, columns, balustrades, and stairs as shown in **Appendix B**.

Standard 3a: Existing entryway materials such as masonry, wood, metal, tile and terrazzo should be cleaned and maintained using the gentlest methods available as prescribed in recognized preservation guidelines. The application of protective coating to preserve this type of restoration work is encouraged.

Standard 3b: Entryways should be repaired by reinforcing historic materials and through limited replacement of

compatible substitute material when there is extensive or missing parts of key features.

Standard 3c: When an entryway is too deteriorated to repair, but the overall form and detailing are still apparent, the replacement of an entryway using compatible substitute material is encouraged.

Standard 3d: New entryways may be added as required for a new use, so long as these entryways preserve the overall historic character of the building and do not eliminate or detract from architectural defining features.

D. Roof Lines of Historic Structures

Guideline 4: Retain and preserve the existing roof lines and decorative features of historic buildings.

Standard 4a: Existing roof lines should not be altered. Whenever possible rehabilitate and/or restore the original roof line of altered structures.

Standard 4b: Roofs should be repaired through limited replacement of compatible substitute material when there is extensive deterioration or missing parts of key features.

Standard 4c: When a roof is too deteriorated to repair, but the overall form and detailing are still apparent, the replacement of the roof and its key features using compatible substitute material is encouraged.

Standard 4d: Roof top additions should be avoided whenever possible. However, if roof top additions are necessary to reuse a historic building, then these additions should be discreet and should not

be visible from across the street at ground level. These additions should be simple and integrated into the overall design of the building especially in relationship to window patterns and roof lines.

E. Exterior Surface Materials of Historic Structures

Guideline 5: Retain and preserve building exterior materials, which are critical in defining the overall historic character of the building.

Standard 5a: Building materials should be protected and maintained by providing proper drainage so water does not damage surfaces.

Standard 5b: Exterior surface materials such as masonry, wood, metal and tile should be cleaned and maintained using the gentlest methods available as prescribed in recognized preservation guidelines. The application of protective coating to preserve this type of restoration work is encouraged.

Standard 5c: Exterior materials that have been historically unpainted should not be painted to create a new look.

Standard 5d: Whenever possible the original coat of paint, should not be removed. However, if an area is to be repainted, colors that are historically appropriate to the building and district should be used.

Standard 5e: Exterior materials should be repaired by patching, piecing-in or consolidating the original material or limited replacement of compatible substitute material.

Standard 5f: If the overall form and detailing are still apparent and exterior materials are too deteriorated for repair, then exterior materials

should be replaced in kind with a compatible substitute material.

Standard 5g: If there is not adequate historical, pictorial and physical documentation about the type of material used for a historic feature, then new materials compatible with the existing materials, color and finish should be used.

F. **Windows of Historic Structures**

Guideline 6: Repair and maintain windows and architectural defining features such as the window frame, sash, muntin, glazing, hood mold, paneled or decorated jamb and molding.

Standard 6a: Windows should be cleaned and maintained using the gentlest methods available as prescribed in recognized preservation guidelines.

Standard 6b: Windows should be repaired whenever possible rather than replaced.

Standard 6c: Windows above 35 feet shall not be eliminated or reduced in size unless required to maintain the structural integrity. Windows at or below 35 feet facing a public street shall not be eliminated or reduced in size. (***Q Condition #9 - Architecture***)

Standard 6d: Windows should be repaired by reinforcing historic materials and through limited replacement of compatible substitute material when there is extensive deterioration or missing parts of key features.

Standard 6e: When a window is too deteriorated to repair, but the overall form and detailing are still apparent, then the window should be replaced

using compatible substitute material and a design similar to that of the original window.

Standard 6f: Street facing, ground floor windows should be comprised of non-tinted clear glass, which is free of temporary signage and/or other types of materials that may obstruct visibility.

G. Storefronts of Historic Structures

Guideline 7: Preserve, repair and highlight storefronts and their defining architectural features such as doors, transoms, windows, bay divisions and bases.

Standard 7a: Exterior storefront materials such as masonry, wood, metal and tile should be cleaned and maintained using the gentlest methods available as prescribed in recognized preservation guidelines. The application of protective coating to preserve this type of restoration work is encouraged.

Standard 7b: Individual storefronts shall not be filled in, used for storage or left empty without window displays.
(Q Condition #9 - Architecture)

Standard 7c: Storefronts should be repaired by reinforcing historic materials and through limited replacement of compatible substitute material when there is extensive deterioration or missing parts of key features.

Standard 7d: When a storefront is too deteriorated to repair, but the overall form and detailing are still apparent, the replacement of a storefront using compatible substitute material is encouraged.

H. Color of Historic Structures

Guideline 8: Retain and preserve original finishes or apply new finish, paint or plaster with colors appropriate to the historic character of the building.

Standard 8a: Unpainted masonry, brick or tile should not be painted, but cleaned using the gentlest methods available as prescribed in recognized preservation guidelines. The application of protective coating to preserve this type of restoration work is encouraged.

Standard 8b: Existing finishes, paint and plaster should be cleaned and maintained using the gentlest methods available as prescribed in recognized preservation guidelines. The application of protective coating to preserve this type of restoration work is encouraged.

Standard 8c: Colors used for the finish, plaster or paint should be consistent with the original color of the building based on historical documentation.

Standard 8d: Bright or intense colors should not be utilized unless consistent with the historical appearance of the building as shown in historical documentation.

I. Awnings and Canopies of Historic Structures

Guideline 9: Retain and preserve historic awnings and canopies or add new canopies or awnings, which do not detract from the historic character of a building.

Standard 9a: Signs that are not part of the original awning should not be affixed to the awning or hung from its edges.

Standard 9b: Canopies and awnings that are architectural defining features

should be restored and/or repaired by reinforcing historic materials and through limited replacement of compatible substitute material when there is extensive deterioration or missing parts of key features.

Standard 9c: Added awnings or canopies should not obscure character defining features and should be limited to one sign per awning, so as not to conflict with the historic character of the building.

Standard 9d: Canopies and awnings that span an entire building are discouraged. The careful spacing of awnings that highlight certain features of a storefront or entryway are encouraged.

J. Ground Floor Lighting of Historic Structures

Guideline 10: Retain and preserve existing historic lighting fixtures and/or incorporate new lighting into the a building's overall design in order to accentuate architectural features and provide a safe environment for pedestrian activity.

Standard 10a: Whenever possible existing historic lighting fixtures should be preserved and retained or rehabilitated and upgraded.

Standard 10b: During hours of operation, storefronts should be illuminated within.

Standard 10c: Buildings should be highlighted through "up" lights or accent lights placed on the facade.

Standard 10d: Lighting should be shielded to prevent glare to adjacent properties.

Standard 10e: Intense lighting which is used solely for advertising purposes is

strongly discouraged.

K. Utilities and Mechanical Equipment Screening and Trash Containers of Historic Structures

Guideline 11: Preserve and retain visible architectural defining features of early mechanical systems and whenever possible screen or enclose utilities, mechanical equipment, and trash containers.

Standard 11a: Whenever possible existing mechanical equipment should be preserved and retained or rehabilitated and upgraded by adding new parts.

Standard 11b: All exterior mechanical equipment, including air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way excluding alleys, but enclosed or screened through existing building parapets, masonry walls or other architectural treatments. **(Q Condition #7 - Architecture)**

Standard 11c: Locate enclosed trash containers at the rear where they are not visible to the public.

Standard 11d: Trash storage bins should be located within a gated, covered enclosure constructed of materials identical to the exterior wall of the building and screened with landscaping, so as not to be viewed from the public right-of-way.

Standard 11e: No mechanical equipment (i.e. air conditioners) shall be permitted in window or door openings. **(Q Condition #7 - Architecture)**

L. Security Grilles of Historic Structures

Guideline 12: Use alternatives to roll down security grilles that are attached to building facades so as not to obscure storefront windows and

create a negative atmosphere that detracts from a welcoming pedestrian environment.

Standard 12a: Exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited. (*Q Condition #8 - Architecture*)

Standard 12b: Stores should use alternatives such as interior security systems or vandal proof glazing which is resistant to impact.

Standard 12c: If interior security grilles are installed on the ground floor, they should be constructed of a see-through, open weave, non-solid grate material, painted to match the building and shall not detract or obscure architectural defining features as shown in *Appendix B*.

Section 8.

PARKING

The location and design of parking lots and buildings in a development is critical in promoting safety for pedestrians and minimizing conflict with vehicles. Parking structures and areas should form an integral part of the project and be well landscaped, so as not to detract from the pedestrian experience and maintain visual interest.

A. Surface Parking

Guideline 1: Locate surface parking in the rear of buildings and provide pedestrian access from the parking to the building and street.

Standard 1a: Surface parking shall not be located between the front property line and the primary building/storefront on Wilshire Boulevard. (*Q Condition #11 - Parking*)

Standard 1b: Surface parking shall be located to the rear of all structures fronting Wilshire Blvd. (*Q Condition #11 -*

Parking)

Standard 1c: A surface parking lot adjacent to a public street should conform to the landscape requirements detailed in Section 9 of these guidelines.

Standard 1d: Lighting shall be shielded to prevent glare to adjacent residential properties. ***(Q Condition #11 - Parking)***

B. Parking Structures

Guideline 2: Integrate a parking structure into the overall design of a development through compatible materials, color and architectural defining features.

Standard 2a: Parking should be located underground where possible.

Standard 2b: Parking structures should be compatible with the main building through a consistency in building material, color and design.

Standard 2c: The ground floor of parking structures fronting Wilshire Boulevard shall be comprised of storefronts, the area of a retail establishment that faces the street and consists of a display window(s) and an entrance(s), with architectural detailing to maintain visual interest and continue the street wall. ***(Q Condition #10 - Parking)***

Standard 2d: Automobiles on those parking levels above the ground floor shall be screened from public view. ***(Q Condition #10 - Parking)***

Standard 2f: A parking structure adjacent or across the street or alley from a residential zone or use shall install 5-foot solid decorative walls along the sides of the structure adjoining the residential areas to block light

and noise, exhaust vents venting to public streets, solid spandrel panels a minimum of 3½ feet in height at the ramps of the structure, and texture surfaces on garage floors and ramps to minimize tire squeal. (**Q Condition**)

Section 9.

LANDSCAPING

Through the use of a variety of vegetation such as trees, shrubs, ground cover, perennials and annuals, as well as other materials such as rocks, water, sculpture or paving materials, landscaping unifies streetscape and provides a positive visual experience . Landscaping also can emphasize sidewalk activity by separating vehicle and pedestrian traffic, provide shade, define spaces, accentuate architecture, create inviting spaces and screen unattractive areas.

A. Surface Parking Lots

Guideline 1: Buffer existing parking adjacent to a public right-of-way as well as residential buildings with a landscaped barrier.

Standard 1a: Parking adjacent to a public right-of-way shall be separated from the sidewalk with a 5-foot landscape buffer to be located between the property line and parking area. The landscape buffer shall contain one fifteen-gallon tree for every 20 lineal feet of parking frontage and may contain fountains, flowering plants, decorative tile, vines and grass and shall include an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Department of City Planning. (**Q Condition #12 - Landscaping**)

Standard1b: A minimum of 7% of the total area of surface parking should be landscaped with one tree (minimum canopy of 200 feet in diameter at maturity) for every 6 parking spaces evenly dispersed throughout the lot.

B. Building Sites

Guideline 2: Landscape the areas surrounding a building including site entrances, walkways and parking lots with small trees, planter boxes and tubs of flowers.

Standard 2a: Landscaping should not obstruct the pedestrian right-of-way or create inappropriate visual or physical barriers for vehicles and pedestrians.

Standard 2b: Landscape plans should include a maintenance plan and be designed by a certified landscape architect.

Standard 2c: Blank walls or other unattractive areas of a site or building shall be screened with landscaping.

Standard 2d: Landscaping should be designed in such a way as to accentuate the architectural features of a building, not detract from them.

Section 10.

SIGNAGE

The placement, construction, color, font style, and graphic composition of signs has a collective impact on the appearance of an entire district. Therefore, it is important to integrate signage with the overall design of a building and its surrounding landscape. Signage should convey a simple straightforward message to identify businesses and/or to assist pedestrians and vehicular traffic in locating their destination. The size, number, location and use of signage is further regulated in Chapter 9 of the LAMC.

A. All Signs

Guideline 1: Design signage which is incorporated into the overall design of a building and complements the facade or architectural element on which it is placed.

Standard 1a: All signs should be maintained in good repair.

Standard 1b: Easy to read signs with a brief

simple message and a limited array of font styles are encouraged.

- Standard 1c:** Colors should be selected to contribute to the legibility and design integrity of a sign with sufficient contrast between the background color and that of the letter or symbol.
- Standard 1d:** Signs should not dominate or obscure the architectural elements of building facades, roofs or landscaped areas.
- Standard 1e:** Signs should be constructed of metal, stone, wood or other non-illuminated, non plastic material.
- Standard 1f:** Signs made up of channel lettering, hung away from the face of a building such as a projecting sign and or signs perpendicular to the face of a building tend to have a lighter appearance and are strongly encouraged.
- Standard 1g:** Neon signs and channel lettering are strongly encouraged.
- Standard 1h:** Internal illumination should be used only for signs composed of individual channel or neon letters or graphics.
- Standard 1i:** The height and width of letters and logos should be properly proportioned to the sign area on which the sign is to be located
- Standard 1j:** Signs should be scaled to fit within the boundaries of a storefront or building it is advertising.
- Standard 1k:** The exposed backs of all signs visible to the public should be suitably finished and maintained.
- Standard 1l:** Projects or buildings containing

more than one storefront should have a planned coordinated sign program that provides consistency with regard to height, size, shape, colors and degree of illumination.

Standard 1m: The restoration of historic signage as prescribed in recognized preservation guidelines is strongly encouraged.

Standard 1n: After 90 days of closing a business, any related signs should be removed and replaced with blank panels or painted out unless the sign qualifies as an "advertising display" per the State of California Business and Professions Code.

Standard 1o: The combined sign area of all signage shall not exceed three square feet for each foot of street frontage, except that signs comprised of neon or channel lettering may increase the allowable sign area by 20% not to exceed 3.5 square feet for each foot of street frontage. **(Q Condition #14 - Signage)**

Standard 1p: Pole, monument, can, and illuminated architectural canopy, signs shall be prohibited. **(Q Condition #15 - Signage)**

Standard 1q: Any type of electronic message display shall be prohibited. **(Q Condition #15 - Signage)**

B. Pedestrian Signs

Guideline 2: Develop coordinated pedestrian signage, which complements the pedestrian orientation of the Miracle Mile.

Standard 2a: A pedestrian sign shall only be used to identify the business tenant served by the sign. **(Q Condition #17 - Signage)**

Standard 2b: No text message or logos shall be allowed on that portion of a pedestrian sign that is parallel to the face of the building. **(Q Condition #17 - Signage)**

Standard 2c: Each business on the ground floor may have one pedestrian sign, except that corner business with frontage on both streets may have two pedestrian signs.

Standard 2d: Each business that is located on a second floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

Standard 2e: The sign area for a pedestrian sign shall not exceed 6 square feet. **(Q Condition #17 - Signage)**

Standard 2f: All portions of the pedestrian sign parallel to the face of the building shall not exceed 2 feet in width. **(Q Condition #17 - Signage)**

Standard 2g: Notwithstanding Section 91.6209.5 of the LAMC to the contrary, a pedestrian sign may not project up to 3 feet from the face of the building at a height of 8 feet above the sidewalk grade. **(Q Condition #17 - Signage)**

Standard 2h: A pedestrian sign which, incorporates neon may increase the allowable sign area by 20%. **(Q Condition #17 - Signage)**

C. Projecting Signs

Guideline 3: Design projecting signs, which are compatible with the historical context of the Miracle Mile and improve the overall appearance of the area.

Standard 3a: The text message or logo on a Projecting Sign shall consist of

individual letters of graphic elements. (*Q Condition #18 - Signage*)

Standard 3b: No text message or logos shall be allowed on that portion of a projecting sign that is parallel to the face of the building. (*Q Condition #18 - Signage*)

Standard 3c: A projecting sign shall align with major building elements such as cornices, string courses, window banding, or vertical changes in material or texture. (*Q Condition #18 - Signage*)

Standard 3d: The width of a projecting sign shall not exceed 20% of the overall height of the sign and in no event shall exceed 4 feet. (*Q Condition #18 - Signage*)

Standard 3e: All portions of the Projecting Sign parallel to the face of the building shall not exceed 2 feet in width. (*Q Condition #18 - Signage*)

D. **Wall Signs**
Guideline 4:

Standard 4a: The top of a wall sign shall not be located higher than 35 feet above grade as measured vertically except as a high rise sign. (*Q Condition #19 - Signage*)

Standard 4b: A wall sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings. (*Q Condition #19 - Signage*)

Standard 4c: The overall height of wall sign should not exceed three feet, except that signs composed of individual channel or neon letters or graphics can increase the allowable height by 20%.

Standard 4d: Notwithstanding Section 91.6209 of the Building and Safety Code to the contrary, the area of a single wall sign shall not exceed 250 square feet in area, except that signs composed of individual channel or neon letters or graphics can increase the allowable sign area by 50 square feet not to exceed 300 square feet. **(Q Condition) #19 - Signage**

Standard 4e: Multiple wall signs on a building facade should be located in order to maintain a physical separation between each individual sign, so it is clear that the sign relates to a particular store below.

E. High-Rise Wall Signs

Guideline 5:

Standard 5a: A High-Rise sign shall comply with the regulations as outlined in Section 91.6209.5(e) of the Building and Safety Code, except that a high-rise sign shall be prohibited on any building, which has an existing Roof Sign. **(Q Condition #20 - Signage)**

Standard 5b: Signs on the rear sides of buildings that face residentially zoned properties shall be prohibited. **(Q Condition #20 - Signage)**

F. Information Signs

Guideline 6:

Standard 6a: Signs which direct vehicular and pedestrian traffic to parking areas or other onsite destinations or explain parking fees should not exceed nine (9) square feet or a vertical or horizontal dimension of thirty-six (36) inches, and should be consistent in design with the signage for the rest of the project.

G. Window Signs

Guideline 7:

Standard 7a: Only one window sign per business is allowed.

Standard 7b: Window signs, consisting of text, graphics or images, either permanent or temporary, should not exceed four (4) square feet or ten (10%) of the total window area, whichever is less.

H. Awning Signs

Guideline 8:

Standard 8a: Each building/business will be permitted one awning signing located over the building/business entrance. ***(Q Condition #21 - Signage)***

Standard 8b: Letters, numbers or symbols on awning valances may not exceed ten (10) inches in height and covering no more than seventy percent (70%) of the valance area. ***(Q Condition #21 - Signage)***

Standard 8c: The name, occupation, and/or address of the business is permitted on the awning signs. Telephone numbers or services offered are not to be included on any part of the awning. ***(Q Condition #21 - Signage)***

APPENDIX A

Historic Resources in the Miracle Mile Community Design Overlay District

Address	Building Name	Current Use	Date Built	Historic Status	Comments
5209 Wilshire Blvd.	Zephyr Club	Vacant	1929	Eligible for National Register of Historic Places	
5217-5231 Wilshire Blvd.	Clem Wilson Building (Miracle Mile Historic District)	La Luna Restaurant, Furniture Store, Cingular Wireless, Office	1932	Eligible for National Register of Historic Places	
5318-5328 Wilshire Blvd.	Commercial Building	Yamaha Music, Marriage Chapel, Print Shop	1936	Eligible for National Register of Historic Places	Originally Spanish Colonial Revival, this building has been significantly altered, but still retains its form and massing.
5350 Wilshire Blvd.	Kress Department Store	Post Office, Panini Grill, Eclectic Salon	1937	Eligible for National Register of Historic Places	1st floor has been altered.
5355-5361 Wilshire Blvd.	Hahn's Music, Pianos and Organs	New Mixed Use Development at Detroit	1937	Eligible for National Register of Historic Places	The front façade has been retained.
5363-5379 Wilshire Blvd.	Wilshire Center Building	Precious Hair & Nails, Several Boutiques	1928	Eligible for National Register of Historic Places	
5364 Wilshire Blvd.	Jack La Lanne's European Health Spa	Conga Room	1926	Eligible for National Register of Historic Places	
5366-5374 Wilshire Blvd.	(Miracle Mile Historic District)	La Boca, Wig Store	1926; remodeled 1938	Eligible for National Register of Historic Places	The structure has been altered, but the façade on the second story seems to be intact covered by screening.
5370 Wilshire Blvd.	Darkroom	La Boca Restaurant	1926	City Cultural Monument	

APPENDIX A

Historic Resources in the Miracle Mile Community Design Overlay District

Address	Building Name	Current Use	Date Built	Historic Status	Comments
5401-5403 Wilshire Blvd.	Tru-Line Litho	Wilshire Beauty Supply	1938	Eligible for National Register of Historic Places	
5407-5411 Wilshire Blvd.	Commercial Building	Staples	1936	Eligible for National Register of Historic Places	The storefronts have been enclosed.
5410 Wilshire Blvd.	Dominguez Wilshire Building	Express Night Club, Electronic Store, Office	1930	Eligible for National Register of Historic Places	
5413 Wilshire Blvd.	Roman Foods Mart	Staples	1935	Eligible for National Register of Historic Places	The storefronts have been enclosed.
5423-5425 Wilshire Blvd.	Flying Saucer Restaurant & Brown's Bakery	Staples	1930s	Eligible for National Register of Historic Places	These buildings have been demolished.
5450 Wilshire Blvd.	Ever-Ready Lighting	Icon	1937	Eligible for National Register of Historic Places	
5464	Commercial Structure	The Wireless Outlet	1928	Eligible for National Register of Historic Places	The address in the application for the National Register of Historic Places was misidentified as 5465, but shown correctly on the corresponding map.
5466-5470 Wilshire Blvd.	Spanish Revival Commercial Building (Miracle Mile Historic District)	Quizno's, National Restaurant	1927	Eligible for National Register of Historic Places	
5467 Wilshire Blvd.	Zachary All (Miracle Mile Historic District)	Walgreen's	1936	Eligible for National Register of Historic Places	The 1st floor has been altered.

APPENDIX A

Historic Resources in the Miracle Mile Community Design Overlay District

Address	Building Name	Current Use	Date Built	Historic Status	Comments
5500-5522 Wilshire Blvd.	Wilshire Tower (Former Desmond's)	Kinko's, Hollywood Video, Office Building	1929	City Cultural Monument	The 1st high-rise building outside of downtown.
5505 Wilshire Blvd.	Korean Cultural Services Building	Korean Cultural Center	1929	Eligible for National Register of Historic Places	
5507-5511 Wilshire Blvd.	Commercial Structure	Brown's Bakery	1939	Eligible for National Register of Historic Places	Demolished as a result of extensive fire damage in 1985.
5515-5519 Wilshire Blvd.	El Rey Theatre	Theatre	1936	City Cultural Monument	
6067 Wilshire Blvd.	May Company Wilshire	Los Angeles County Museum	1940	City Cultural Monument	

OTHER SIGNIFICANT BUILDINGS

5655 Wilshire Blvd.	Shanghai Gardens	IHOP	1932		
5828 Wilshire Blvd.	Arthur Murray Studios	Office Building	1947		
5814 Wilshire Blvd.	Folk Art & Craft Museum	Museum	1930		

APPENDIX B

ART DECO DICTIONARY

Art Deco was first showcased at the Exposition Internationale des Arts Decoratifs and Industriels et Modernes held in Paris in 1925. From this Exposition, British critic and historian, Bevis Hillier derived the term Art Deco in the 1960s. At its core, Art Deco embraced the promise of the modern era and an idealized vision of the machine age with a more simple stripped down form. Encompassing the period between two World Wars from roughly 1920 to 1940, the Art Deco style evolved with the times. During the gay twenties, Deco tended to be more playful and flamboyant with lush ornamentation utilizing flora and fauna or designs drawing from Eastern, Greek, Roman, Egyptian, African, Mayan and Aztec influences. Architecture from this period also incorporated materials associated with sophistication and elegance such as rich woods, marble, copper, brass, bronze and brightly colored terra cotta and tile. Despite the use of luxurious materials and reference to exotic cultures, Deco even in the twenties was characterized by a return to a more simplistic form and an emphasis on geometric shapes and patterns. Common patterns included, the sunrise, ziggurat, chevron and frozen fountain as well as an interplay of horizontal and vertical elements.

As the era progressed, Art Deco took on a truly modern form with more extreme geometric, linear and curvilinear elements. The Depression and impending war had a dramatic impact on the style, as Art Deco's opulence and ornamentation were stripped away further. This new style of Deco is often referred to as Art Moderne or Streamline Moderne. Architectural shapes of this style shifted from a vertical to a more horizontal orientation. Buildings became heavy and blocky, with a monumental volume, evidence of the change in attitudes from the frivolous and decorative to those of strength and security. The use of imagery drawn from industry and technology connoted strength, speed with an aerodynamic quality, and importance. Buildings were constructed to resemble modern age machinery: airplanes, trains and ocean liners. Aerodynamic curves and industrial materials created an appearance of movement.

The purpose of this dictionary is to highlight the most common character-defining features of Art Deco and Streamline Moderne. Since this dictionary has been put together as part of the Miracle Mile Community Design Overlay District, all of the examples are taken from the area defined as the Miracle Mile (Wilshire Blvd. from Sycamore to Fairfax Ave.).

CHARACTER DEFINING FEATURES OF ART DECO

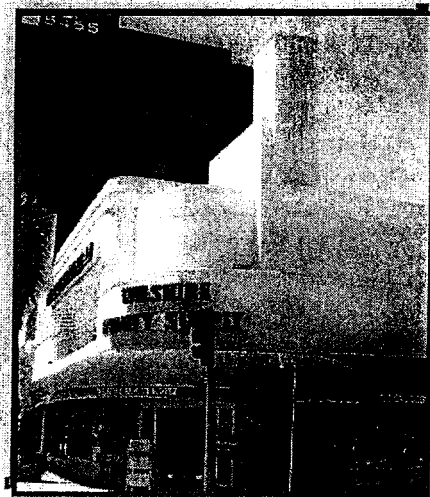


Vertical Emphasis

Art Deco employs such architectural features as a tower atop a podium to emphasize the vertical, perhaps a representation of the optimistic view that man can accomplish anything in the industrial era.

Flat Roofs

Most Art Deco architecture consists of flat roof lines, frequently with decorative parapets or vertical elements to break up the monotony of a level plane.



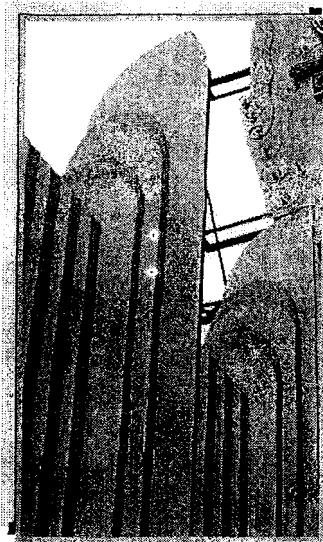
Stepbacks

Some of the most beloved skyscrapers in New York City such as the Chrysler and Empire State Buildings, incorporated stepbacks, creating a tiered effect in their architecture. This architectural design was a result of a 1923 New York City zoning ordinance, which required designers to include stepbacks to allow sunlight to penetrate to the streets below. This architectural feature was adopted throughout the country becoming synonymous with the Art Deco style.

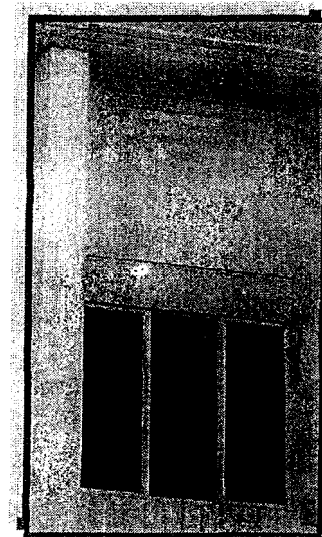
Geometric Ornament

Taking its cue from the modern arts movements of Cubism, Futurism and Constructivism and the mechanization of the Industrial Age, Art Deco architecture incorporated repetitive patterns of geometric shapes and angles. Art Deco also borrowed from the geometric designs of ancient civilizations, most notably Egypt, to adorn its buildings. Thus, common patterns included ziggurats shaped like pyramids, sunbursts, and zig zags reminiscent of lightning bolts. As time passed, geometric ornamentation became more simplistic and abstract until it was almost entirely stripped away leaving behind the clean lines and curves of the Streamline Moderne period.

Straight Lines



Art Deco's interplay between the horizontal and vertical is often emphasized through the use of straight parallel lines. Earlier Deco employed lines to accentuate verticality and later Deco utilized them to highlight a horizontal orientation.

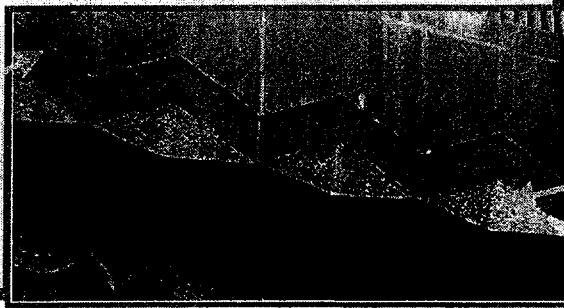


Zig Zag

Sometimes referred to as the lightning bolt, zig zag is a series of jagged, uneven lines.

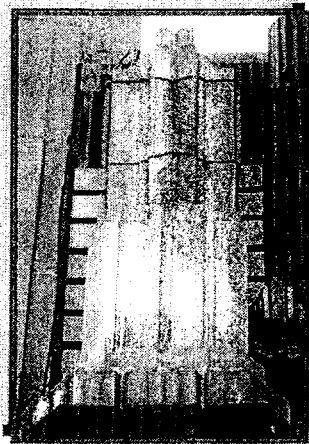


Chevron –
A V-shaped
stripe, which
points up and
down.

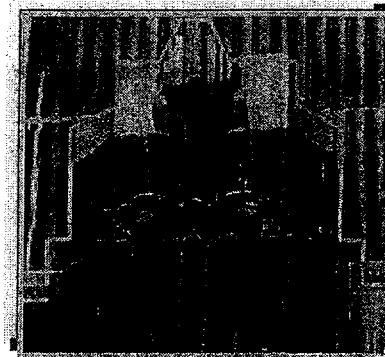


Lozenge –
A diamond
shape that is
not square.

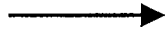
Ziggurat



A Ziggurat or stepped
pediment has a contour
like a staircase.
Resembling a pyramid,
it represents Deco's
fascination with Egypt
as a result of the 1922
discovery of
Tutankhamen's tomb.

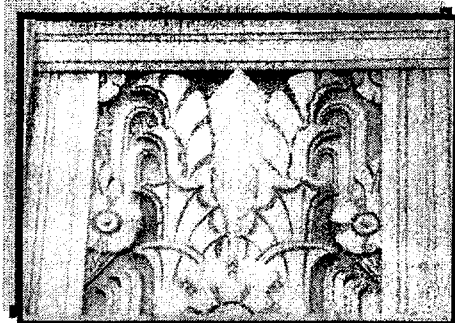


Sunburst



Stylized Floral Motifs

Floral Motifs evolved from the sensuous lines of Art
Nouveau. The natural world was depicted through
an industrial lens with sharper lines, angles, and
geometric shapes evoking the image of machinery.



Stylized Figures

Similar to stylized flora motifs, animal and human figures were also influenced by industrialization and the modern art movements. As a result, Art Deco figures took on a more dramatic form with sharper lines and angles.



Influence of Ancient Civilizations and Exotic Cultures

Stemming from the Revivalist and Beaux Arts traditions, early Deco embraced the classicism of Greece and Rome. The symmetry of Grecian and Roman architecture is replicated within Art Deco's use of three elements, such a large storefront window bracketed by two smaller sized windows. Columns or reliefs were also a recurrent feature of Art Deco architecture.

In addition to ancient Greece and Rome, Art Deco drew upon the more exotic civilizations of Egypt, Latin America, Assyria and Persia. The discoveries of King Tutankhamen's tomb and Mayan ruins in the 1920s aroused the imaginations of architects, who reworked ancient designs with the principals of modernism. Architects also took inspiration from the sleek elegance of the Orient's lacquers and china and the simple grace of African tribal textiles. Despite the culture, these influences were always reinterpreted with a modern twist.



Clean lines, sharp angles and repetitive shapes are classic modern features in spite of the exotic theme.





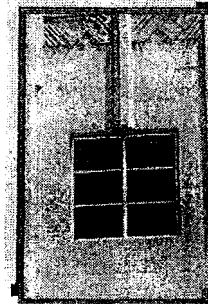
Low Relief Ornamentation

A common characteristic of Art Deco is the addition of hard-edged low reliefs, usually around window and door openings. Favorite designs included stylized flora motifs or figures, as well as geometric patterns of chevrons, lozenges, zigzags and zig zags.



Metal Casement Windows

A casement window is hung vertically by hinges so that it can open outward. Metal casement windows were generally used in Art Deco architecture.

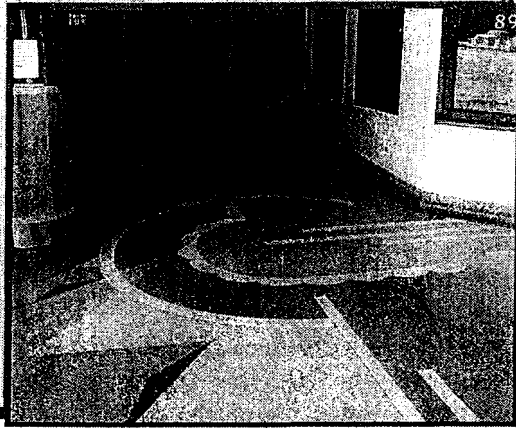


Smooth Finishes and Use of Luxurious Materials (Rich woods, Marble, etc.)

Celebrating the sleek form of modernism, architects utilized materials, which had smooth finishes. Advancements in technology provided the architect with a greater selection of materials, which included vitrolite (colored glass), bakelite (a hard plastic), stainless steel, and chrome. Early Deco also employed luxurious materials such as marble and mahogany. After the Depression hit, the usage of these expensive materials was rare.

The Darkroom (above) is encased in vitrolite.

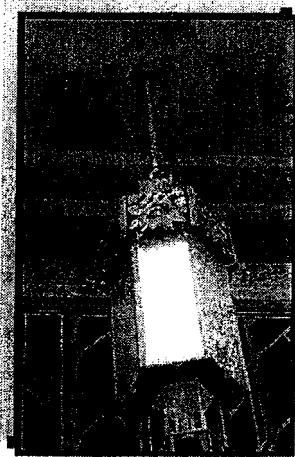
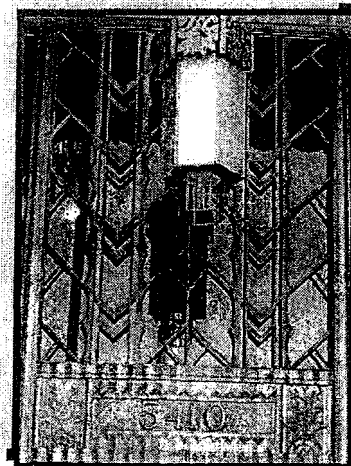
Terrazzo Flooring



Terrazzo was first used during the Roman Era. However, it is most associated with the Art Deco period. Terrazzo is composed of a loose mixture of multi-hued stones such as granite, marble and quartz and a binding agent such as cement. Like cement, the mixture is poured, trowled and dried, and then it is buffed to a high polish creating a unique flecked appearance. Typical terrazzo designs included geometric shapes and patterns, which gave building entrances a dramatic flair.

Iron Grille Work

Art Deco architecture often incorporated iron grille work around windows and doors, usually composed of geometric patterns.

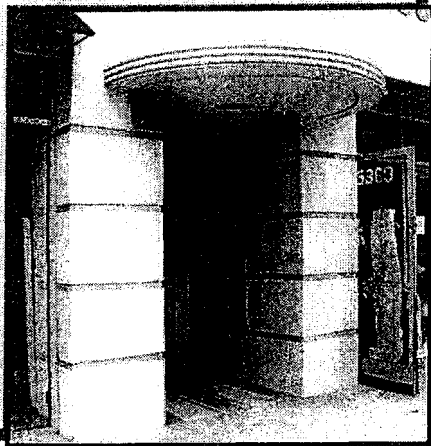


Octagonal Lamps/Clocks

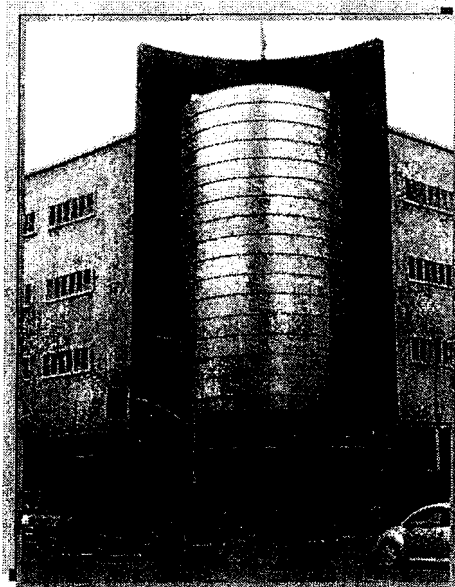
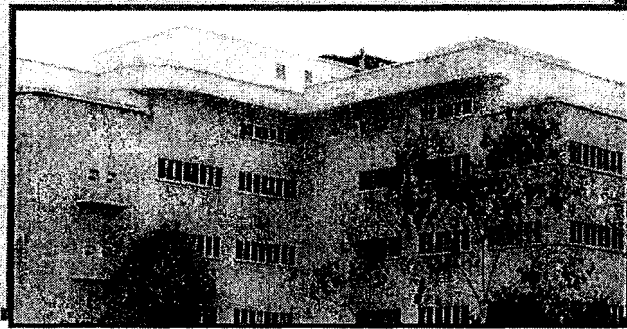
In early Deco, the roundness of the circle was converted into the hard edges of an octagon resulting in octagonal lamps and clocks. As architecture became more curvilinear with the Streamline Moderne period, circles became in vogue once again.

CHARACTER DEFINING FEATURES OF STREAMLINE MODERNE

Horizontal Orientation

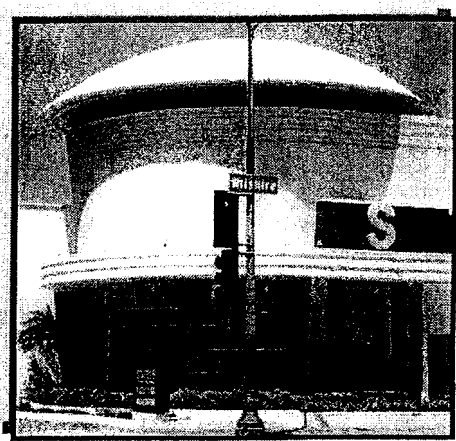


As the Depression wore on, resources were no longer available to build skyscrapers. Construction during this period consisted of smaller scale single or two-story commercial buildings. The vertical emphasis of the skyscraper was replaced with the horizontal orientation of these new commercial structures. Architects used simple linear ornament, bands of windows, and cantilever awnings to underscore a horizontal orientation. This gave buildings the appearance of stability and strength, qualities much sought after with the Stock Market Crash of 1929 and as war loomed ever closer.



Rounded Edges

The Depression had a major impact on Art Deco. The more frivolous ornamentation of the twenties was stripped away. However, the focus on simplistic geometric lines and the celebration of the Machine Age took an even more dramatic turn. The building itself reflected a geometric form with an aerodynamic panache resulting in the prevalence of rounded edges.

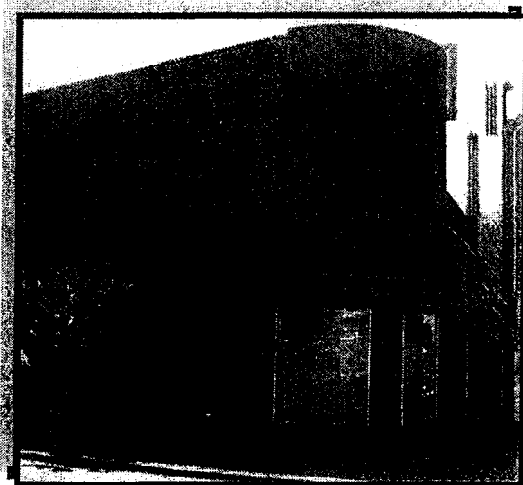
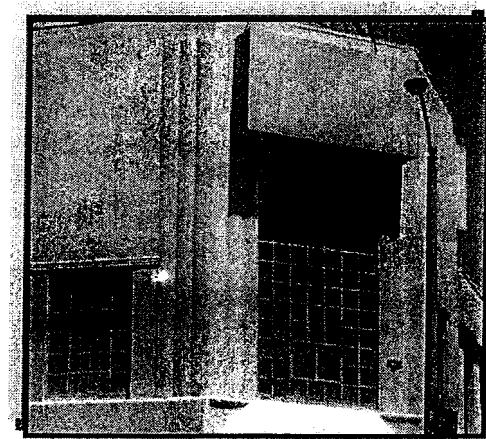


Corner Windows and Entrances

The incorporation of rounded edges led to a repositioning of windows and doors to the corner.

Glass Block Walls

The more opulent materials of early Deco were exchanged in favor of mass produced materials such as glass block. The usage of heavy glass block walls added to the solid, stable appearance of the building.



Flat Roofs

Gone were the decorative parapets of early Deco and in their stead an even flatter roofline. This level roofline further accentuated the horizontal orientation of the Streamline Moderne period.

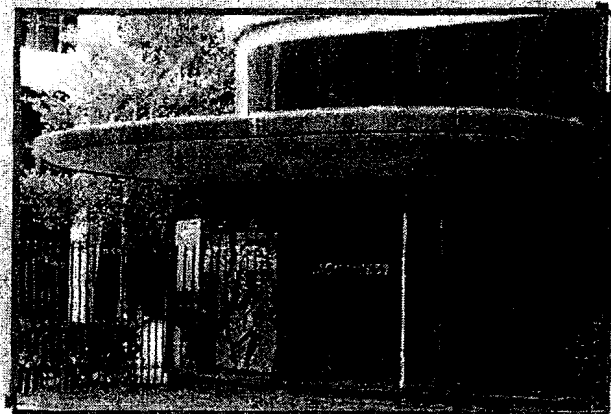


Ribbon or Band of Windows with Metal Frames

As with the period's modern art movements, architecture was further deconstructed resulting in simple linear elements. Thus, architects used ribbons or bands of windows to reflect this new influence. Frequently, windows were sheathed in metal louvers, again highlighting a horizontal linear orientation and evoking the look of a machine.

Curved Awnings

Streamline Moderne embraced the Era of the Machine in particular advances in transportation. Airplanes, trains, ocean liners and the automobile were becoming ever faster and more aerodynamic. This progression is seen in the use of curved awnings, which often parallel the shape of the building. The use of curvilinear elements creates an appearance of movement, probably a reference to the improvements in transportation.



Smooth Wall Finish & Aluminum and Stainless Steel Door and Window Trim

As with early Deco, Streamline Moderne embodied a sleek appearance from which its name is derived. To capture this appearance, Streamline Moderne applied smooth materials such as stucco, granite and stainless steel. During the Streamline Moderne period, materials such as aluminum and stainless steel were mass-produced and therefore could be used in architecture more economically.

ORDINANCE NO. _____

**MIRACLE MILE COMMUNITY DESIGN OVERLAY DISTRICT
BOUNDARIES MAP ORDINANCE**

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map establishing the boundaries of a Community Design Overlay District for the Miracle Mile.

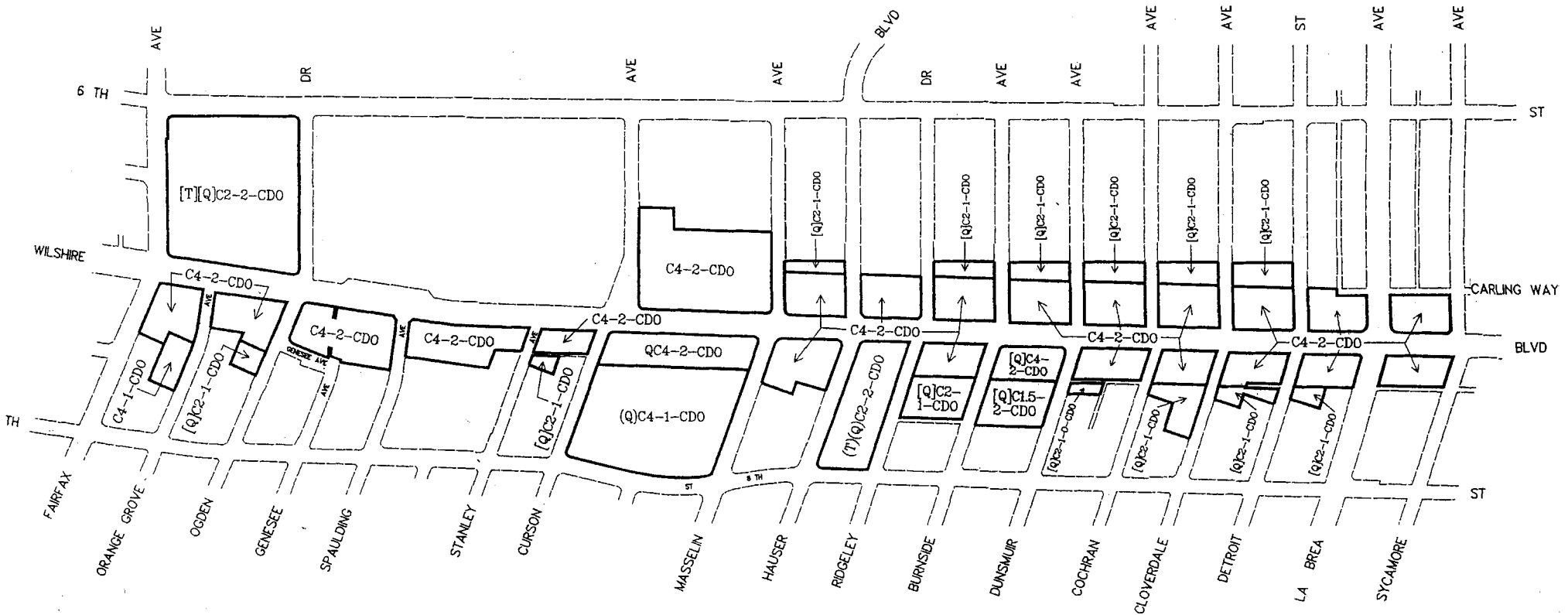
NOW THEREFORE,

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

**SECTION 1. ESTABLISHMENT OF THE BOUNDARIES OF THE MIRACLE MILE
COMMUNITY DESIGN OVERLAY DISTRICT.**

- A. Pursuant to Section 13.08 of the Los Angeles Municipal Code, the City Council hereby establishes the boundaries of the Miracle Mile Community Design Overlay District identified on the map herein by solid boundaries and the suffix "CDO" on the zone classification. This ordinance shall apply to all commercially designated parcels along the north and south sides of Wilshire Boulevard from Sycamore Avenue on the east to Fairfax Avenue on the west.
- B. Zoning Map. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications on properties shown upon a portion of the zoning map incorporated therein and made a part of Article 2, Chapter 1 of the LAMC, so that such portion of the zoning map shall conform to the zoning on the map set forth in Section 1A of this ordinance.

Miracle Mile CDO



NOT TO SCALE

C.M. 132 B 177, 132 B 181, 135 B 177, 135 B 181,	GPC 2003-1779 CDO ZC
AE/ <i>[signature]</i>	071604

ALL ZONES AND HEIGHT DISTRICTS IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX **CDO** WAS ADDED BECAUSE AREA IS NOW INCLUDED IN A COMMUNITY DESIGN OVERLAY ZONE. ALL BOUNDARIES FOLLOW EXISTING LINES.

SOURCES: DEPARTMENT OF CITY PLANNING - DEPARTMENT OF BUILDING & SAFETY - BUREAU OF ENGINEERING.

Sec. __. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

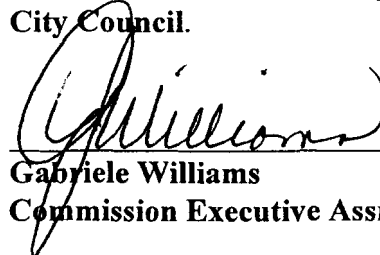
ROCKARD J. DELGADILLO, City Attorney

By _____

City Attorney

File No. _____

Pursuant to Section 558 of the City Charter, the City Planning Commission on July 8, 2004, recommended that this ordinance be adopted by the City Council.



Gabriele Williams
Commission Executive Assistant

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

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

SECTION 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications on properties shown upon portions of the zoning maps titled "Zone Change Ordinance Map Miracle Mile Community Design Overlay District" and the table for Section 1 below and incorporated herein by this reference, and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code.

Table for Section 1

Sub-Area	Existing Zone	New Zone
	C4-1	[Q]C4-1-CDO
	C4-2	[Q]C4-2-CDO
A	[Q]C2-1	[Q]C2-1-CDO
B	[Q]C2-1	[Q]C2-1-CDO
C	[Q]C2-1	[Q]C2-1-CDO
D	[Q]C2-1-O	[Q]C2-1-O-CDO
E	[Q]C2-1	[Q]C2-1-CDO
F	[Q]C2-1	[Q]C2-1-CDO
G	[Q]C2-1	[Q]C2-1-CDO
H	[Q]C2-1	[Q]C2-1-CDO
I	[Q]C2-1	[Q]C2-1-CDO
J	[Q]C2-1	[Q]C2-1-CDO

SECTION 2. Pursuant to Section 12.32 G of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1 hereof which are subject to the Permanent "Q" Qualified Classification.

Where the zone symbols of the new zoning designation as shown in the table for Section 1, are preceded by the symbol "Q" in brackets, the conditions and limitations imposed by the new "Q" Qualified Classification are set forth as follows:

A. All properties located within the Zone Change Ordinance Map shall be subject to the following [Q] Conditions:

1. Site Planning

- a. New buildings shall be constructed to the sidewalk. Corner buildings shall be constructed to the sidewalks of Wilshire Boulevard and adjacent cross street. Small setbacks from the sidewalk no greater than fifteen feet in depth to accommodate building entries and/or pedestrian-scaled areas such as individual store entries will be permitted. In no case shall the total gross length of these setbacks exceed 20% of the linear frontage of the building fronting Wilshire Boulevard.
- b. All buildings shall have a primary ground floor entrance that serves the building as a whole with at least one (1) secondary entrance for every 100 linear feet of building frontage. In addition, each business fronting Wilshire Boulevard shall have at least one entryway on Wilshire Boulevard, which is open and unlocked during business hours.
- c. New driveway cuts and/or vehicular points of access off of Wilshire Blvd shall be prohibited except for key lots where no other access is available.
- d. Ground floor parking stalls incorporated within a building shall be located at least 40 feet behind the building facade for adequately sized storefronts or lobbies.

2. Circulation

Loading areas shall be located at the rear of structures.

3. Architecture

- a. The ground floor façade of all buildings shall be comprised of a minimum of 60% glazing. The bottom of a window or storefront display window shall not be lower than 18 inches from the sidewalk.

- b. All floors of a building above the ground floor shall incorporate a minimum of 40% masonry to include smooth finished plaster, brick, concrete, ceramic tile, stone, or metal finishes and a minimum of 20% glazing. The use of heavily textured stucco (combed finish, dash troweled finish, stipple-troweled finish) as the primary exterior for all buildings shall be prohibited. The use of reflective or mirrored glass as part of the facade treatment for high-rise buildings shall be prohibited.
- c. All exterior mechanical equipment, including, sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. No new mechanical equipment shall be permitted in window or door openings, except that new window air conditioning units shall be permitted in window or door openings of any facade where existing air conditioning units are located.
- d. New exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited.
- e. Enlarging, closing or filling in, or altering windows, door openings and/or storefront windows within the first 35 feet in height on a façade fronting a public street shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building. Enlarging, closing or filling in, or altering windows above 35 feet in height on all facades shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building.

4. Parking

- a. The ground floor of parking structures fronting Wilshire Boulevard shall be comprised of storefronts, the area of a retail establishment that faces the street and consists of a display window(s) and an entrance(s), with architectural detailing to maintain visual interest and continue the street wall. Automobiles on those parking levels above the ground floor shall be screened from public view. A parking structure adjacent or across the street or alley from a residential zone or use shall install 5-foot solid decorative walls along the sides of the structure adjoining the residential areas to block light and noise, exhaust vents venting to public streets, solid spandrel panels a minimum of 3½ feet in height at the ramps of the structure, and texture surfaces on the garage floors and ramps to minimize tire squeal.

- b. New surface parking shall not be located between the front property line and any building fronting Wilshire Blvd and shall be located to the rear of all structures. Surface parking lighting shall be shielded to prevent glare to adjacent residential properties.
- c. Parking areas adjacent to a public right-of-way shall be separated from the sidewalk with a 5-foot landscape buffer to be located between the sidewalk and parking area. The landscape buffer shall contain one fifteen-gallon tree for every 20 lineal feet of parking frontage and may contain fountains, flowering plants, decorative tile, vines and grass, and shall include an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

5. Signage

- a. Legally existing signs and/or sign structures at the time of adoption of this ordinance shall be governed by the Nonconforming Building and Uses Provisions in the Los Angeles Municipal Code and the Existing Sign Provisions in the Los Angeles Building and Safety Code.
- b. The combined sign area of all signage shall not exceed three (3) square feet for each foot of street frontage, except that signs comprised of neon or channel lettering may increase the allowable sign area by 20% not to exceed three and a half square feet (3½) for each foot of street frontage.
- b. Pole, monument, and illuminated architectural canopy signs as defined in Section 91.6202 of the Building and Safety Code shall be prohibited.
- c. Box/Cabinet/Can/Cannister signs shall be prohibited.

Box/Cabinet/Can/Cannister Signs: a sign with text, logos and/or symbols that are placed on a face(s) of an enclosed cabinet attached to a building, structure, or pole.

- d. Any type of electronic message display sign shall be prohibited.

Electronic Message Display Sign: a wall, projecting or pedestrian sign that displays still images, scrolling or moving images, including video animation, utilizing a series of grid lights that may be changes through electronic means such as cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media.

- e. Internal illumination shall be used only for signs composed of individual channel or neon letters or graphics.
- f. A pedestrian sign shall be used to identify the business tenant served by the sign only. No text message or logos shall be allowed on that portion of a pedestrian sign that is parallel to the face of the building. Each business on the ground floor may have one pedestrian sign except that corner businesses with frontage on both streets may have two pedestrian signs. Each business that is located on a second floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the business. The sign area for a pedestrian sign shall not exceed 6 square feet and all portions of the sign parallel to the face of the building shall not exceed two (2) feet in width. A pedestrian sign that incorporates neon can increase the allowable sign area by 20%.

Pedestrian Sign: A sign attached to a wall or to the underside of an awning, architectural canopy or marquee with one or two faces perpendicular to the face of the building, identifying a use or service exclusively or primarily by symbol.

- g. The text message or logo on a projecting sign as defined in Section 91.6202 of the Building and Safety Code shall consist of individual letters or graphic elements. No text message or logos shall be allowed on that portion of a projecting sign that is parallel to the face of the building. A projecting sign shall align with major building elements such as cornices, string-courses, window banding, or vertical changes in material or texture. The width of a projecting sign shall not exceed 20% of the overall height of the sign and in no event shall exceed 4 feet. All portions of the projecting sign parallel to the face of the building shall not exceed 2 feet in width.
- h. The top of a wall sign as defined in Section 91.6202 of the Building and Safety Code may not be located at a height higher than 35 feet above grade as measured vertically except as a high rise sign. A wall sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings. The overall height of a wall sign shall not exceed three feet, except that signs composed of individual channel or neon letters or graphics can increase the allowable height by 20%. Notwithstanding Section 91.6209 of the Building and Safety Code to the contrary, the area of a single wall sign shall not exceed 250 square feet in area, except that signs composed of individual channel or neon letters or graphics can increase the allowable sign area by 20%, up to a maximum of 300 square feet.

- i. A high-rise sign as defined in Section 91.6209 of the Building and Safety Code shall comply with the regulations as outlined in Section 91.6209.5(e) of the Building and Safety Code, except that a high-rise sign shall be prohibited on any building or property, which has a roof sign. Signs on the rear sides of buildings that abut residentially zoned areas shall be prohibited.
- j. Each building/business shall be permitted one awning sign over the building/business entrance. An awning sign is defined as any sign located on the valance of a shelter supported entirely from the exterior wall of a building which extends over a building feature such as a door or window, or a landscape/site feature such as a patio, deck, or courtyard and which is constructed of fabric. Letters, numbers, or symbols on awning valances may not exceed ten (10) inches in height and covering no more than seventy percent (70%) of the valance area. Telephone numbers or services offered shall not be permitted on any part of the awning.

B. In addition to those [Q] Conditions listed under Section 2A the [Q] Conditions shall be retained as follows:

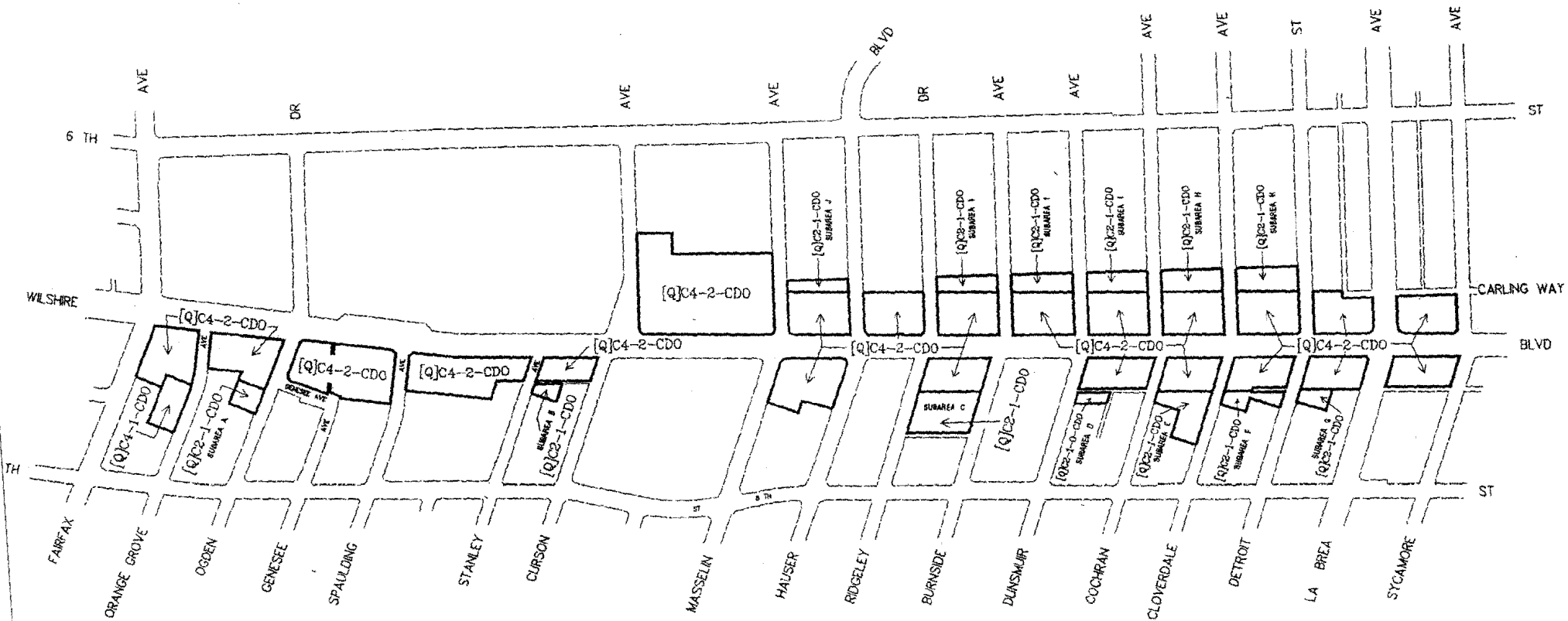
1. **[Q] Condition for Sub-Area 'A' (Sub-Area No. 951 of Ordinance 174,483)**, which states "The use of the property shall be limited to parking lots or residential development up to R3 densities", is incorporated herein by this reference.
2. **[Q] Condition for Sub-Area 'B' (Sub-Area No. 952 of Ordinance 174,483)**, which states "The use of the property shall be limited to parking lots or residential development up to R3 densities", is incorporated herein by this reference.
3. **[Q] Condition for Sub-Area 'C' (Sub-Area No. 953 of Ordinance 174,483)**, which states "The use of the property shall be limited to parking lots or residential development up to R4 densities", is incorporated herein by this reference.
4. **[Q] Condition for Sub-Area 'D' (Sub-Area No. 954 of Ordinance 174,455)**, which states "The use of the property shall be limited to parking lots or residential development up to R4 densities", is incorporated herein by this reference.
5. **[Q] Condition for Sub-Area 'E' (Sub-Area No. 955 of Ordinance 174,455)**, which states "The use of the property shall be limited to parking lots or

- residential development up to R4 densities", is incorporated herein by this reference.
6. **[Q] Condition for Sub-Area 'F' (Sub-Area No. 954 of Ordinance 174,483)**, which states "The use of the property shall be limited to parking lots or residential development up to R4 densities", is incorporated herein by this reference.
 7. **[Q] Condition for Sub-Area 'G' (Sub-Area No. 957A of Ordinance 174,483)**, which states "The use of the property shall be limited to parking lots or residential development up to R4 densities", is incorporated herein by this reference.
 8. **[Q] Condition for Sub-Area 'H' (Sub-Areas No. 958 and 959 of Ordinance 174,483)**, which states "The use of the property shall be limited to parking lots or residential development up to R4 densities", is incorporated herein by this reference.
 9. **[Q] Condition for Sub-Area 'I' (Sub-Areas No. 960, 961, and 962 of Ordinance 174,483)**, which states "The use of the property shall be limited to parking lots or residential development up to R4 densities", is incorporated herein by this reference.
 10. **[Q] Condition for Sub-Area 'H' (Sub-Area No. 964B of Ordinance 174,455)**, which states "The use of the property shall be limited to parking lots or residential development up to R4 densities", is incorporated herein by this reference.

SECTION 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby of City Hall; one copy on the bulletin board located at the Los Angeles Street entrance of the Los Angeles Police Department on the ground floor; and one copy on the bulletin board located at the Temple Street entrance of the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

Miracle Mile Zone Change



NOT TO SCALE

C.M. 132 B 177, 132 B 181, 135 B 177, 135 B 181,	GPC 2003-1779 CDD ZC AE/Seb 071604
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THIS MAP IS FOR IQ CONDITIONS PURPOSES ONLY. ALL ZONES IN THE AFFECTED AREA REMAIN THE SAME. ALL BOUNDARIES FOLLOW EXISTING LINES.

SOURCES: DEPARTMENT OF CITY PLANNING - DEPARTMENT OF BUILDING & SAFETY - BUREAU OF ENGINEERING.

Sec. __. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

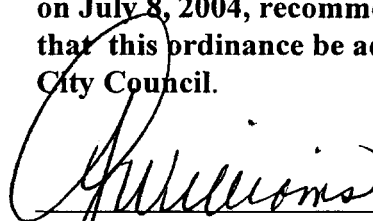
ROCKARD J. DELGADILLO, City Attorney

By _____

City Attorney

File No. _____

Pursuant to Section 558 of the City Charter, the City Planning Commission on July 8, 2004, recommended that this ordinance be adopted by the City Council.



Gabriele Williams
Commission Executive Assistant

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

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

SECTION 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classification on properties shown upon a portion of the zoning maps titled "Zone Change Ordinance Map Miracle Mile Community Design Overlay District" and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code.

Table for Section 1

Existing Zone	New Zone
(T)(Q) C2-2	[T][Q]C2-2-CDO

SECTION 2. Pursuant to Section 12.32 G of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1 hereof which are subject to the Permanent "Q" Qualified Classification.

Where the zone symbols of the new zoning designation as shown in the table for Section 1, are preceded by the symbol "Q" in brackets, the conditions and limitations imposed by the new "Q" Qualified Classification are set forth as follows:

A. All properties located within the Zone Change Ordinance Map shall be subject to the following [Q] Conditions:

1. Site Planning

- a. New buildings shall be constructed to the sidewalk. Corner buildings shall be constructed to the sidewalks of Wilshire Boulevard and adjacent cross street. Small setbacks from the sidewalk no greater than fifteen feet in depth to accommodate building entries and/or pedestrian-scaled areas such as individual store entries will be permitted. In no case shall the total gross length of these setbacks exceed 20% of the linear frontage of the building fronting Wilshire Boulevard.

- b. All buildings shall have a primary ground floor entrance that serves the building as a whole with at least one (1) secondary entrance for every 100 linear feet of building frontage. In addition, each business fronting Wilshire Boulevard shall have at least one entryway on Wilshire Boulevard, which is open and unlocked during business hours.
- c. New driveway cuts and/or vehicular points of access off of Wilshire Blvd shall be prohibited except for key lots where no other access is available.
- d. Ground floor parking stalls incorporated within a building shall be located at least 40 feet behind the building facade for adequately sized storefronts or lobbies.

2. Circulation

Loading areas shall be located at the rear of structures.

3. Architecture

- a. The ground floor façade of all buildings shall be comprised of a minimum of 60% glazing. The bottom of a window or storefront display window shall not be lower than 18 inches from the sidewalk.
- b. All floors of a building above the ground floor shall incorporate a minimum of 40% masonry to include smooth finished plaster, brick, concrete, ceramic tile, stone, or metal finishes and a minimum of 20% glazing. The use of heavily textured stucco (combed finish, dash troweled finish, stipple-troweled finish) as the primary exterior for all buildings shall be prohibited. The use of reflective or mirrored glass as part of the facade treatment for high-rise buildings shall be prohibited.
- c. All exterior mechanical equipment, including, sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. No new mechanical equipment shall be permitted in window or door openings, except that new window air conditioning units shall be permitted in window or door openings of any facade where existing air conditioning units are located.

- d. New exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited.
- e. Enlarging, closing or filling in, or altering windows, door openings and/or storefront windows within the first 35 feet in height on a façade fronting a public street shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building. Enlarging, closing or filling in, or altering windows above 35 feet in height on all facades shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building.

4. Parking

- a. The ground floor of parking structures fronting Wilshire Boulevard shall be comprised of storefronts, the area of a retail establishment that faces the street and consists of a display window(s) and an entrance(s), with architectural detailing to maintain visual interest and continue the street wall. Automobiles on those parking levels above the ground floor shall be screened from public view. A parking structure adjacent or across the street or alley from a residential zone or use shall install 5-foot solid decorative walls along the sides of the structure adjoining the residential areas to block light and noise, exhaust vents venting to public streets, solid spandrel panels a minimum of 3½ feet in height at the ramps of the structure, and texture surfaces on the garage floors and ramps to minimize tire squeal.
- b. New surface parking shall not be located between the front property line and any building fronting Wilshire Blvd and shall be located to the rear of all structures. Surface parking lighting shall be shielded to prevent glare to adjacent residential properties.
- c. Parking areas adjacent to a public right-of-way shall be separated from the sidewalk with a 5-foot landscape buffer to be located between the sidewalk and parking area. The landscape buffer shall contain one fifteen-gallon tree for every 20 lineal feet of parking frontage and may contain fountains, flowering plants, decorative tile, vines and grass, and shall include an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

5. Signage

- a. Legally existing signs and/or sign structures at the time of adoption of this ordinance shall be governed by the Nonconforming Building and

Uses Provisions in the Los Angeles Municipal Code and the Existing Sign Provisions in the Los Angeles Building and Safety Code.

- b. The combined sign area of all signage shall not exceed three (3) square feet for each foot of street frontage, except that signs comprised of neon or channel lettering may increase the allowable sign area by 20% not to exceed three and a half square feet (3½) for each foot of street frontage.
- b. Pole, monument, and illuminated architectural canopy signs as defined in Section 91.6202 of the Building and Safety Code shall be prohibited.
- c. Box/Cabinet/Can/Cannister signs shall be prohibited.

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Electronic Message Display Sign: a wall, projecting or pedestrian sign that displays still images, scrolling or moving images, including video animation, utilizing a series of grid lights that may be changes through electronic means such as cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media.

- e. Internal illumination shall be used only for signs composed of individual channel or neon letters or graphics.
- f. A pedestrian sign shall be used to identify the business tenant served by the sign only. No text message or logos shall be allowed on that portion of a pedestrian sign that is parallel to the face of the building. Each business on the ground floor may have one pedestrian sign except that corner businesses with frontage on both streets may have two pedestrian signs. Each business that is located on a second floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the business. The sign area for a pedestrian sign shall not exceed 6 square feet and all portions of the sign parallel to the face of the building shall not exceed two (2) feet in width. A pedestrian sign that incorporates neon can increase the allowable sign area by 20%.

Pedestrian Sign: A sign attached to a wall or to the underside of an awning, architectural canopy or marquee with one or two faces

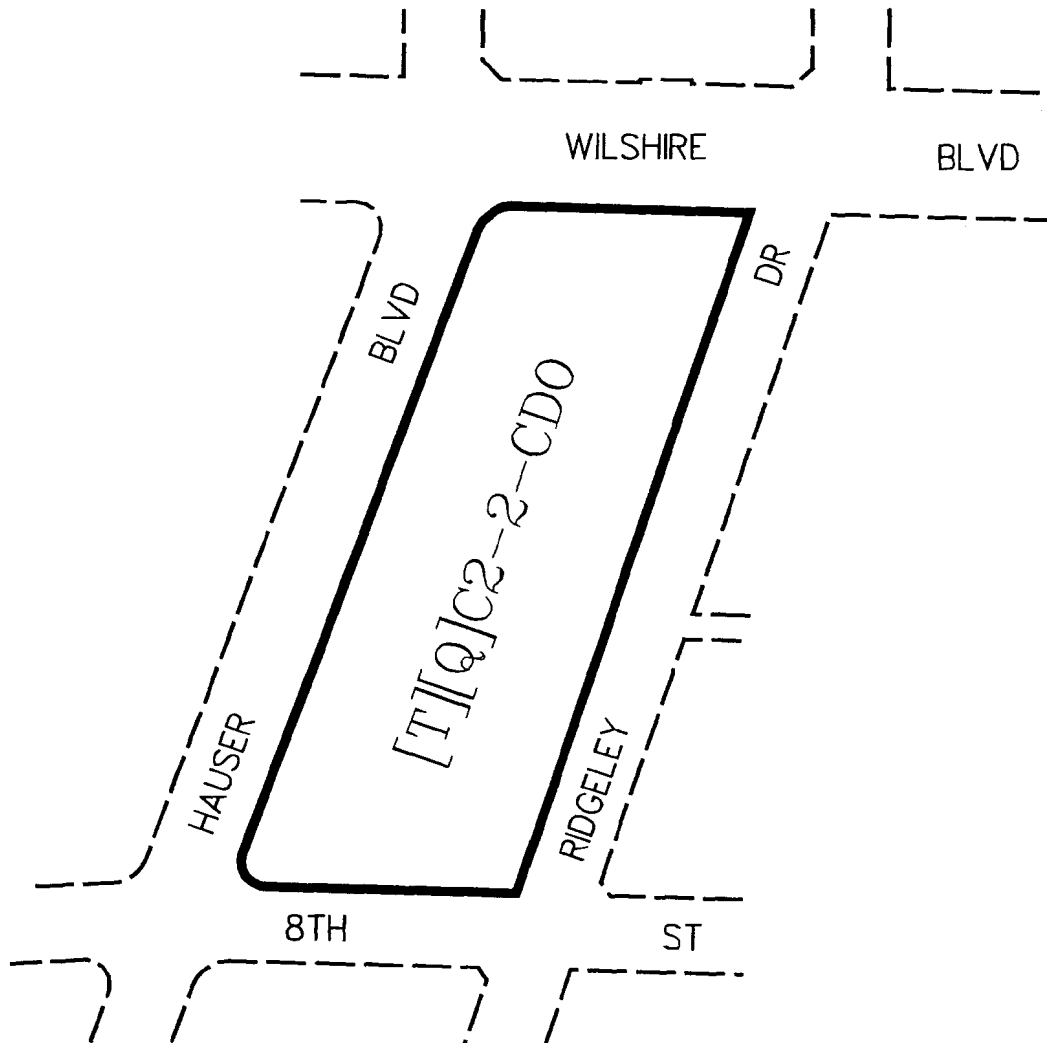
perpendicular to the face of the building, identifying a use or service exclusively or primarily by symbol.

- g. The text message or logo on a projecting sign as defined in Section 91.6202 of the Building and Safety Code shall consist of individual letters or graphic elements. No text message or logos shall be allowed on that portion of a projecting sign that is parallel to the face of the building. A projecting sign shall align with major building elements such as cornices, string-courses, window banding, or vertical changes in material or texture. The width of a projecting sign shall not exceed 20% of the overall height of the sign and in no event shall exceed 4 feet. All portions of the projecting sign parallel to the face of the building shall not exceed 2 feet in width.
- h. The top of a wall sign as defined in Section 91.6202 of the Building and Safety Code may not be located at a height higher than 35 feet above grade as measured vertically except as a high rise sign. A wall sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings. The overall height of a wall sign shall not exceed three feet, except that signs composed of individual channel or neon letters or graphics can increase the allowable height by 20%. Notwithstanding Section 91.6209 of the Building and Safety Code to the contrary, the area of a single wall sign shall not exceed 250 square feet in area, except that signs composed of individual channel or neon letters or graphics can increase the allowable sign area by 20%, up to a maximum of 300 square feet.
- i. A high-rise sign as defined in Section 91.6209 of the Building and Safety Code shall comply with the regulations as outlined in Section 91.6209.5(e) of the Building and Safety Code, except that a high-rise sign shall be prohibited on any building or property, which has a roof sign. Signs on the rear sides of buildings that abut residentially zoned areas shall be prohibited.
- j. Each building/business shall be permitted one awning sign over the building/business entrance. An awning sign is defined as any sign located on the valance of a shelter supported entirely from the exterior wall of a building which extends over a building feature such as a door or window, or a landscape/site feature such as a patio, deck, or courtyard and which is constructed of fabric. Letters, numbers, or symbols on awning valances may not exceed ten (10) inches in height and covering no more than seventy percent (70%) of the valance area. Telephone numbers or services offered shall not be permitted on any part of the awning.

B. In addition to those [Q] Conditions listed under Section 2A, the (T) and (Q) Conditions pursuant to Ordinance 174,266 shall be retained.

SECTION 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby of City Hall; one copy on the bulletin board located at the Los Angeles Street entrance of the Los Angeles Police Department on the ground floor; and one copy on the bulletin board located at the Temple Street entrance of the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.



NOT TO SCALE

C.M. 132 B 181, 135 B 181	CPC 2003-1779 CDO ZC
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AE/leob

10/01/04

Sec. __. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

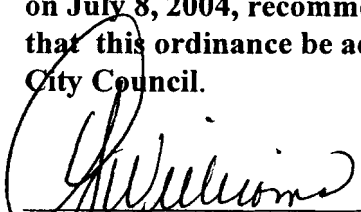
ROCKARD J. DELGADILLO, City Attorney

By _____

City Attorney

File No. _____

Pursuant to Section 558 of the City Charter, the City Planning Commission on July 8, 2004, recommended that this ordinance be adopted by the City Council.



Gabriele Williams
Commission Executive Assistant

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

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

SECTION 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classification on properties shown upon a portion of the zoning maps titled "Zone Change Ordinance Map Miracle Mile Community Design Overlay District" and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code.

Table for Section 1

Existing Zone	New Zone
[Q]C4-2	[Q]C4-2-CDO
[Q]C1.5-2	[Q]C1.5-2-CDO

SECTION 2. Pursuant to Section 12.32 G of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1 hereof which are subject to the Permanent "Q" Qualified Classification.

Where the zone symbols of the new zoning designation as shown in the table for Section 1, are preceded by the symbol "Q" in brackets, the conditions and limitations imposed by the new "Q" Qualified Classification are set forth as follows:

A. All properties located within the Zone Change Ordinance Map shall be subject to the following [Q] Conditions:

1. Site Planning

- a. New buildings shall be constructed to the sidewalk. Corner buildings shall be constructed to the sidewalks of Wilshire Boulevard and adjacent cross street. Small setbacks from the sidewalk no greater than fifteen feet in depth to accommodate building entries and/or pedestrian-scaled areas such as individual store entries will be permitted. In no case shall the total gross length of these setbacks exceed 20% of the linear frontage of the building fronting Wilshire Boulevard.

- b. All buildings shall have a primary ground floor entrance that serves the building as a whole with at least one (1) secondary entrance for every 100 linear feet of building frontage. In addition, each business fronting Wilshire Boulevard shall have at least one entryway on Wilshire Boulevard, which is open and unlocked during business hours.
- c. New driveway cuts and/or vehicular points of access off of Wilshire Blvd shall be prohibited except for key lots where no other access is available.
- d. Ground floor parking stalls incorporated within a building shall be located at least 40 feet behind the building facade for adequately sized storefronts or lobbies.

2. Circulation

Loading areas shall be located at the rear of structures.

3. Architecture

- a. The ground floor façade of all buildings shall be comprised of a minimum of 60% glazing. The bottom of a window or storefront display window shall not be lower than 18 inches from the sidewalk.
- b. All floors of a building above the ground floor shall incorporate a minimum of 40% masonry to include smooth finished plaster, brick, concrete, ceramic tile, stone, or metal finishes and a minimum of 20% glazing. The use of heavily textured stucco (combed finish, dash troweled finish, stipple-troweled finish) as the primary exterior for all buildings shall be prohibited. The use of reflective or mirrored glass as part of the facade treatment for high-rise buildings shall be prohibited.
- c. All exterior mechanical equipment, including, sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. No new mechanical equipment shall be permitted in window or door openings, except that new window air conditioning units shall be permitted in window or door openings of any facade where existing air conditioning units are located.

- d. New exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited.
- e. Enlarging, closing or filling in, or altering windows, door openings and/or storefront windows within the first 35 feet in height on a façade fronting a public street shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building. Enlarging, closing or filling in, or altering windows above 35 feet in height on all facades shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building.

4. Parking

- a. The ground floor of parking structures fronting Wilshire Boulevard shall be comprised of storefronts, the area of a retail establishment that faces the street and consists of a display window(s) and an entrance(s), with architectural detailing to maintain visual interest and continue the street wall. Automobiles on those parking levels above the ground floor shall be screened from public view. A parking structure adjacent or across the street or alley from a residential zone or use shall install 5-foot solid decorative walls along the sides of the structure adjoining the residential areas to block light and noise, exhaust vents venting to public streets, solid sprandrel panels a minimum of 3½ feet in height at the ramps of the structure, and texture surfaces on the garage floors and ramps to minimize tire squeal.
- b. New surface parking shall not be located between the front property line and any building fronting Wilshire Blvd and shall be located to the rear of all structures. Surface parking lighting shall be shielded to prevent glare to adjacent residential properties.
- c. Parking areas adjacent to a public right-of-way shall be separated from the sidewalk with a 5-foot landscape buffer to be located between the sidewalk and parking area. The landscape buffer shall contain one fifteen-gallon tree for every 20 lineal feet of parking frontage and may contain fountains, flowering plants, decorative tile, vines and grass, and shall include an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

5. Signage

- a. Legally existing signs and/or sign structures at the time of adoption of this ordinance shall be governed by the Nonconforming Building and Uses Provisions in the Los Angeles Municipal Code and the Existing Sign Provisions in the Los Angeles Building and Safety Code.
- b. The combined sign area of all signage shall not exceed three (3) square feet for each foot of street frontage, except that signs comprised of neon or channel lettering may increase the allowable sign area by 20% not to exceed three and a half square feet (3½) for each foot of street frontage.
- b. Pole, monument, and illuminated architectural canopy signs as defined in Section 91.6202 of the Building and Safety Code shall be prohibited.

- c. Box/Cabinet/Can/Cannister signs shall be prohibited.

Box/Cabinet/Can/Cannister Signs: a sign with text, logos and/or symbols that are placed on a face(s) of an enclosed cabinet attached to a building, structure, or pole.

- d. Any type of electronic message display sign shall be prohibited.

Electronic Message Display Sign: a wall, projecting or pedestrian sign that displays still images, scrolling or moving images, including video animation, utilizing a series of grid lights that may be changes through electronic means such as cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media.

- e. Internal illumination shall be used only for signs composed of individual channel or neon letters or graphics.
- f. A pedestrian sign shall be used to identify the business tenant served by the sign only. No text message or logos shall be allowed on that portion of a pedestrian sign that is parallel to the face of the building. Each business on the ground floor may have one pedestrian sign except that corner businesses with frontage on both streets may have two pedestrian signs. Each business that is located on a second floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the business. The sign area for a pedestrian sign shall not exceed 6 square feet and all portions of the sign parallel to the face of the building shall not exceed two (2) feet in width. A pedestrian sign that incorporates neon can increase the allowable sign area by 20%.

Pedestrian Sign: A sign attached to a wall or to the underside of an awning, architectural canopy or marquee with one or two faces perpendicular to the face of the building, identifying a use or service exclusively or primarily by symbol.

- g. The text message or logo on a projecting sign as defined in Section 91.6202 of the Building and Safety Code shall consist of individual letters or graphic elements. No text message or logos shall be allowed on that portion of a projecting sign that is parallel to the face of the building. A projecting sign shall align with major building elements such as cornices, string-courses, window banding, or vertical changes in material or texture. The width of a projecting sign shall not exceed 20% of the overall height of the sign and in no event shall exceed 4 feet. All portions of the projecting sign parallel to the face of the building shall not exceed 2 feet in width.
- h. The top of a wall sign as defined in Section 91.6202 of the Building and Safety Code may not be located at a height higher than 35 feet above grade as measured vertically except as a high rise sign. A wall sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings. The overall height of a wall sign shall not exceed three feet, except that signs composed of individual channel or neon letters or graphics can increase the allowable height by 20%. Notwithstanding Section 91.6209 of the Building and Safety Code to the contrary, the area of a single wall sign shall not exceed 250 square feet in area, except that signs composed of individual channel or neon letters or graphics can increase the allowable sign area by 20%, up to a maximum of 300 square feet.
- i. A high-rise sign as defined in Section 91.6209 of the Building and Safety Code shall comply with the regulations as outlined in Section 91.6209.5(e) of the Building and Safety Code, except that a high-rise sign shall be prohibited on any building or property, which has a roof sign. Signs on the rear sides of buildings that abut residentially zoned areas shall be prohibited.
- j. Each building/business shall be permitted one awning sign over the building/business entrance. An awning sign is defined as any sign located on the valance of a shelter supported entirely from the exterior wall of a building which extends over a building feature such as a door or window, or a landscape/site feature such as a patio, deck, or courtyard and which is constructed of fabric. Letters, numbers, or symbols on awning valances may not exceed ten (10) inches in height and covering no more than seventy percent (70%) of the valance

area. Telephone numbers or services offered shall not be permitted on any part of the awning.

B. In addition to those [Q] Conditions listed under Section 2A, the [Q] Conditions pursuant to Ordinance 164,876 shall be retained

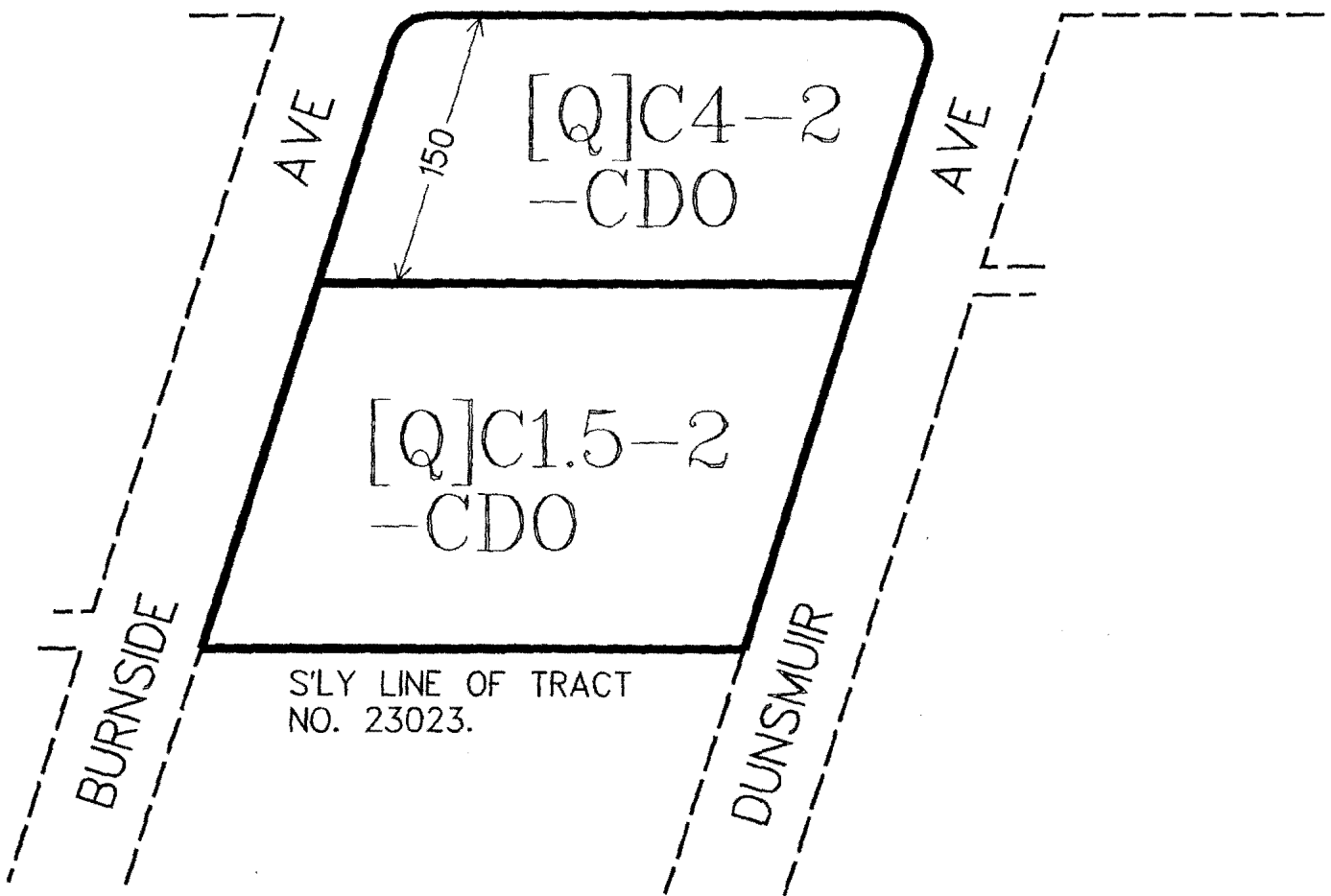
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100 WILSHIRE

BLVD



S'LY LINE OF TRACT NO. 23023.



NOT TO SCALE

C.M. 132 B 181, 135 B 181	CPC 2003-1779 CDO ZC
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AE/ *leob*

09/17/04

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By _____
Deputy

Approved _____

Mayor

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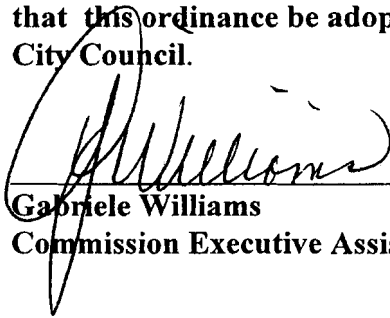
ROCKARD J. DELGADILLO, City Attorney

By _____

City Attorney

File No. _____

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Gabriele Williams
Commission Executive Assistant