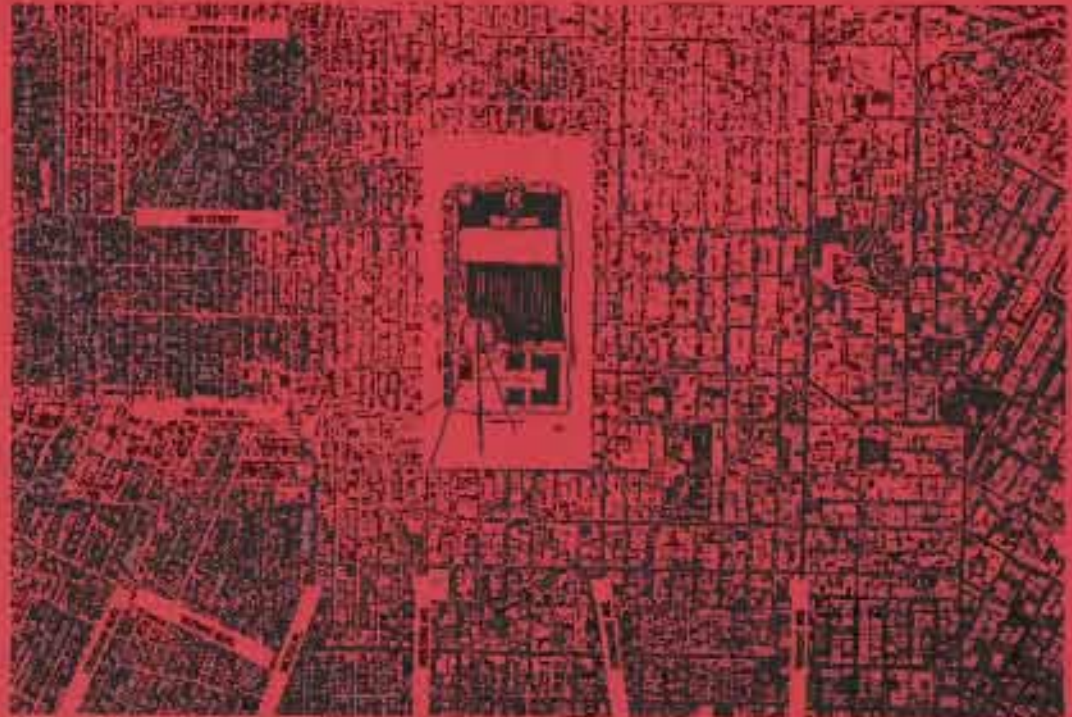


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Kaku Associates  
Real Property Consulting Services  
Tierra Concepts

LAC Metropolitan Transportation Authority

**WILSHIRE / WESTERN**

Site Assessment Study



## Executive Summary

### Objectives

The objective of this Wilshire/Western Station Area Assessment Study (WWSAAS) is to provide the Metropolitan Transit Authority (MTA) with a clear, creative vision and "action plan" for the development of the Wilshire/Western Metro Rail Station (WWMRS) that includes community objectives for the site.

### Urban Design Concept

The urban design concept of a high density/urban mixed-use center for the Wilshire/Western station area will anchor the western end of Wilshire Center and serve as a pivotal transition area from the westside to Downtown Los Angeles.

The vision for this urban design concept was developed in response to the diversity of the Wilshire/Western study area. The district includes an active business community that supports the various establishments during the day and a dense residential population that can support other facilities during the evenings. Through transit, joint development, and redevelopment opportunities, Wilshire/Western is envisioned as a 24-hour-a-day district that can provide both the business and residential community with entertainment uses such as movie theaters, live entertainment in theaters, jazz clubs and night clubs, indoor and outdoor restaurants and cafes, service oriented retail facilities such as food markets, video and music stores and bookstores. The Wilshire/Western station site is envisioned as the center of the revived district.

### Surrounding Corridors

#### Wilshire Boulevard

Wilshire Boulevard is the major spine that connects Downtown to the Pacific Ocean. It has been the the most prestigious and prominent locations for development in the metropolitan Los Angeles area. The Wilshire Center that is bounded by Hoover Avenue to the east and Wiltern Avenue to the west has been the major commercial office corridor in the region and is surrounded by diverse residential communities that is rich in culture, ethnicity, and economic levels.

In concert with the existing studies for Wilshire Center, the AST also recommends developing Wilshire Boulevard as regional urban district. The retail environment is envisioned as a multi-purpose, 24 hour shopping district serving both the office users and the neighborhood and to promote active pedestrian participation. The office market will



benefit from an active retail corridor, transit availability and linkages to downtown as well as future Metro rail linkage and the future potential for improved housing that can create an area where one can live and work within close proximity to major transportation links, and where retail, service, and cultural amenities are within walking distance.

### **Western Avenue**

Western Avenue is major artery that has emerged as an active retail corridor serving the needs of the surrounding neighborhood and the Korean American community. Western Avenue is envisioned primarily as a retail corridor that will link the neighborhoods north of Sixth Street and South of Seventh Street to Wilshire Boulevard. Active, local retail uses supporting the neighborhood should be maintained and development along Western Avenue should encourage mid-rise retail and office uses.

### **Sixth Street**

The WWSAAS recommends that development and redevelopment along Sixth Street be a mixed-use retail and housing. Housing currently exists west of Western Avenue and new housing above retail uses can serve as a natural transitional use between the densely populated residential area to the north and the commercial components on Wilshire Boulevard. Pedestrian and service oriented retail can also serve both the residential areas and the office workers and create a urban sidewalk oriented shopping/dining street.

## **Planning Approach**

### **Interim Planning Recommendations**

### **Long Term Plan Recommendations**

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- 1-~~3~~ Base Transit Facility Design (FEIS) Plan
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# ACKNOWLEDGMENTS

## Core Team Members

Los Angeles County  
Metropolitan Transportation Commission  
Joint Development

Mike Francis  
James Amis  
Rick DelCarlo  
Denise Bickerstaff

### Westside Area Team

CAROL INGE  
Ellen Gelbard  
Miriam Simmons

### Art for Rail Transit

Jon Moynes  
Jessica Cusick

### Rapid Transit

Martha Butler  
SCOTT PAGE

### Rail Construction Corporation

JOEL SANDERS  
Benita Horn  
Maureen Tamuri  
Girish Roy  
Fernando Quesada

### Los Angeles Department of Transportation

Joe Kennedy  
Michael Uyeno

### Los Angeles Department of City Planning

Dwayne Wyatt  
Daniel Scott

## Consultant Team Members

EaWes Architects  
Christopher Pak, *Partner*  
Steve Kim, *Partner*

Handelman Katherman, Inc.  
Robert Katherman, *President*  
D'Lynda Fischer, *Principal Planner*  
Thomas O'Brien, *Senior Planner*

Kaku Associates  
Dick Kaku, *President*  
Pat Gibson  
Kerry Cartwright

Real Property Consulting Services  
Genette Foster

Tierra Concepts  
Silvia Ruiz  
Jon D'Amico

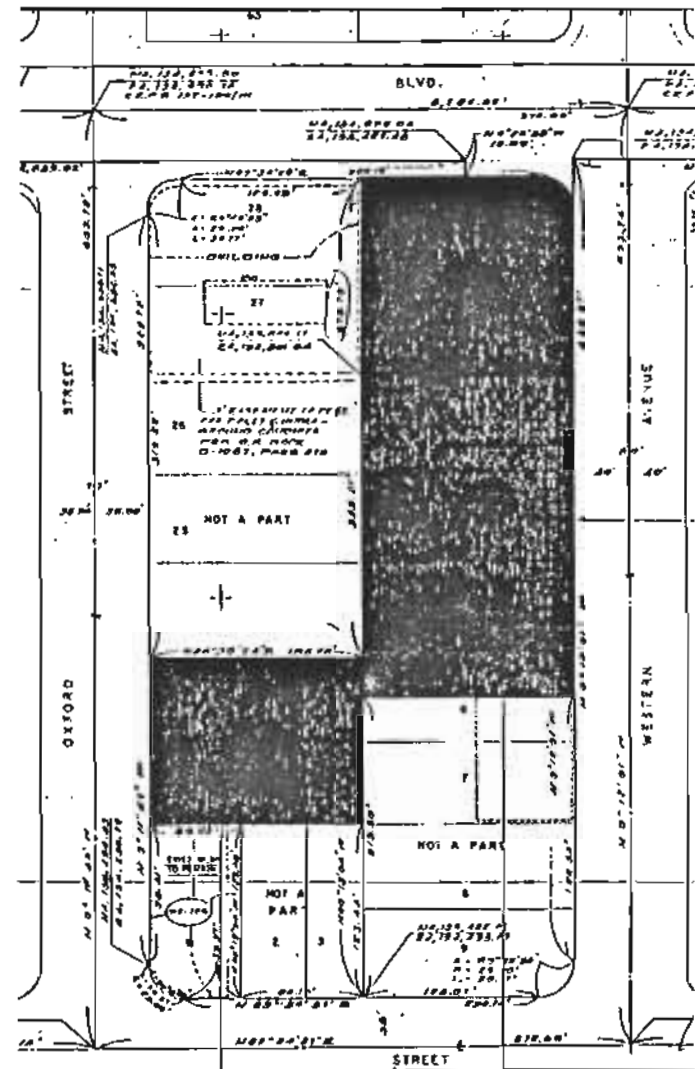
# Chapter 1 Existing Conditions

## 1.1 Study Area

The WWMRS is located at the northeast corner of Western Avenue and Wilshire Boulevard in the district of Los Angeles known as Wilshire Center. The MTA owns 365 feet along Western Avenue by 150 feet deep and 120 feet by 150 feet on Oxford (see Exhibit 1).

The area under MTA ownership consists of approximately 1.67 acres. The entire block bounded by Wilshire Boulevard on the south, Sixth Street on the north, Western Avenue on the west and Oxford Avenue on the east consists of 3.47 acres.

The information contained herein reflects an area approximately within a 1/4 mile radius of the city block and consideration of the influence of the surrounding neighborhoods from Westlake to Fairfax.



## 1.2 Station Design: Environmental Impact Study Plan

### Site Layout

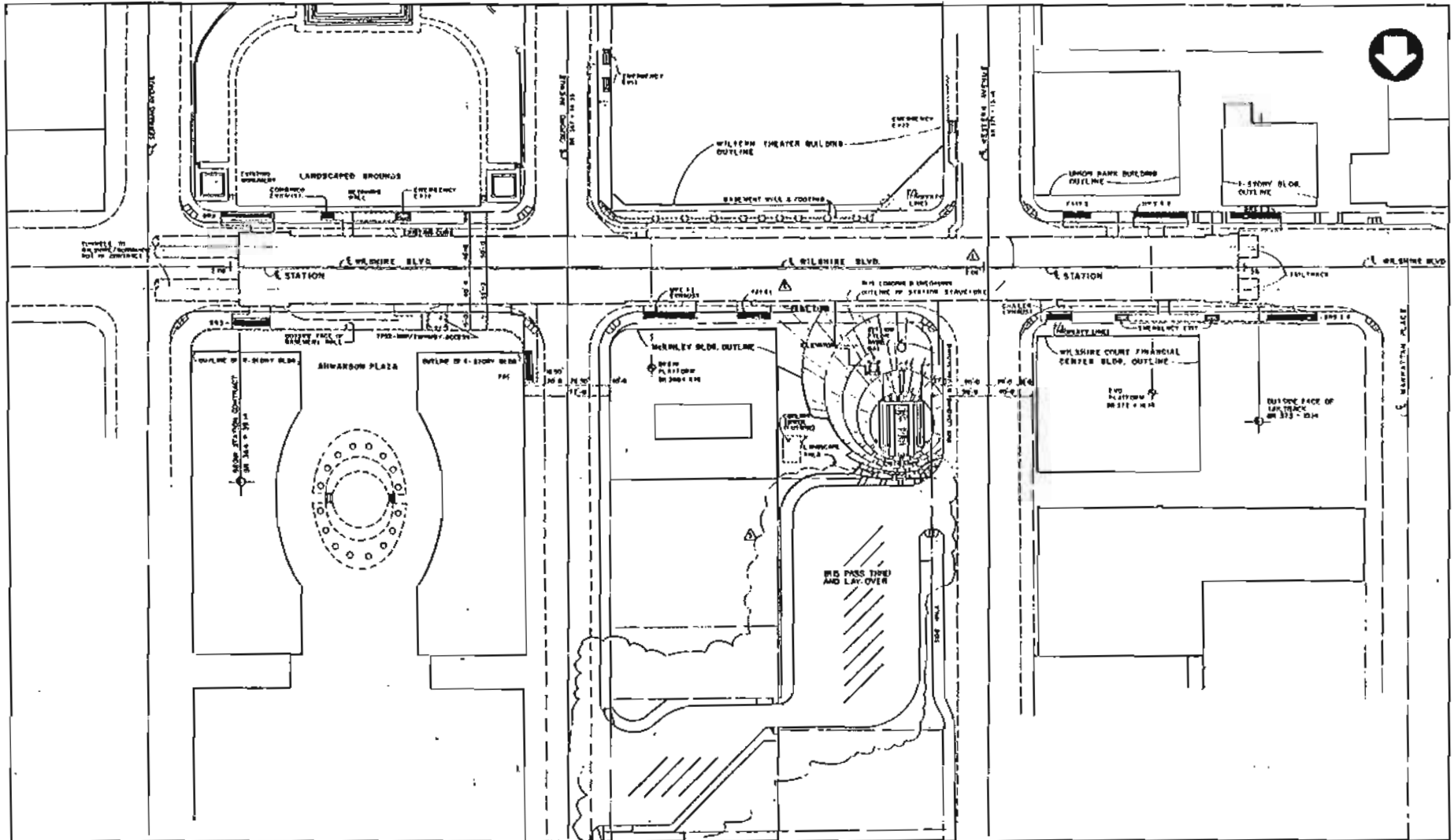
Exhibit 1-3 shows the general layout of the plan presented in the Final Environmental Impact Statement (FEIS) for the Metro Red Line. This proposed layout includes the station entrance approximately 200 feet north of Wilshire Boulevard with the access oriented to the north towards a bus layover area covering the entire MTA ownership. As proposed, bus/rail interface would take place at bus stops located on-street around the intersection of Wilshire/Western and inside the bus layover area. Once buses unloaded, they would enter the bus layover zone located immediately north and northeast of the station portal. When the bus layover was complete, buses would exit the layover area turning right onto southbound Oxford Street to return to Wilshire Boulevard. Various configurations of bus layover areas yielded a total bus count of sixteen to eighteen potential simultaneous bus layovers.

Exhibit 1-3 also shows that street widenings were contemplated in connection with the development of the station portal. Western Avenue north of Wilshire Boulevard would be widened to accommodate a bus loading and unloading area. Oxford Street would be widened from the bus layover area southerly to Wilshire Boulevard in order to provide additional maneuvering area for buses leaving the site. This widened section of Oxford would also provide two southbound lanes approaching the intersection of Wilshire Boulevard. It was also proposed that Wilshire Boulevard itself be widened by narrowing the sidewalks for approximately one block east and west of Western Avenue. This widening of the street would allow double left-turn lanes to be constructed at the Wilshire/Western intersection. However, subsequent to the development of the FEIS Site Plan, the City of Los Angeles City Council has decided not to pursue the street widening. Double left-turn lanes will therefore not be provided at the Wilshire/Western intersection.

### Plaza Design

The plaza design consists of an open air slate surface surrounding the portal entry with landscaping at the edge of the plaza in the northeast corner. The only elements penetrating this surface area consist of an elevator shaft and a pylon sign. Planters on either side of the portal entry are designed as rectangular boxes approximately 5 feet deep.





THE WORK AND PLAN OF THIS DRAWING ARE THE PROPERTY OF THE CONSULTANT AND ARE NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE CONSULTANT.		DRAWN BY: <i>[Signature]</i> CHECKED BY: <i>[Signature]</i> DATE: 19 JUN 90				<b>Red Construction Corporation</b> <b>METRO RED LINE</b>		LA CID TO : 311 HOLLYWOOD WILSHIRE/WESTERN STATION		CONTRACT NO: 8231 DRAWING NO: A-002 SHEET NO: 267	
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*Base Transit Facility Design  
FELS PLAN*

## **Eus Layover**

The latest operations plan for the WWMRS indicates thirteen bus lines routing to/from the station. Peak hour service at the station will be approximately sixty buses per hour during some of the peak hours of the weekday. A total of eleven bus lines will require layover space at the WWMRS. Because some of the express bus service will require longer layovers, some of the individual express lines could even require two layover spaces. MTA Operations staff have reviewed the latest bus deployment plan for the WWMRS and have determined that the total requirement for bus layover spaces can be reduced from the levels shown in the Final Environmental Impact Statement. MTA Operations staff now estimates that a total of thirteen bus bays would be sufficient to accommodate the eleven bus lines that require layover space within the station.

The reduction to thirteen bus bays from the levels shown in the Final Environmental Impact Statement allows some flexibility in the layout of the bus layover area. Alternate schemes have been developed to include a kiss-and-ride pick-up/drop-off area.

The FEIS estimated that approximately 10,000 subway passengers per day would arrive/depart the Wilshire/Western Station via the bus system.

## **Auto Circulation**

The FEIS estimated that approximately 3,000 passengers per day would be picked-up/dropped-off via automobile (kiss-and-ride). While the original FEIS Station Site Plan did not include any off-street pick-up/drop-off area, the subsequent reduction in the number of off-street bus loading bays required presents the opportunity to develop an off-street kiss-and-ride area.

Exhibit 4 shows a general direction of approach for automobiles headed toward the Metro Rail Station. Two figures are shown for each approach route. The first represents the travel pattern which is likely to occur when the Wilshire/Western Station operates as the "end of line" station. Prior to the opening of the Pico/San Vicente Station to the southwest, the Wilshire/Western Station will serve as the end of the line for the a number of years. Once the Pico/San Vicente Station opens, the traffic approach to the Wilshire/Western Station will change slightly. Less traffic will approach the Wilshire/Western Station from the southwest because this traffic will be intercepted by the Pico/San Vicente Station.



From the standpoint of the transportation system, the WWMRS site offers significant opportunities for joint development. First, there clearly will be a significant level of bus and rail transit service to the site. This means that typical commuter businesses (office, commercial, etc.) will have a significant transportation advantage by locating at this site.

The significant number of pedestrians moving along Wilshire and Western related not only to the rail and bus system but also to the existing office buildings, theaters and nearby residential neighborhoods speak to the potential for significant walk-in trade for retail and commercial establishments.

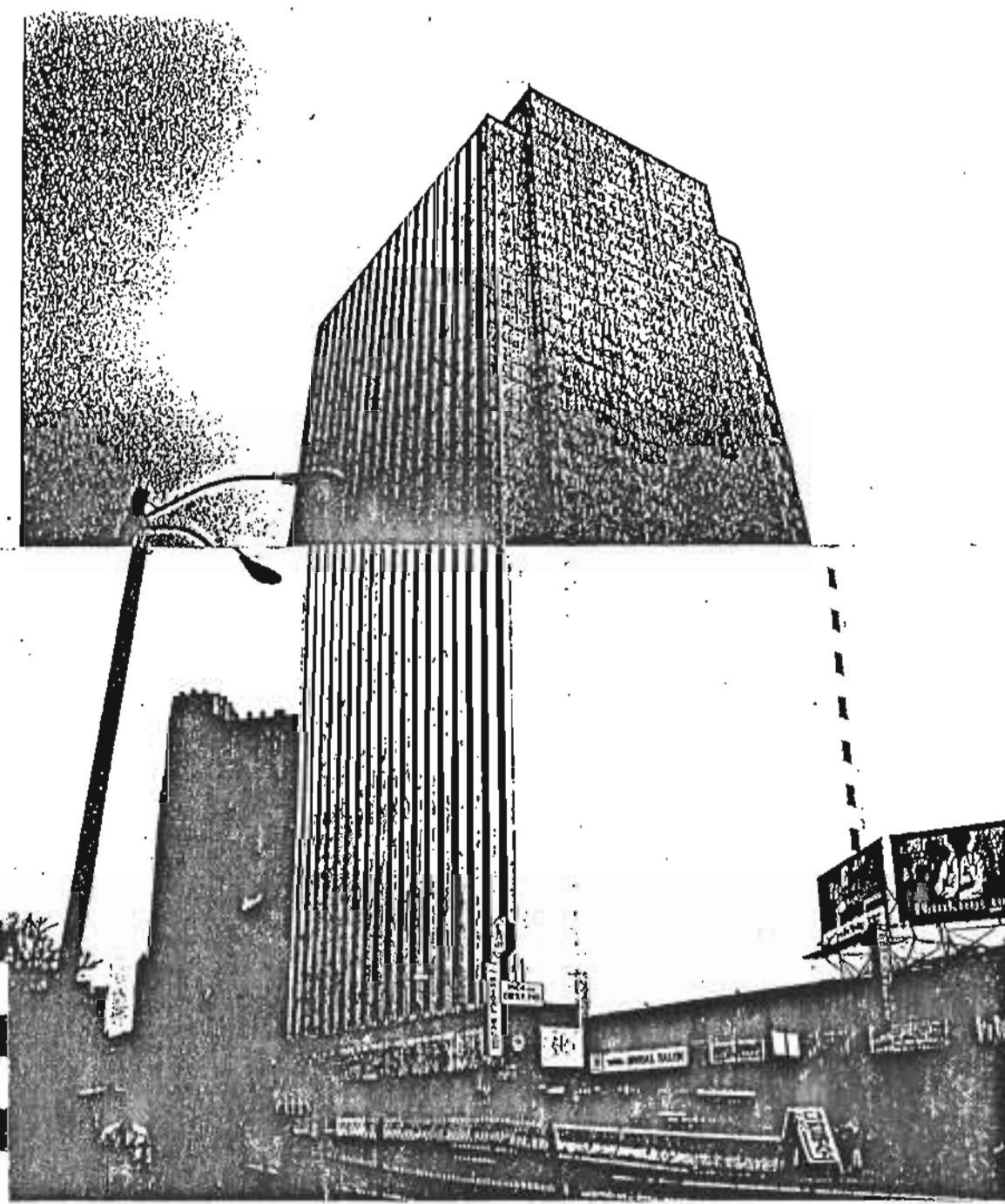
Because the station site block is primarily utilized as surface parking today, there seem to be many joint development opportunities. A development that utilized the McKinley Building parking area or the City-owned parking lot along the north side of the block could easily replace the existing parking and provide enough new parking to serve both existing demand and new development.

### 1.3 Built Environment

#### Office

With the opening of the Metro Rail station at Wilshire and Western scheduled for 1994, Wilshire Boulevard office buildings between Harvard and Wilton Place will enjoy enhanced transportation access. The fifteen buildings in this portion of the Boulevard (including two on Sixth Street) contain a total of 2.6 million square feet of space, about one quarter of all the office space in the Mid Wilshire submarket. The structures are generally mid-rise, up to 12 stories, with two taller buildings at 22 stories; most of these structures were built in the 1960s and 1970s. Koreans own or have a major interest in three buildings: Wilshire Park Place at 3700, Wilshire Court Financial Center (formerly Pierce National Life Insurance) at 3807, and the Wilshire Western Building (formerly the Texaco Building) at 3810.

Office tenants in the Wilshire-Western area include mid-sized financial services, insurance companies, law offices, and professional service firms such as Cigna Insurance, Wellington Medical Group, Law Offices of Stutman, Triester & Glatt, Escudero Fribourg Architects, The Ratkovich Company, and Ticketmaster. There are also many small offices offering a variety of professional and educational services, particularly to the emigrant communities of Koreans and Hispanics. The Wilshire Professional Building at 3875 serves as a medical services building with many smaller offices and a ground floor pharmacy.



WON BANK



PIERCE NATIONAL LIFE

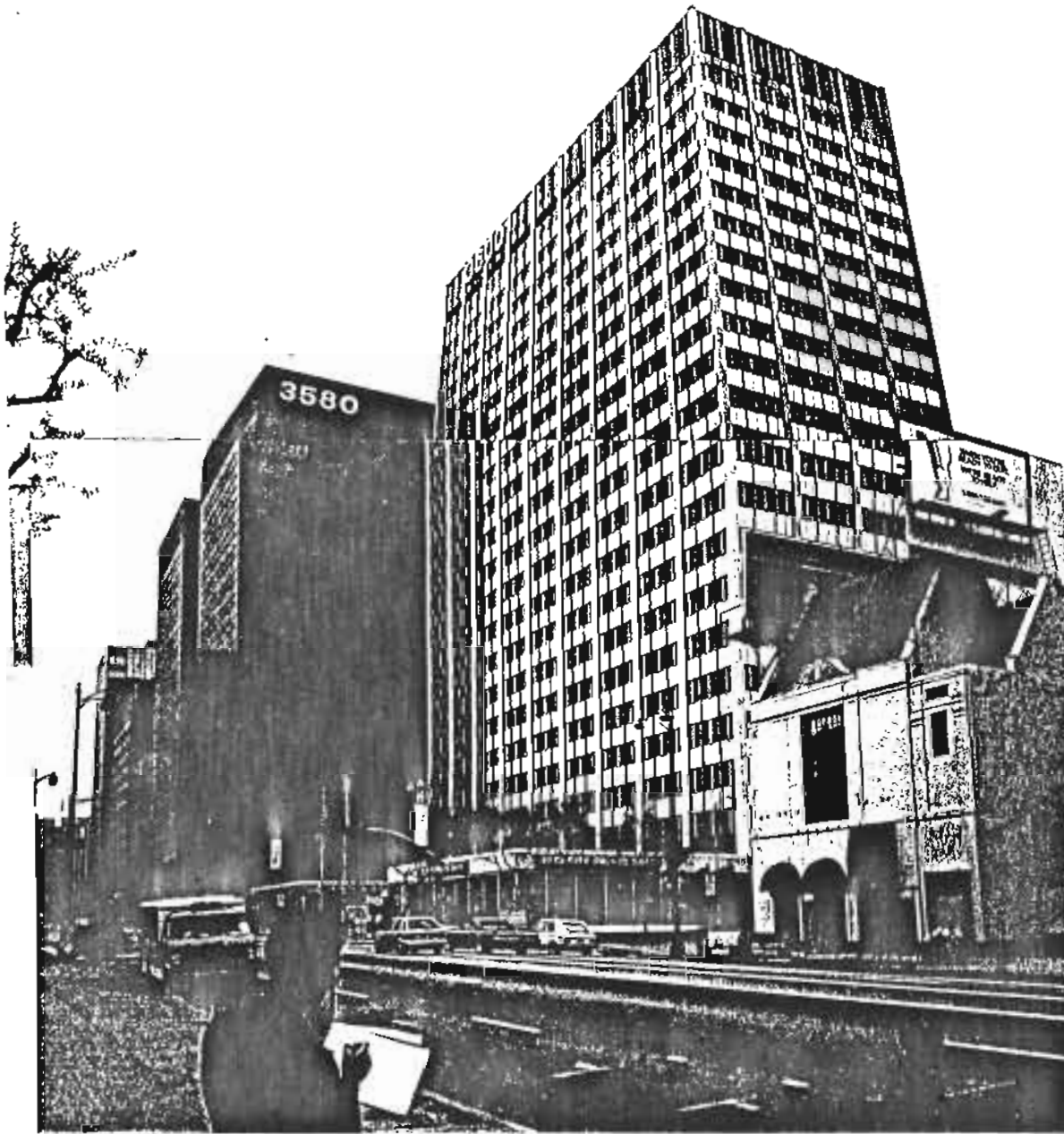


HANMI BANK



WILSHIRE CENTER BANK

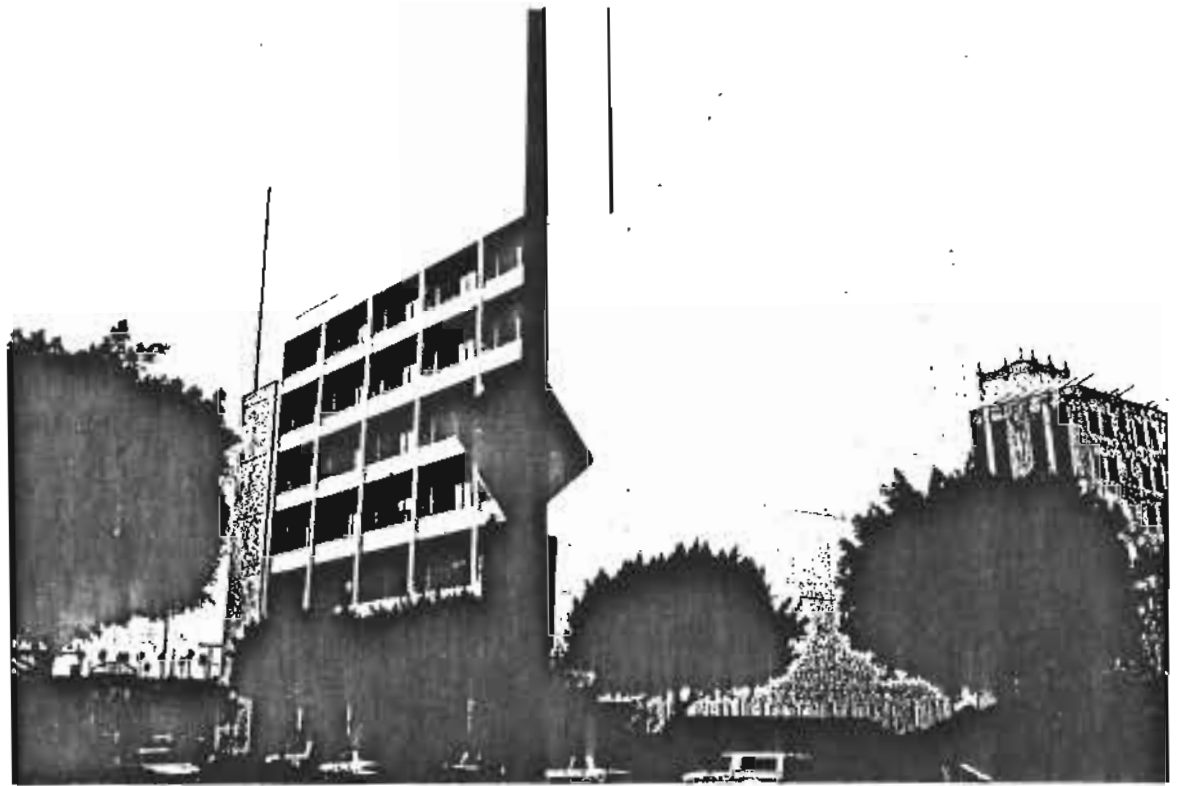




SECURITY PACIFIC BANK



WIRE PROFESSIONAL BLDG.



BIF BLDG.

Recent losses of major tenants from the Wilshire Western area to downtown Los Angeles include the law firm Sedgwick Deeter Moran and Arnold formerly located at 3699 Wilshire in The Wilshire Colonnade immediately east of the transit block, and the insurance firm American International Group (AIG), formerly located at 3701 Wilshire in the Wilshire Serrano Building, two blocks east of the transit station.

The fortunes of the Mid-Wilshire office submarket are likely to be closely tied to conditions in the downtown submarket for the foreseeable future. Recently completed downtown office buildings with area greater than a million square feet each, have added almost six million square feet of new space—more than half the entire office inventory for the Mid-Wilshire Office Submarket. In addition, there are several large, fully entitled projects waiting for tenants and financing, as well as the Central City West Specific Plan which allows 25 million square feet of office development in the area immediately west of the Harbor Freeway.

Direct downtown office vacancy is about 20 percent, or approximately 10 million square feet of available space. It is estimated that available sublease space would bring the effective downtown vacancy rate to 26 percent. Note that many tenants for new downtown highrise office towers were already located downtown and that their new lease agreement included buyout of the old lease. The excessive amount of sublease space available downtown is likely to keep office rental rates depressed for several years.

Tenants are being attracted to downtown from other submarkets because of bargain rents which allow them to move from "B" or "C" Buildings into Class A space. Brokers for downtown office space have literally "mined" Mid-Wilshire for large tenants. Downtown has also become more attractive because of the rail service now available: Red Line, Blue Line and MetroLink.

Mid-Wilshire Submarket office vacancy is currently estimated at about 22 percent, slightly higher than the Downtown Submarket. Because of the excess of new space and sublease space downtown as well as in other alternative submarkets, and the resulting intense competition between commercial landlords, it is unlikely that demand for new office buildings in Mid-Wilshire will increase significantly in the near-term future.

## Retail

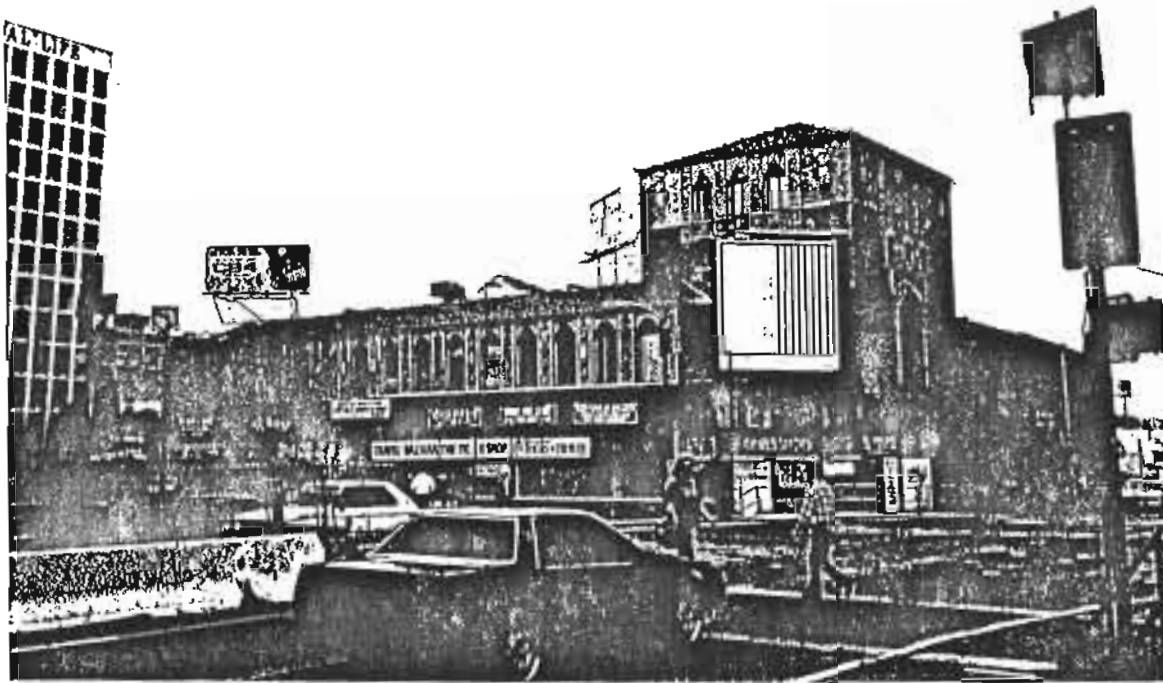
Sixth Street, parallel to Wilshire but one block north, serves as the principal commercial corridor, a kind of "back door" to Wilshire Boulevard's more formal office buildings. While small retail spaces are available on the ground floor of many Mid Wilshire office buildings, Sixth Street is a patchwork of strip malls, freestanding stores and small professional service buildings. Retail space on Wilshire Boulevard generally serves the daytime business population from nearby office buildings.

The largest retail center in the immediate area is Wilshire Gramercy Plaza constructed on a 2-acre site at the northwest corner of Wilshire and Gramercy. This 33,000 square foot, 2-story structure contains a number of informal restaurants, one very exclusive Sushi restaurant, and a variety of tenants offering personal and business services. Koreatown Plaza, located on the east side of Western between 9th and San Marino, and occupying the entire block to Oxford, is the largest single shopping center with 144,000 square feet. However, its location and clientele are associated with the Olympic Corridor rather than Wilshire Boulevard.

The 2-story strip center located on the northwest corner of Western and Sixth was burned during the riots of May 1992. Reconstruction of the facility is nearing completion.

Landmark department stores serving the Mid-Wilshire and Miracle Mile areas have all closed: the art deco Bullocks Wilshire at Wilshire and Westmoreland, the streamline moderne May Company at Wilshire and Fairfax, and Orbach's, also located at Wilshire and Fairfax. Southwestern University School of Law, a private campus located across the street from the Bullock's Wilshire parking lot on Westmoreland Avenue, has proposed to convert the art deco department store into a law library—allowing public tours of the historic building and some retail on the main ground-floor level.

Two large shopping centers have been proposed within a few blocks of each other on Fairfax. Forest City Enterprises and the May Company wanted to erect a multiregional mall-hotel complex at the May Company Site (Wilshire and Fairfax). This project has not received planning approvals. After five years of controversy, the Farmer's Market Site at Third and Fairfax gained City Council approval in January 1991 for 700,000 square feet of shops, restaurants, department stores and housing for senior citizens. Owner A.F. Gilmore Company and developer JMB Investment had reported that the May Company and Nordstrom would anchor the retail portion of this center. Plans are currently on hold due to the current economic climate.



McKINLEY BLDG.

other retail res ~~W~~ <sup>W</sup> Marten - NW corner

Other significant development sites in the Mid-Wilshire and Miracle Mile areas include the 23.5-acre Ambassador Hotel Site at Wilshire and Alexandria, the Pan Pacific Site between Beverly, Third, Stanley and Gardner, and the Orbach Site on the southeast corner of Wilshire and Fairfax. Although a variety of developments have been proposed for these sites, nothing is pending at this time.

### Hotel

With the growth of Koreatown, Mid-Wilshire hotels had become a destination for Korean tourists and business travelers. As pointed out by the Halcyon study (1991), the ability of the Wilshire/Western area to support more hotel rooms is principally dependent on the Korean market segment. However, the Korean segment was severely impacted by the fact that much of the violence in May 1992 was directed at Korean businesses.

Two of the principal hotels in the once-fashionable Wilshire district have closed permanently. The Ambassador Hotel had closed in late 1988. Donald Trump's plans for the site have never materialized, due in part to litigation with the Los Angeles Unified School District, as well as the market downturn and Trump's own financial difficulties. The Sheraton Town House hotel, a landmark at MacArthur Park, closed in February 1993 and the owners have applied for a demolition permit.

The principal hotel remaining in the Mid-Wilshire area is the Hyatt Wilshire located at the corner of Normandie, just west of the Wilshire/Vermont Red Line Station. This hotel is owned by Koreana Company. Another group of Korean investors have proposed the Pacific Trade Center to be located at Western and Olympic. This 605,000 square foot mixed use project would include a 232-room hotel, exhibition hall and atrium, office space, restaurants, shops, a bank, a public library and a youth center on a 2.4 acre site. The project is in the process of seeking the required entitlements.

With the regional hotel market suffering from record low occupancies and flat room rates, development of a hotel at the Wilshire/Western location would depend entirely on the ability of a developer to bring a successful operator to the project, and to successfully target a very specific clientele.



## Residential

The Wilshire/Western area is a "rental" neighborhood with 94% of the units renter occupied. Housing stock includes older, formerly fashionable apartment hotels like "The Gramercy" where Humphrey Bogart and other Hollywood stars used to stay, as well as newer buildings such as the "Manhattan Regency".

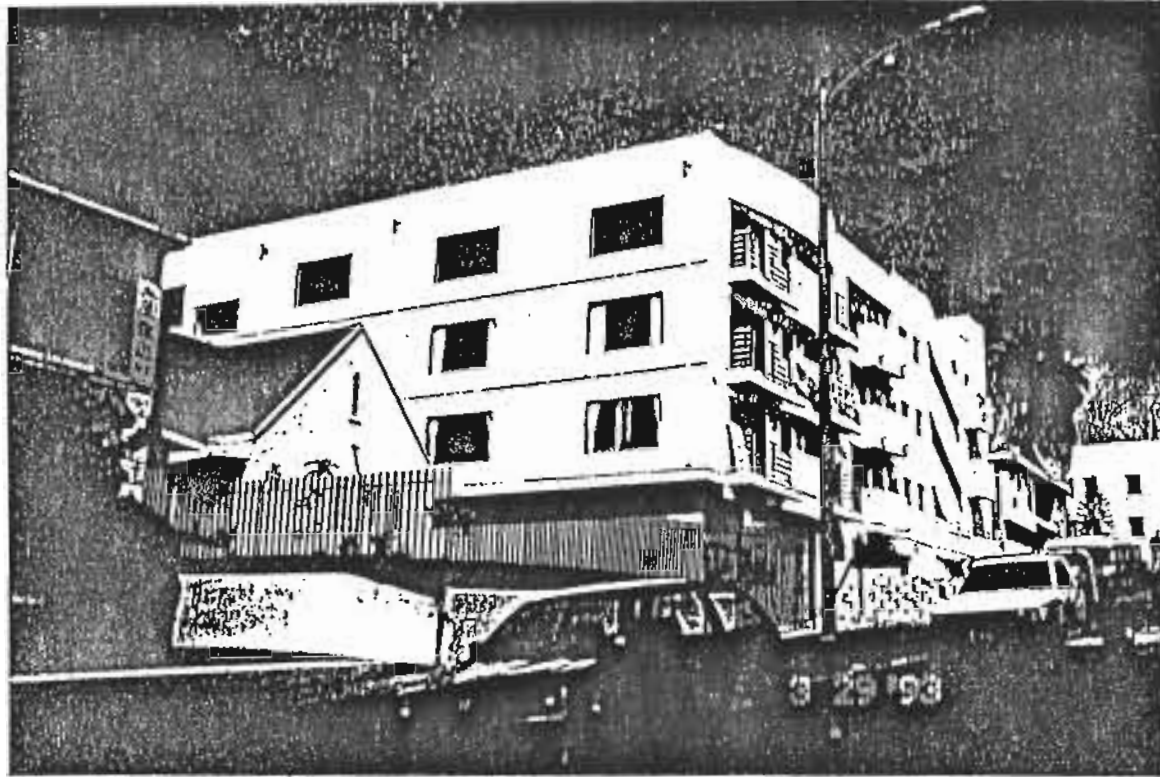
Apartment vacancy rates are low, approximately 8% although turnover is reported to be relatively high. "In-town" location as well as good public transportation services have helped to maintain occupancy levels at a time when occupancies in outlying suburban areas have dropped to record low levels. Economic weakness in southern California has caused many "discretionary" renters to double up or move back in with their parents.

The neighborhood is currently well-served by principal bus routes east-west along Wilshire as well as north south on Western. Apartment units in the Wilshire/Western area should benefit substantially from the improved access provided by MetroRail service.

An analysis of the 1990 census data for the area reveals the following information regarding the housing units within the study area:

Total number of housing units	16118	Total number of occupied units	14892
Number of owneroccupied units	388	Median mortgage	\$1,133
Number of rental units	14006	Median Rent	\$ 563

<u>Year Structure Built</u>	<u>%</u>	<u>Bedrooms</u>	<u>%</u>
1989 to March 1990	3	0	40
1985 to 1988	11	1	45
1980 to 1984	5	2	11
1970 to 1979	22	3	2
1960 to 1969	18	4	1
1950 to 1959	10	5 or more	<u>1</u>
1940 to 1949	8		100
1939 or earlier	<u>23</u>		
	100		



TYP. MULTI-HOUSING

## Historic Structures

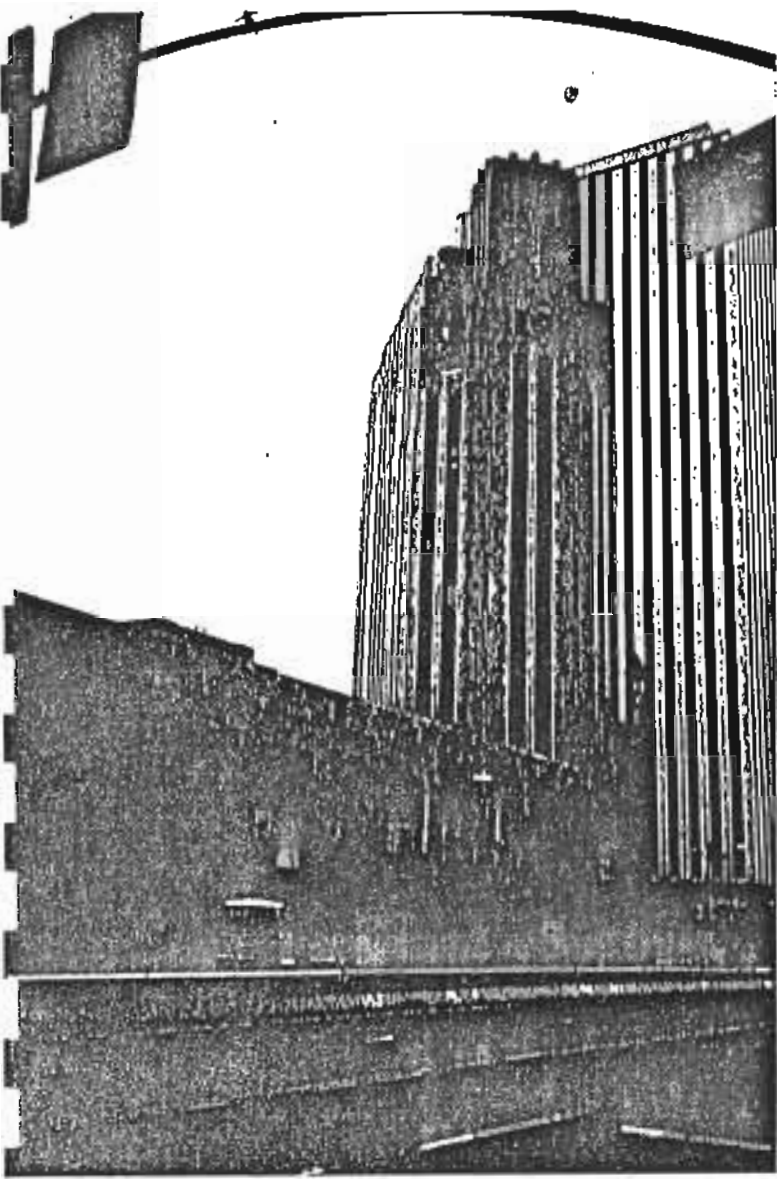
There are two structures within a one-quarter mile radius of the site which are listed on the National Register . They are the following:

1. 3641-3663 Wilshire Boulevard  
Wilshire Boulevard Temple  
A Byzantine style structure constructed in 1929
2. 3750-3790 Wilshire Boulevard  
Pellissier Building & Wiltern Theater  
Art deco style theater built in 1930

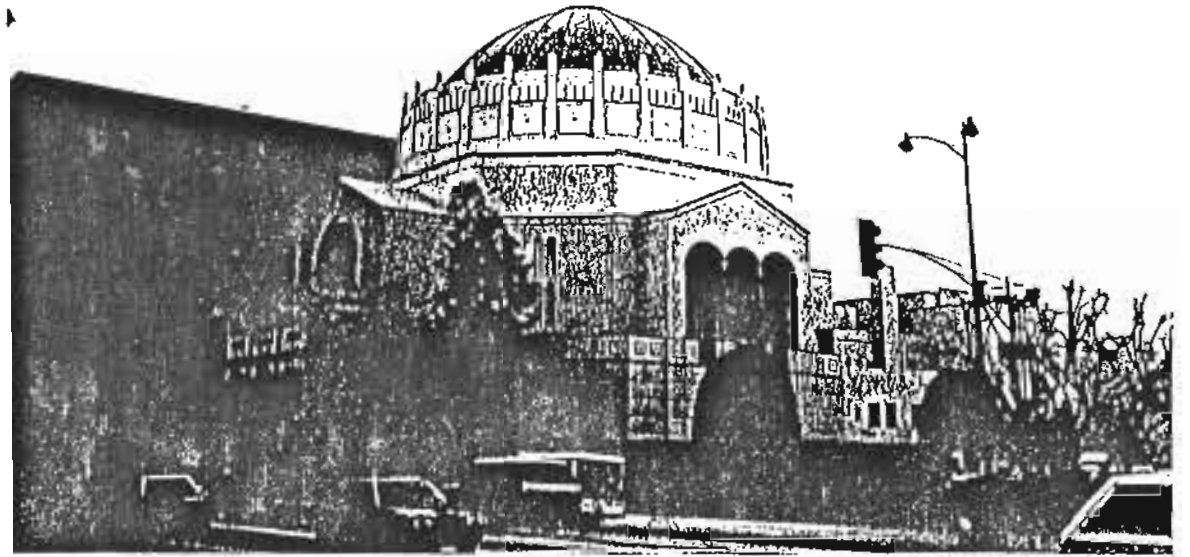
Within a one quarter radius of the site area these same two structures are listed by the City of Los Angeles as Historical-Cultural Monuments.

There is only one structure within a one quarter mile radius of the site which is listed on the Federal Register as a result of the State review of the Metro EIR and the determination that this structure is eligible for National Historic Status. The building located at the northwest corner of Wilshire Boulevard and Oxford Street at 3751 Wilshire Boulevard (the McKirley Building). This building is not listed on the city register.

To be on the National Register requires application and approval by the State. Any changes or alterations to the building, including tenant improvements, will require an initial study to determine the environmental effect of any proposed action. Under the California Environmental Quality Act, environmental clearance could involve an Historic Preservation Study and/or Environmental Impact Report.



ALHAMBRA THEATRE



WILSHIRE TEMPLE

## 1.4 Plans and Policies

### General Plan of the City of Los Angeles

The Concept Plan is a conceptual framework for the long range development of the City. One of the five basic components of The Concept Plan, adopted by the City Council in 1974, is the "Centers Concept". Wilshire/Western is located at one of 37 Centers envisioned within the City of Los Angeles. Highlights of this vision follows:

A typical Center will function as a focal point for adjacent suburbs and nodes and will have a "core" of about one-quarter mile radius containing a rapid transit station, high-rise office structures, department stores, hotels, theaters, restaurants and government offices. The core will function on a three-dimensional basis, with controlled use of air rights. Schools, churches, government offices, public facilities and housing can be located on upper levels of commercial buildings. The design of major developments will make provision for adequate usable open space, child care facilities, and other desirable conveniences.

Within the core, nearly complete separation of vehicles, transit and pedestrians is envisioned. Automobiles and delivery trucks will utilize the ground level. Pedestrian circulation will be at the second floor level. An auxiliary transit system will be linked to the pedestrian system. The needs of the bicyclist will be considered in the design of each Center. The Center's circulation system should be related closely to adjacent suburbs and nodes so as to decrease the need for long distance commuter travel.

Centers may include one or more local concentrations called "nodes". A node distinctly separated from the Center is termed a "satellite". Nodes and Satellites will be connected to the rapid transit station in the core and to each other by a grade-separated auxiliary transit system.

In the "Regional Core" comprised of the Downtown, Wilshire, Miracle Mile, Hollywood and Beverly Hills Centers, together with intervening and peripheral areas, a much higher density of population and employment is designated than elsewhere in the City. This growth pattern is consistent with established trends in land use and development.

The Wilshire Community Plan, the land use segment of the General Plan designates the entire block between Wilshire Boulevard, 6th Street, Oxford Street and Western Avenue as Commercial Regional Center with corresponding Zones C2, C4, P and PB and a Height District 2.

The existing zoning on this site is C4-2 on the southerly six (6) lots and C2-2 on the northerly thirteen (13) lots. C4 Zoning allows commercial uses as well as high-density (R4) residential uses. The C2 Zoning also allows commercial development. The Height District 2 allows commercial and residential development at a floor area ratio of 6:1.

Density requirements for residential development are as follows:

- (a) Eight hundred square feet of lot area for each dwelling unit having more than four habitable rooms;
- (b) Six hundred square feet of lot area for each dwelling unit having four habitable rooms;
- (c) Four hundred square feet of lot area for each dwelling unit having less than four habitable rooms.

There are no setbacks required for commercial uses in the C zone. Residential development in the C zone require setbacks on the residential portion only pursuant to the following: a front yard setback of 15', side yards of 5'-16' depending on the height of the structure, and a rear yard setback of 15'.

Parking requirements for commercial uses pursuant to the Los Angeles Municipal Code are as follows:

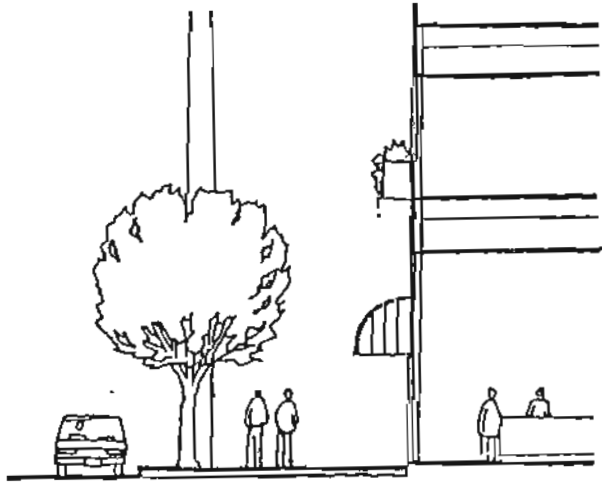
<u>Use</u>	<u>Parking spaces per 1000 sq. ft.</u>
Office	4
Retail	4
Restaurant	10

The Wilshire Center Plan is a document created from 1986 to 1989 by the Urban Innovations Group for the Wilshire Stakeholders and the City of Los Angeles. The intent was to use the strategies outlined in a more detailed and in-depth Specific Plan, though the current lack of City funding available has halted this process. The Department of City Planning is considering the overlay of a Pedestrian Overlay District (POD) for the commercial frontage in Wilshire corridor from Wilton Place on the east to Hoover Boulevard on the west.

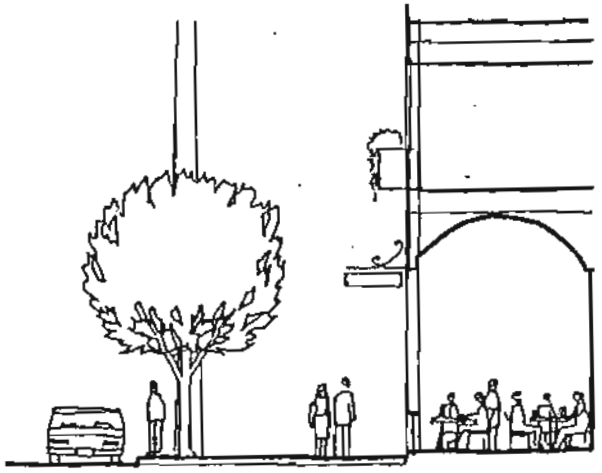
The POD would establish design guidelines, provide limitation on building heights, streetscape improvements, pedestrian oriented uses, historic building protection, compatible signage, parking lot enhancement and landscape standards.



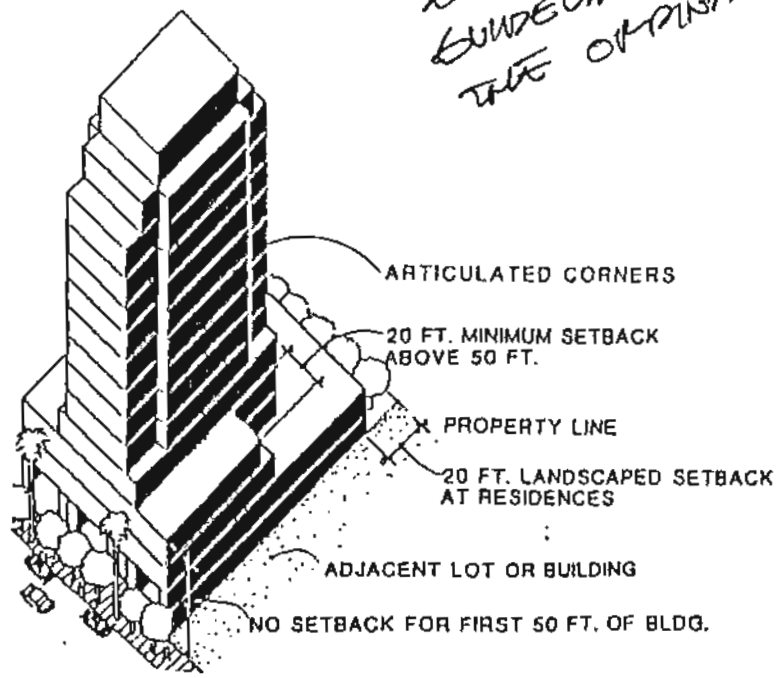
P.O.P.  
DIAGRAMS  
SHOWS GRATTITUDE  
SOME OF THE  
GUIDELINES OF  
THE ORDINANCE.



Ground Level Retail



Ground Level Restaurant or Cafe



ARTICULATED CORNERS

20 FT. MINIMUM SETBACK  
ABOVE 50 FT.

X PROPERTY LINE

20 FT. LANDSCAPED SETBACK  
AT RESIDENCES

ADJACENT LOT OR BUILDING

NO SETBACK FOR FIRST 50 FT. OF BLDG.

The Wilshire Center Plan outlines plans for economic development, transportation, cultural and human resources, and development entitlements.

Some of the transportation goals and objectives are as follows:

- (a) Work with MetroRail to provide the needed service to Wilshire Center
- (b) Develop an integrated transportation system where each mode and the system as a whole is both efficient and practical
- (c) Promote private transportation as appropriate to serve Wilshire Center
- (d) Recognize the relationship between land use and traffic on a regional scale
- (e) Promote a parking strategy that recognizes the importance of adequate parking while maintaining air quality and traffic flow

The Plan also provides for the establishment of a cooperative organization to provide transportation services in common to all members (representing participating businesses) to be known as the TMO or Transportation Management Organization.

In terms of development entitlements, the Plan recommends a 6:1 FAR along Wilshire and 6th Street and 3:1 along the other parcels in the area with the following design guidelines recommended for Wilshire Boulevard:

- (a) The tallest buildings should be along Wilshire stepping down to 6th Street
- (b) Setbacks along Wilshire are discouraged
- (c) Facades along Wilshire should be designed to harmonize with human scale
- (d) Structures should incorporate articulated corners above 45 feet
- (e) Building tops should be sculptural
- (f) All entrances are facing Wilshire Boulevard
- (g) Retail activity only along ground floor of buildings facing Wilshire with 75% of the frontage as display window

## **Specific Plans and Koreatown Interim Control Ordinance**

The previously proposed Koreatown Specific Plan is currently being considered as a General Plan Amendment and Zone Change for those commercial properties fronting on Olympic Boulevard between Vermont Avenue and Western Avenue and therefore may not effect the subject site. The Park Mile Specific Plan encompasses a segment of Wilshire Boulevard but does not directly affect the subject site.

The Koreatown Interim Control Ordinance is in effect until July 1993 (since 1986). The area is bounded by Eighth Street on the north, Eleventh Street on the south, Western Avenue on the west, and Vermont Avenue on the east. The purpose to address issues of affordable housing, preservation of historically significant buildings, signage, parking, design elements, and the appropriate density for the area.

## **Policy Issues**

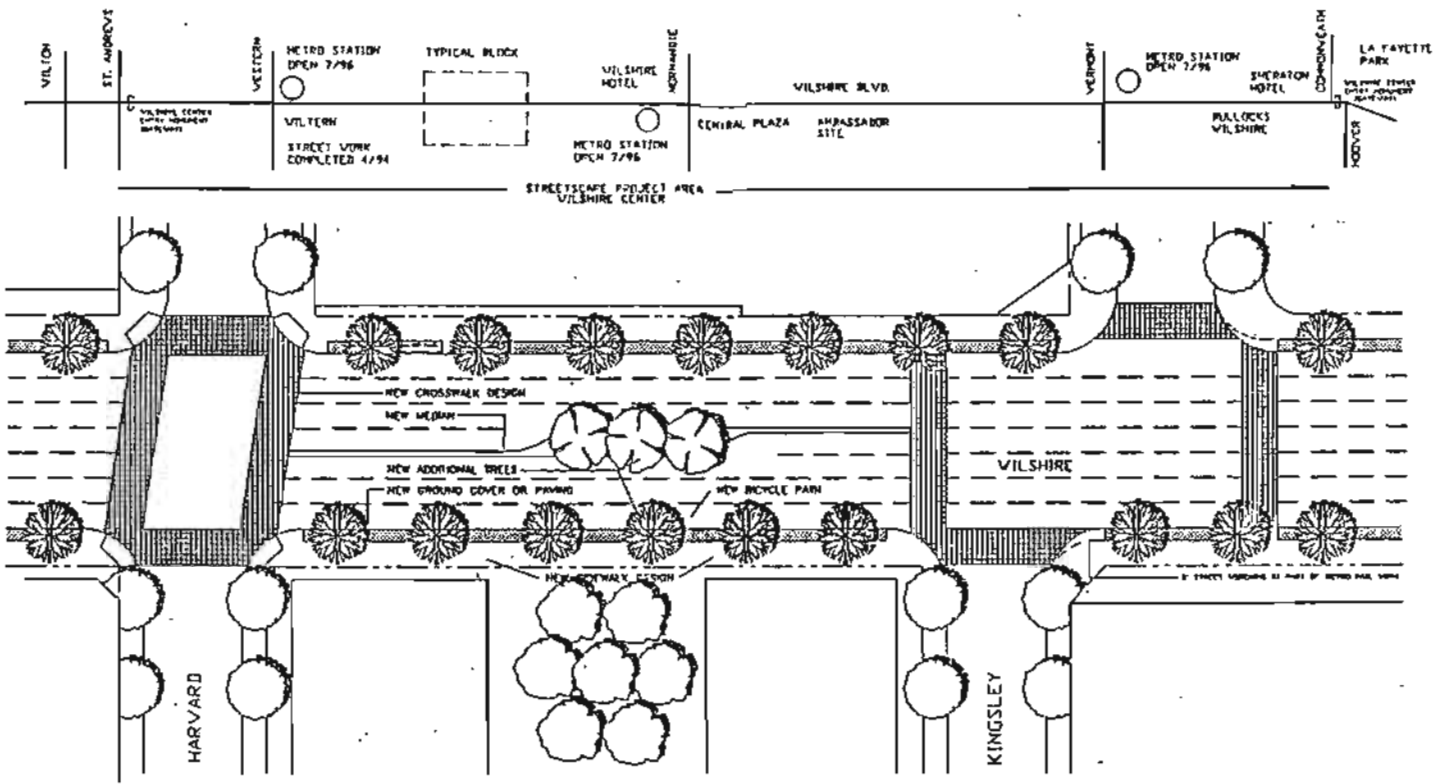
The Wilshire Streetscape Study: A Greener Community, is a Study commissioned by the Wilshire Chamber of Commerce with the Wilshire Stakeholders Group. The boundary of the study area is Wilshire Boulevard between Hoover and Wilton Place.

The purpose is to develop a plan which includes planting approximately 3,550 trees along Wilshire Boulevard within a 5' parkway between the sidewalk and street and within center medians. The Cultural Component of the Plan will further develop a concept or theme regarding the design of street lights and furniture, banners and signs and landscaping including ground cover and paving between trees, the inclusion of crosswalks and sidewalks designed by local artists, and control of vendors and newsstands and information kiosks.

The City of Los Angeles and the MTA have initiated a cooperative planning effort aimed at developing an integrated land use and transportation policy for the growth of the regional transportation system. This incorporates land use and housing issues, urban design, ridership strategies, parking and circulation, equity-related issues, economic development, community participation and community facilities. The goal of this integrated policy is to:

1. Promote concentrated development at rail stations as the most beneficial means of directing growth to maximize total transit ridership
2. Utilize discretionary approval processes to award increased property rights as an incentive for development near transit stations
3. Identify station prototypes and planning criteria to guide discretionary decision making

*WILSHIRE  
STREET SCAPE*



**WILSHIRE CENTER STREETScape MASTER PLAN**

WILSHIRE CENTER STREETScape CONSULTANTS  
 Russell & Associates  
 Urban Innovations Group  
 Daniel, Mann, Johnson & Mendenhall

TYPICAL BLOCK CONCEPT  
 SCALE: 1" = 40' FILE: WILST 0-68 1/13/93



Wilshire Chamber of Commerce  
 Wilshire Stakeholders Group

The policy establishes six Transit Station Area Prototypes based on density, ranging from a very dense urban area to a less dense, more suburban station. The policy creates an incentives package for an area of primary influence, within 1/4 mile of each of these transit stations, and a secondary influence area between 1/4 mile and 1/2 mile from the transit station. The combined 1/2-mile radius is defined as a Transit Oriented District (TOD) and each TOD would be the subject of a Master Environmental Impact Report.

The primary area of influence would be the target of most of the development incentives and the secondary area is envisioned as an area of transition with more limited incentives. The package includes reduced permit processing fees for housing developments, expedited environmental and permit processing, "front of the line" position for service connections in economically disadvantaged areas, reduced parking requirements and substantial trip reduction credit for transportation mitigation under The California Environmental Quality Act (CEQA).

The proposed Wilshire Boulevard/Western Avenue Station is categorized as an Urban Complex. These centers feature linear configuration extending along Major Highways, with commercial development alternating in intensity and complexity, and connecting to adjacent residential communities of varying character and density. Pedestrian traffic is considerable but lacks a "pedestrian friendly" environment. The incentive package for Urban Complexes is as follows within a 1/4 mile radius:

1/4 Mile Radius	Residential	Commercial	Mixed	Other Uses
Minimum Density (1)	40 du/acre		40 du/acre	
Max Permitted Density (2)	60 du/acre		60 du/acre	
Discretionary Density (3)	60 du plus		60 du plus	
Minimum FAR (1)		4.5:1	4.5:1	4.5:1
Maximum Permitted FAR (2)		10:1	10:1	10:1
Discretionary FAR (3)		10 plus	10 plus	10 plus
Minimum Parking (4)	Phased	Phased	Shared	Phased
Maximum Parking (4)	Phased	Phased	Shared	Phased
Min Sidewalk Width	15 feet; 15 feet+ in immediate transit station area			

Within a 1/2 mile radius the incentive for residential development would be to allow one accessory dwelling unit to be permitted by right on R1 and R2 parcels and a 50% reduction in parking for the additional unit.

Notes

1. Projects must meet this threshold to qualify for additional incentives
2. Permitted as of right, Site Plan Review applies
3. Determined by discretionary review in consideration of local circumstances
4. Parking subject to a phased reduction from the citywide standards as transit system is constructed

This policy has undergone initial review by both the City Planning Commission and the Metropolitan Transportation Authority Board. The project team, including members of the City Planning Department, the Mayor's Office, the Housing Production and Preservation Department and the MTA, are now in the process of a community outreach program. The City Planning Commission has approved the draft document and is currently under review by the City Attorney's Office prior to being heard by the City Council. It is expected that the policy will not become effective until early 1994.

At that time, the TODs would be the subject of master environmental reviews and then created as part of the Community Plan Revision Process. TODs in plans not in revision would be prioritized based on construction readiness. Implementation will be guided by a Rail Transportation Unit of the City Planning Department funded by Proposition C monies.

In the interim period, discretionary decision makers such as the Zoning Administrator will be allowed to consider a site's location in a future TOD as the basis for increased density, FAR, etc.



## 1.5 Demographics

The 1990 census data was analysed for the following tracts within the study area listed clockwise from the northwest:

<u>Tract #</u>	<u>Boundaries</u>
2117.02	Wilton Place, Third Street, Western Avenue to Wilshire Boulevard
2118.01	Third Street, Normandie Avenue, Fifth Street to Westerd Avenue
2118.02	Fifth Street, Normandie Avenue, Wilshire Boulevard to Western Avenue
2124	Wilshire Boulevard, Normandie Avenue, San Marino Street to Harvard Boulevard
2125	Wilshire Boulevard, Harvard Boulevard, San Marino Street to Western Avenue
2126	Wilshire Boulevard, Western Avenue, San Marino Street to Westchester Place, Fifth Avenue and Bronson Avenue

The total population within the study area is 38,056 with 15,020 households for a mean household size of 2.5 persons. The mean household income is \$20,138 and 24% of these households are below the poverty level as defined by the Social Security Administration (SSA) and the Office of Management and Budget (OMB).

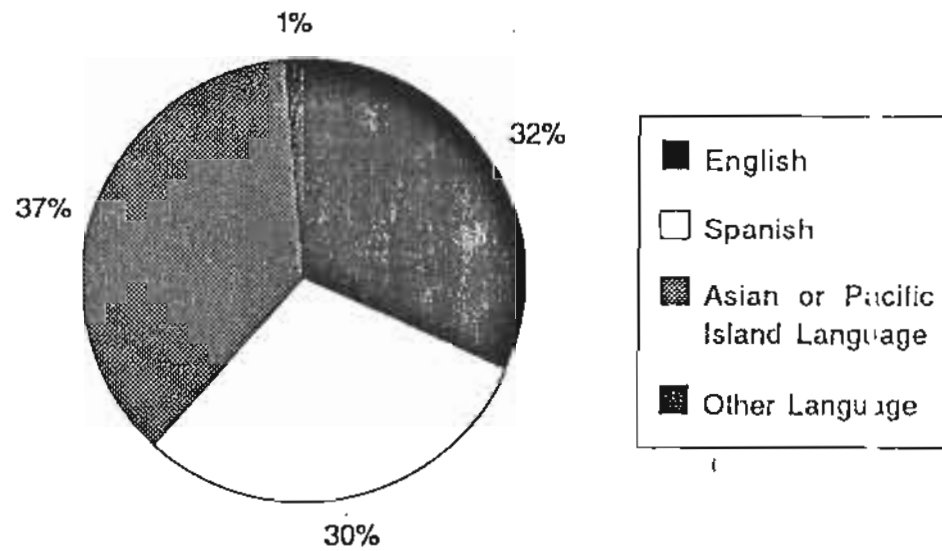
The current national definition of poverty ranges from \$6,300 to \$25,500 depending on the number of persons in the household, the presence of related children under the age of 18, and the age of the person determined to be the householder. Poverty thresholds are reviewed annually to allow for changes in the cost of living. In 1989, the national average level of poverty for a family of four persons was \$12,674.

The following graph depicts the dispersion of household language within the study area. 37% of these households speak an Asian of Pacific Islang Language, 30% speak Spanish, 32% speak English, and 1% some other language. 37% of the households are linguistically isolated and speak no English.

An analysis of the vehicle ownership and therefore the dependency on public transportation was also analysed. Of the 14,892 occupied housing units, 27% of these have no vehicles available, 48% have one vehicle, 18% have two vehicles, and 8% have three or more vehicles available

In a comparison of these statistics with commuting characteristics, of the total (19,141) of those workers 16 years and over who commute to work, over 24% use public transportation.

# HOUSEHOLD LANGUAGE



## 1.6 Community

There are three business community groups which represent the study area; the Wilshire Stakeholders, Wilshire Chamber of Commerce, and the Korean American Chamber of Commerce.

There are also three residential community groups; the Wilshire Homeowners Alliance (the umbrella neighborhood organization for the area within the sphere of influence), El Rescate, and CARACEN.

The initial phase of the Community Outreach Program was a series of one on-one interviews with individuals representing various interest segments of the community. The primary objectives of these meetings were two-fold: (1) informational regarding MTA's proposed joint development for the site and, (2) a request for assistance in notifying interested persons of the upcoming focus group meetings and to share the information regarding joint development.

These initial interviews were conducted during March and April as an advance notice of the focus group meetings. The results of these meetings were included in reports conveyed to MTA throughout the process. As indicated previously, the primary purpose was to notify individuals representative a larger constituency of the focus group meetings. However, the question was also posed as to the type of development that should be contemplated by MTA based upon the interviewee's knowledge of the community interest he or she represented. The following is a summary of the joint development suggestions and areas of concern regarding the site.

### Business Community

- o Development that promotes job creation
- o Pedestrian-oriented development
- o Maintain wide boulevards and enhance street scape
- o Mixed-use, 24 hour, multi-cultural development
- o Incorporate Wilshire Center Plan recommendations

### Residential Community /Wilshire Homeowner's Alliance

- o Limit development to current zoning
- o Link proposed Beverly Blvd. Electric Trolley Bus to Station
- o DO NOT, under any circumstances, change scale of Olympic Boulevard
- o Interim use: open space with perimeter of Oleanders
- o Promote pedestrian oriented uses

- o Do not increase density

#### Hispanic Community

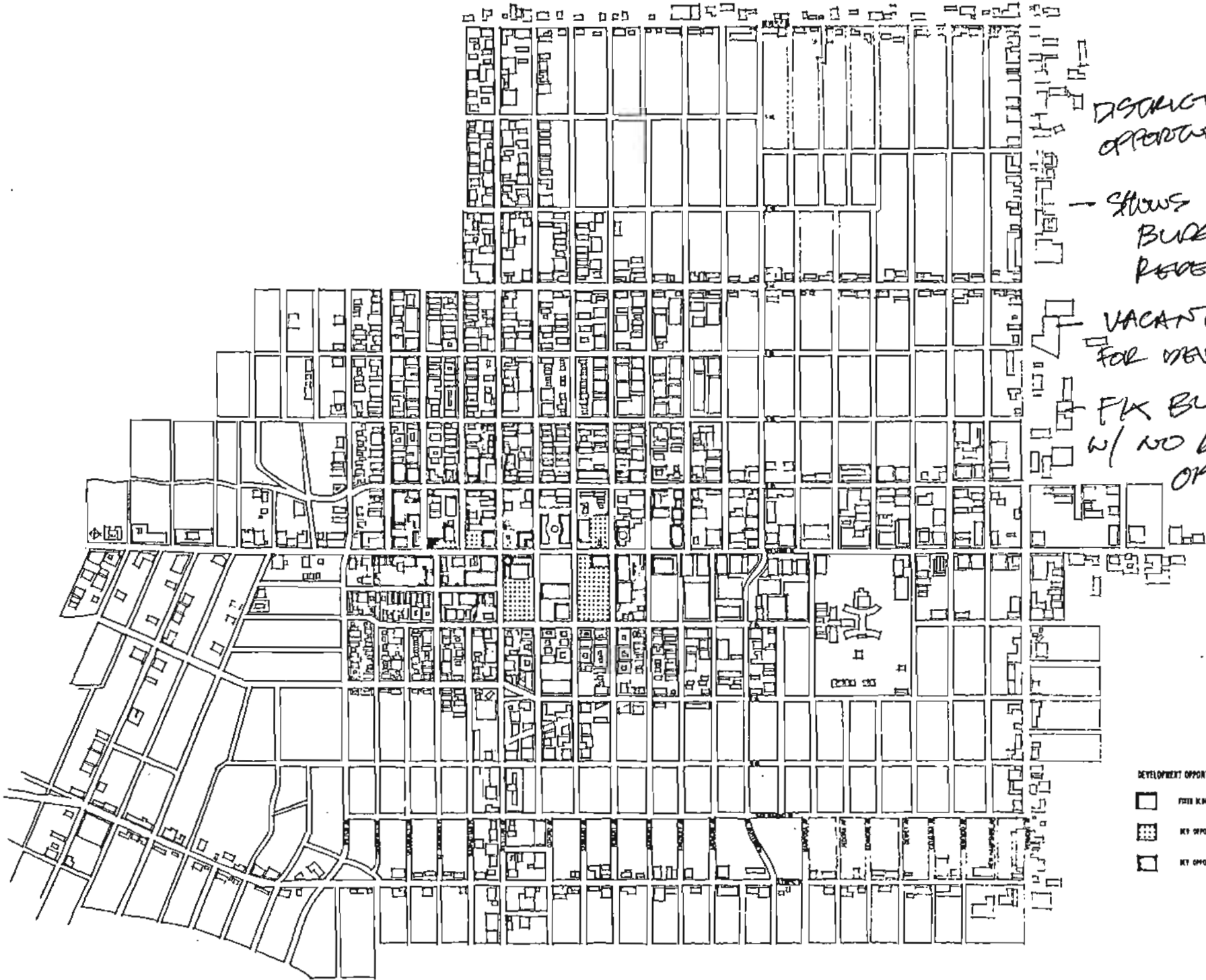
- o Joint development opportunities for area Hispanics
- o Information Kiosks: maps, schedules, community services all multilingual
- o Bike racks
- o Cultural center and/or magnet adult school
- o Police sub-station
- o Convenience services: market, medical, fast-food
- o Shuttle or van transportation within the neighborhoods to transport passengers to the station

#### Korean Community

- o Senior citizen housing
- o Culturally sensitive commercial development
- o Community center/performance theatre
- o Development that enhances retail environment
- o Security - eliminate open space that may attract homeless

The area is represented on the City Council by Councilmen John Ferraro and Nate Holden. The southern boundary of council district 4 represented by John Ferraro is Sixth Street from Vermont Avenue on the east and VanNess Avenue on the west. Council district 10 represented by Nate Holden is to the south of Sixth Street.

The station site is represented in the State Assembly by Luis Caldera of the 46th District. In the State Senate, David Roberti of the old 23rd District will be the representative until 1994 at which time the area comes under the new 22nd District represented by Hershhal Rosenthal.



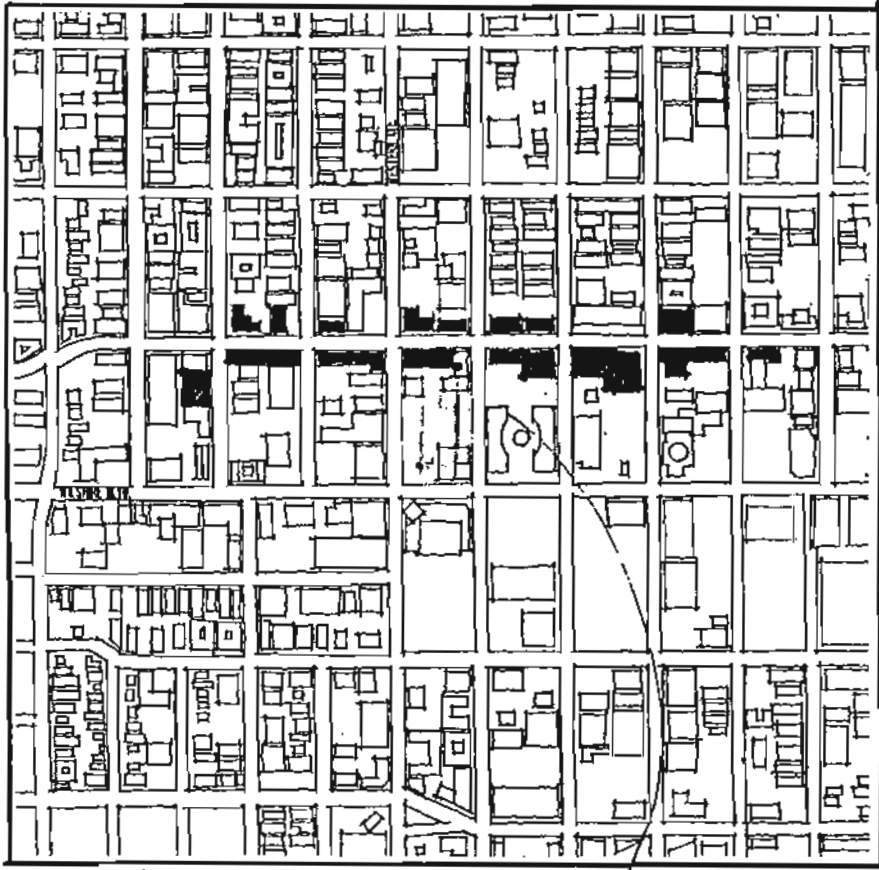
DISTRICT DEVELOP.  
OPPORTUNITIES

→ SHOWS FIX  
BLDGS. FOR  
REDEV. OPP.

VACANT LAND  
FOR DEV. OPP.

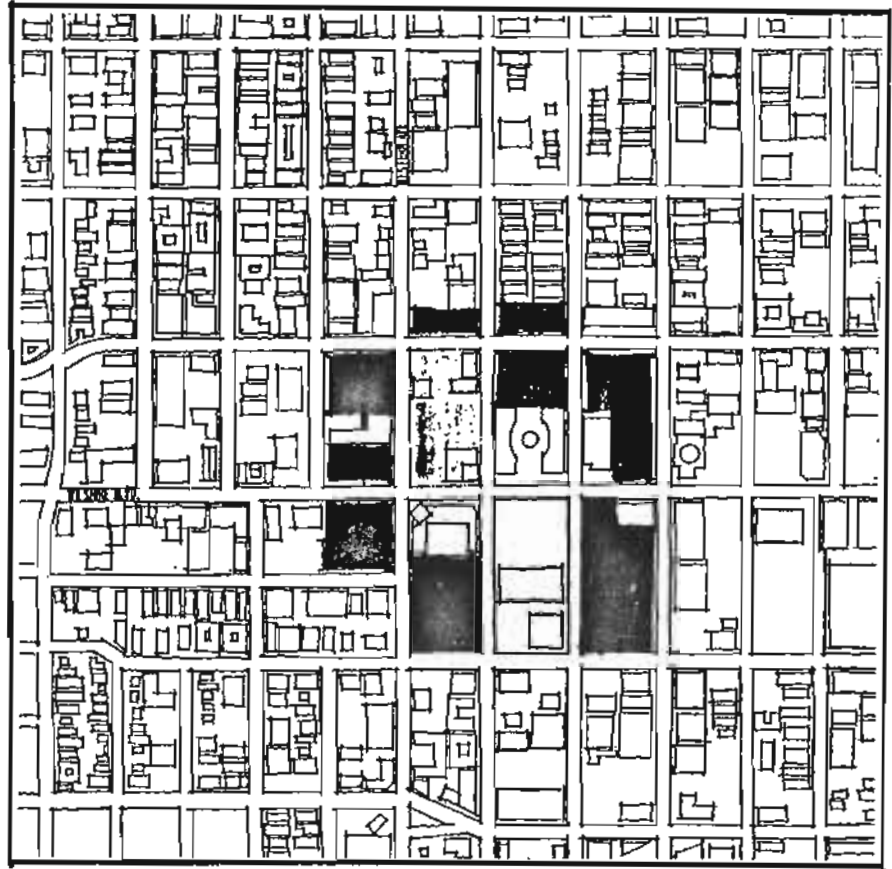
FIX BLDGS.  
W/ NO DEV.  
OPP.

- DEVELOPMENT OPPORTUNITIES
- FIX BLDGS
  - ▣ DEV OPPOR. NO BLDGS
  - ▤ DEV OPPOR. (FIX BLDGS | REDEVOP.)



RESIDENTIAL <sup>RETAIL</sup> DEVELOPMENT CONSTRAINTS/OPPORTUNITIES

NEW HOUSING OPP.  
WITHIN CLOSE PROXIMITY  
TO METRO RAIL.

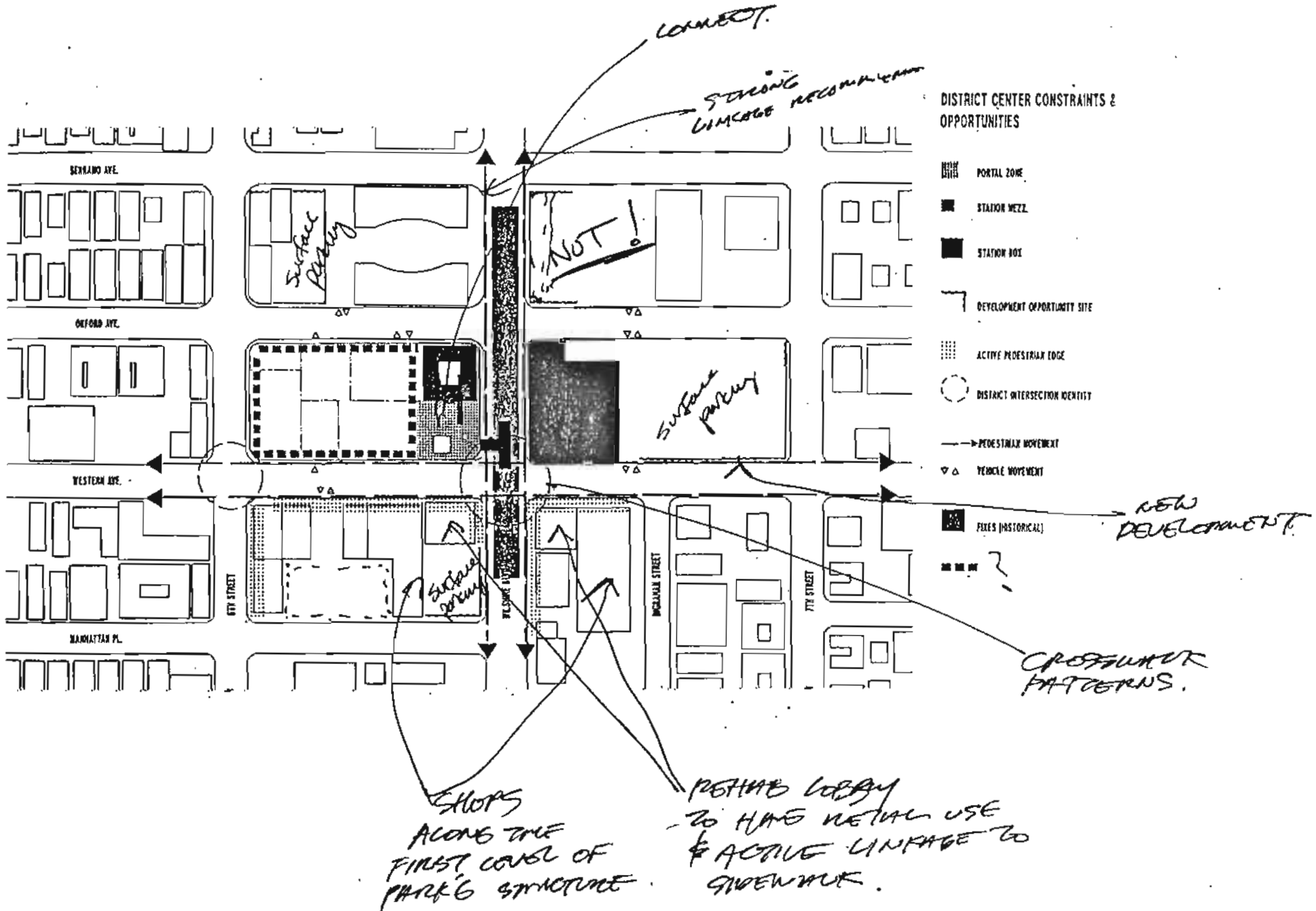


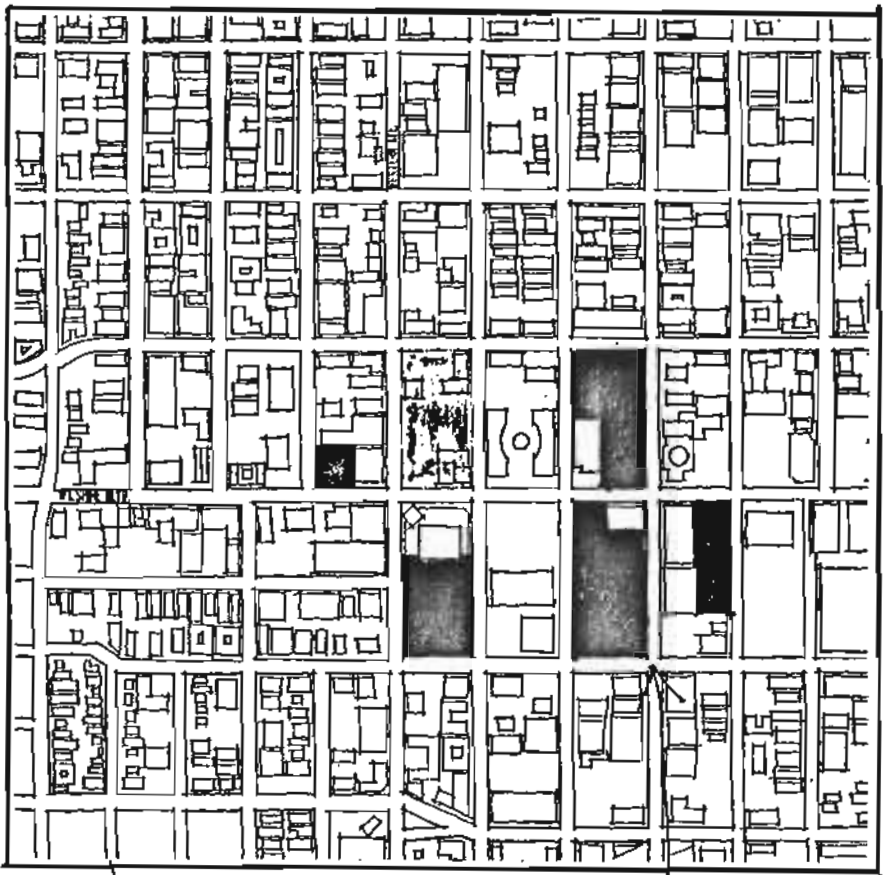
KEY FEATURE DEVELOPMENT OPPORTUNITIES/CONSTRAINTS

DEVELOP. THAT WILL  
IMMEDIATELY ENHANCE  
DISTRICT CENTER & PROMOTE  
INCREASED WALKERSHIP,



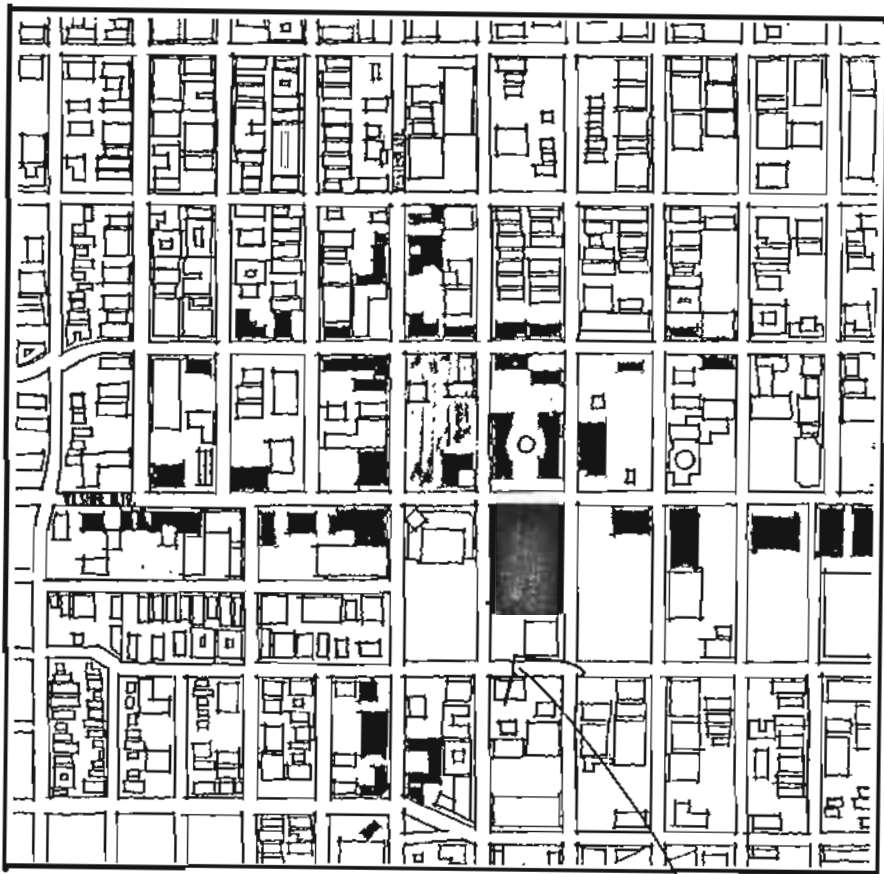






URBAN MIX-USE DEVELOPMENT OPPORTUNITIES/CONSTRAINTS

EXISTING DEV.  
 SITES w/ NO BLDGS.  
 THAT CAN HAVE A COMPARABLE  
 DEV. CAPABILITY TO ENHANCE  
 DISTRICT & OUR SIDE DEV.



EXISTING FIXED BUILDING OPPORTUNITIES/CONSTRAINTS

OPP. FOR  
 EXISTING BLDGS.  
 TO REDEVELOP TO  
 ENHANCE PEDESTRIAN  
 LINKAGES @ SUNSET  
 LEVEL ALONG WILFREET  
 & 6TH

Amazon? McKinley

The use on the northeast corner should remain and be refurbished to give it new life, but the parcel that is on the southwest corner and extending south along Western Avenue should be considered for a mixed-use development to be compatible with the long term joint development recommendations of strengthening the pedestrian, community, and commercial linkage along Western Avenue.

There are approximately 43 surface parking lots within the study area totaling ? square feet of land area. This underutilization of land provides for development opportunities for both residential and commercial structures. Particularly along Seventh Street, the large number of under-landscaped surface parking areas creates a feeling of blight.

Along Wilshire Boulevard between Harvard Avenue and Serrano Avenue are large vacant parcels, both on the north and south sides of the street currently utilized as surface parking lots. In order to create a pedestrian oriented street along Wilshire Boulevard and a continuous linkage from the portal plaza to the various destinations, the development of these vacant parcels with retail/office uses is important to the overall success of the urban concept.

## **2.2 Study Area Development Constraints**

The current economic climate as well as the high percentage of vacant office space both along the Wilshire Corridor and Downtown Los Angeles will continue to limit development in the area. The urban setting lends itself to mixed-use retail and residential development along the secondary corridors in the study area. This concept is still new to local decision makers with limited experience in the concept.

## **2.3 Station Site Development Opportunities**

### **2.3.1 Infrastructure Improvements**

Because of the lack of development along the Wilshire Center Corridor, the recommendations outlined in the Wilshire Center Plan and in particular the corresponding Streetscape Plan have been not been realized. The possibility of exists for the MTA to partcipe in the enhancement of the Wilshire Boulevard steet frontage and Wilshire/Western intersection as outlined in these plans.

The Streetscape Plan calls for a 5' landscaped buffer along the Wilshire Boulevard street frontage and a design for the intersection including some identifying element in the form of hardscape in the street crossings. The opportunity exists in the restoration of the site to incorporate elements of this vision.

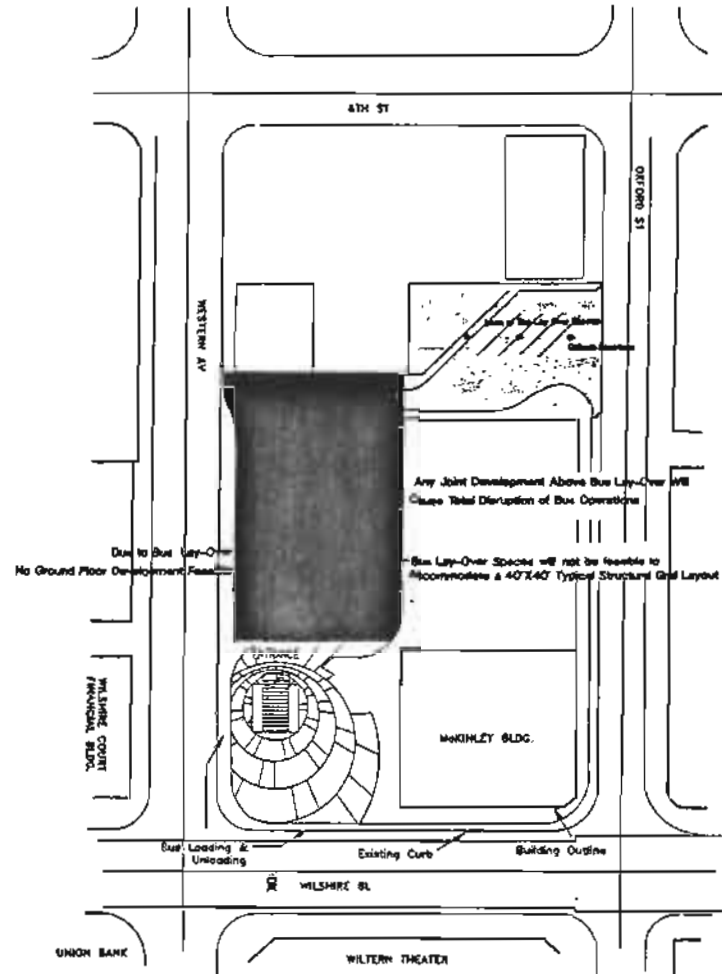
### **2.3.2. Transit Population**

From the standpoint of the transportation system, the Wilshire/Western Metro Rail Station site offers significant opportunities for joint development. First, there clearly will be a significant level of bus and rail transit service to the site. This means that typical commuter businesses (office, commercial, etc.) will have a significant transportation advantage by locating at this site.

The significant number of pedestrians moving along Wilshire and Western related not only to the rail and bus system but also to the existing office buildings, theaters and nearby residential neighborhoods speak to the potential for significant walk-in trade for retail and commercial establishments.

Because the station site block is primarily utilized as surface parking today, there seem to be many joint development opportunities. A development that utilized the McKinley Building parking area or the City-owned parking lot along the north side of the block could easily replace the existing parking and provide enough new parking to serve both existing demand and new development.

Finally, the reduction in the number of bus layover spaces from eighteen or nineteen to twelve or thirteen spaces based upon the new bus deployment plan significantly increases the flexibility in station and joint development site planning. The bus layover zone can be accommodated in a smaller physical area than is now shown on the existing FEIS Site Plan. In addition, the remaining area could be used for joint development, joint development parking, or



### JOINT DEVELOPMENT OPPORTUNITIES

### FEIS SITE PLAN A

-  PORTAL ENTRY
-  METRO RAIL
-  MODERATELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
-  EXTREMELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
-  POSSIBLE COLLISION LOCATIONS

kiss-and-ride for the Metro Rail Station (which would obviously alleviate some of the potential problems due to the limited curb bus loading and unloading areas).

## **2.4 Station Site Development Constraints**

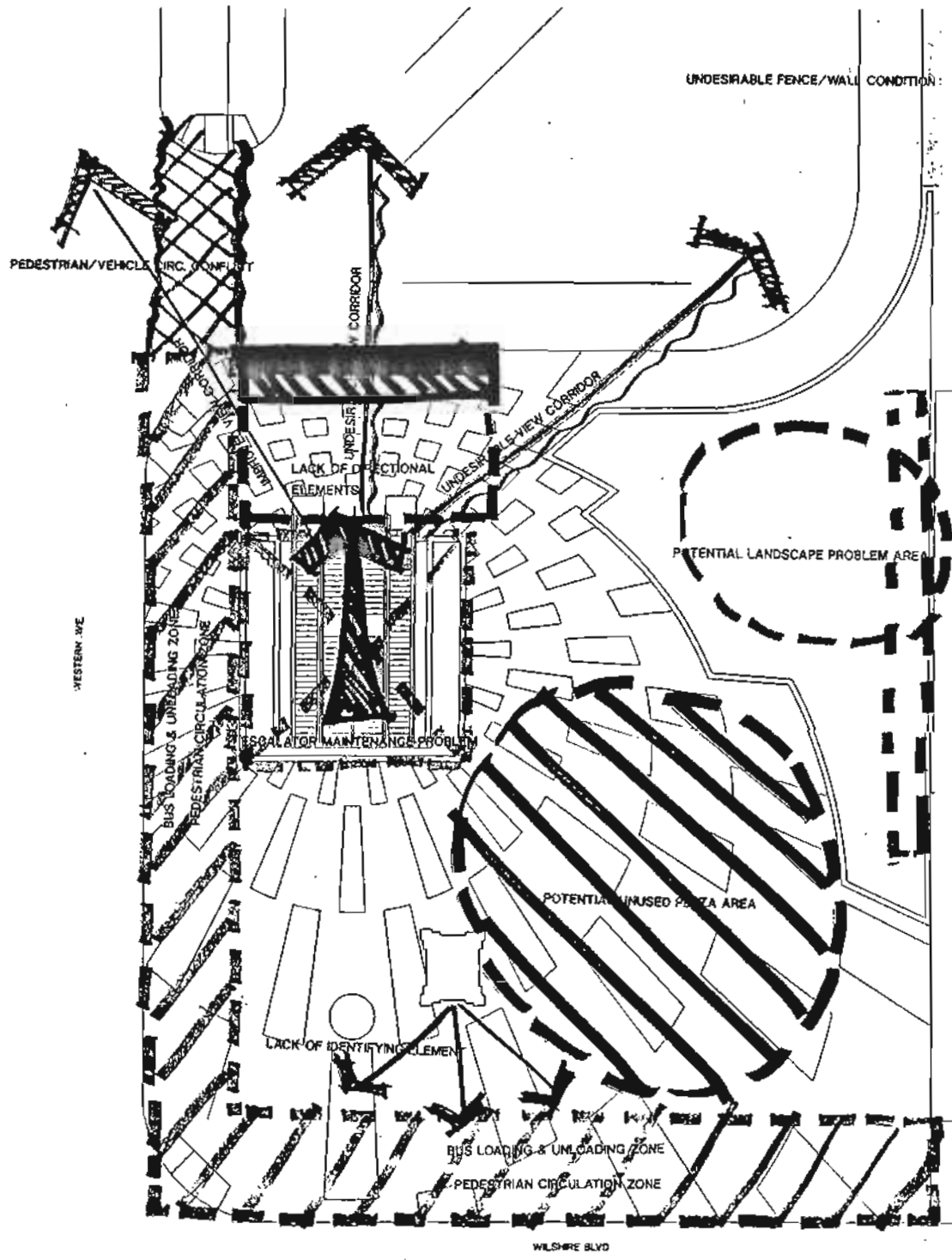
### **2.4.1 Existing Ownership**

The MTA parcel ownership consists of five lots along Western Avenue north of Wilshire Boulevard and two lots along Oxford Street between Wilshire Boulevard and Sixth Street. Due to the requirement that bus layover for 13 busses be provided within the MTA ownership, development opportunities are severely limited. Development would be possible above the bus layover provided decking could be built to accommodate development. As shown in Exhibit ?, the columns required for such decking would further limit the number of bus layover spaces that could be accommodated thus not fulfilling the bus layover requirement.

### **2.4.2 Street Dedications**

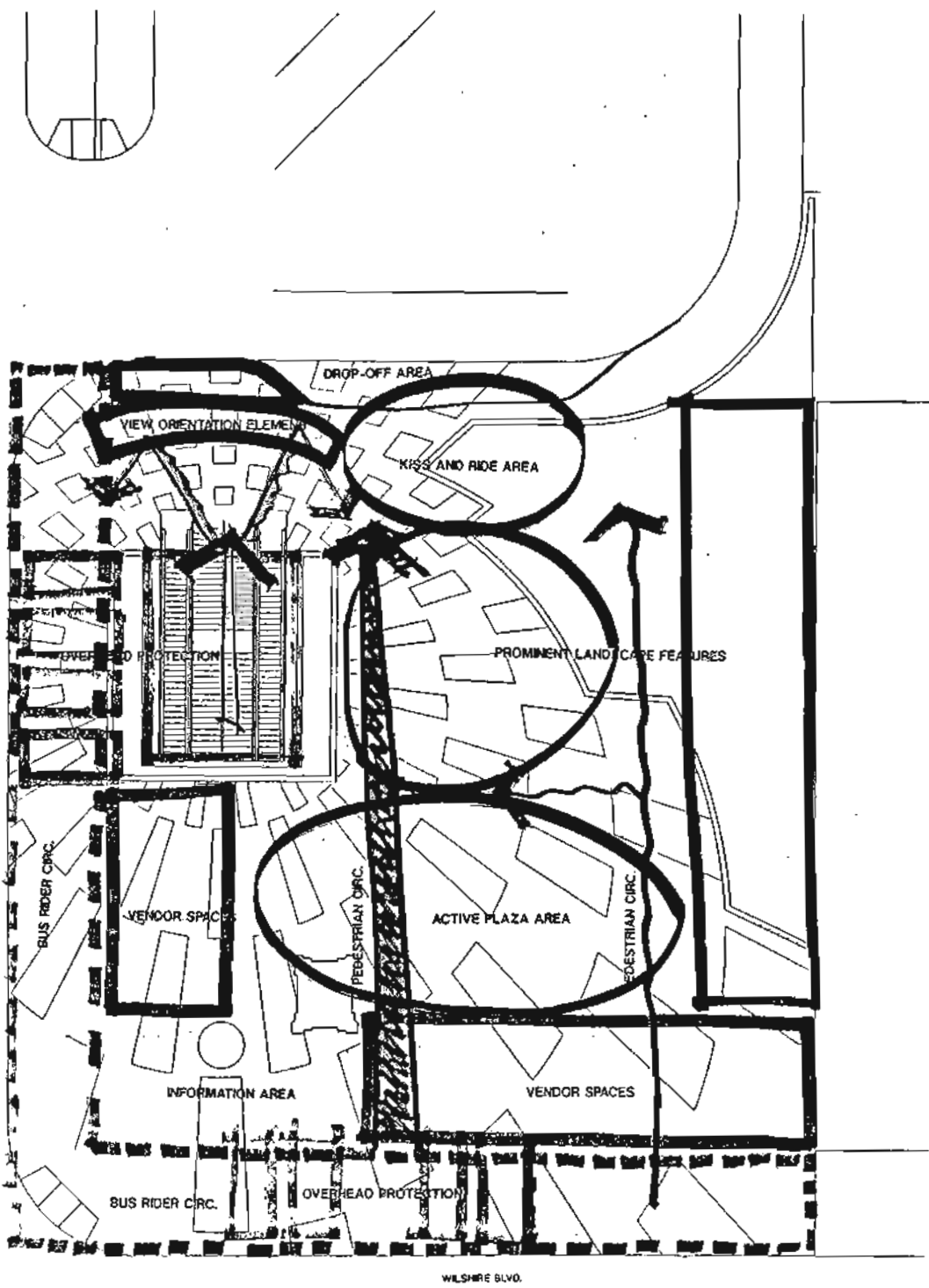
According to the Department of Engineering Street Dedications the following dedications will be required for development of the Wilshire/Western block (please see attached District Map 4584/7285):

1. Wilshire Boulevard is designated as a Major Highway and is dedicated to 100 feet in width requiring no further dedications
2. Western Boulevard is designated as a Major Highway and is dedicated with varying width from 80 to 90 feet. Development on Lots 1, 2, 5, 6, 7, 8 and 9 would require a 10 foot dedication for a 100 foot right-of-way.
- 3.. Sixth Street is designated as a Secondary Highway and is dedicated to 70 feet in width. Any development on the south side of the street would require an additional 10 foot dedication for a 90 foot right-of-way.
4. Oxford Avenue is designated as a Modified Secondary Highway and is dedicated to 77 feet in width. Any development on the west side requires an additional 6.5 foot dedication for a 90 foot right-of-way.



PLAZA ANALYSIS / AREA DESIGNATION





PLAZA OPPORTUNITIES

These dedications may be required for any future improvements adjacent to the areas requiring dedication. In addition a Resolution recently approved by the City Council determines that any street widening along Wilshire Boulevard will not be required and sidewalk widths of 15 feet will prevail throughout the study area with authorization required from the Transportation Committee of the City Council.

### **2.4.3 Bus Layover**

From a parking and circulation standpoint, a rectangular shaped parcel generally holds the most effective parking supply. If the bus layover area could be shifted to the north of the existing FEIS Site Plan, a rectangular parcel from Western Avenue to Oxford Street immediately north of the station portal and north of the McKinley Building could be developed into a building site and parking structure. The parking structure could serve both the new development and the existing McKinley Building.

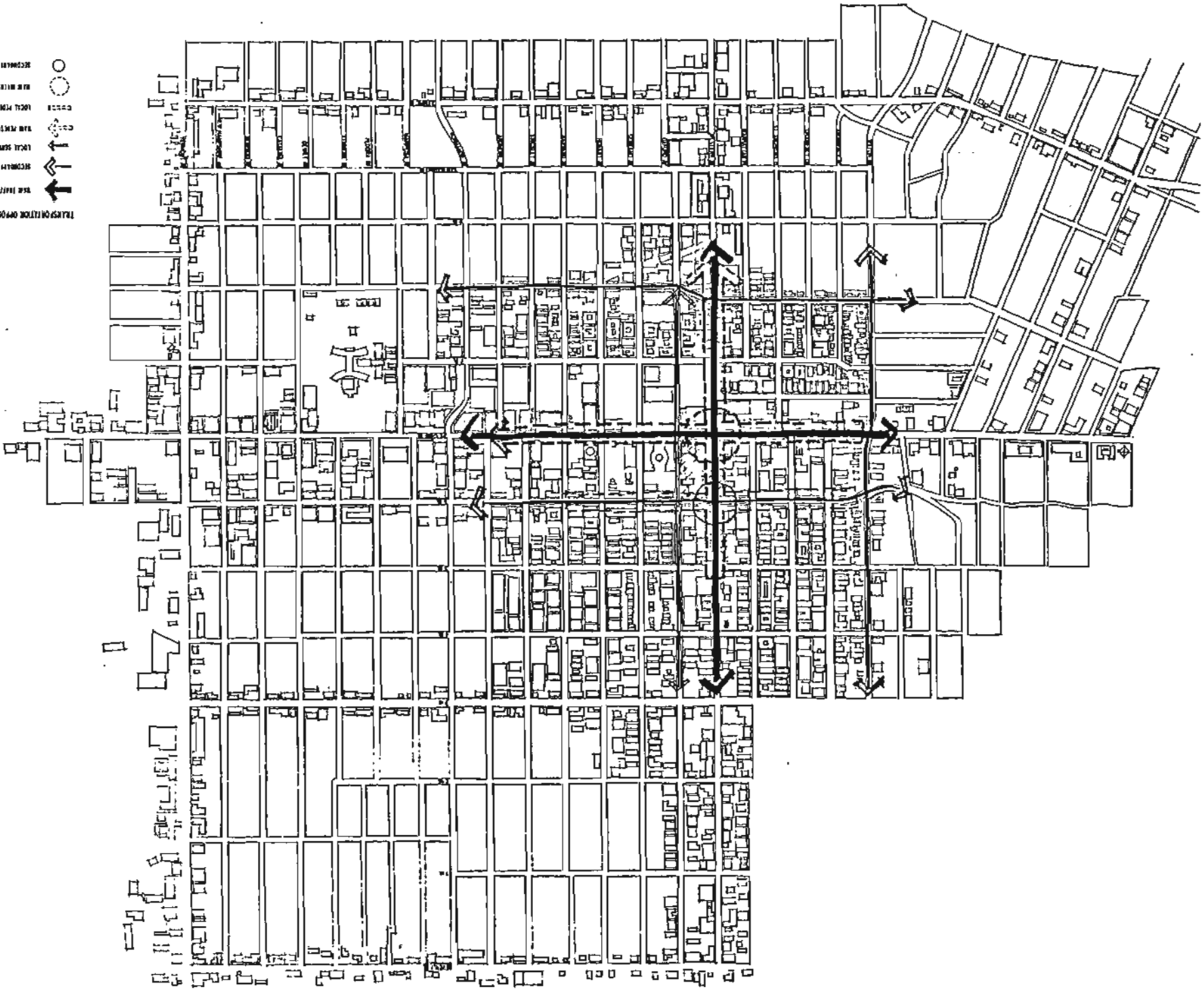
While it is possible to develop parking and/or building space over a bus layover area, it is difficult and generally much more expensive. The reason for this is that column spacing must be significantly wider through a bus area than through an automobile parking area. The bus turning radii are very large and columns within a bus layover area will severely restrict the maneuverability of buses. Therefore, the most effective joint development scheme would be one that does not build over bus layover or circulation space.

## **2.4 Transportation Issues**

Exhibit 2- shows some of the key considerations developed during a review of the existing FEIS Site Plan.

Perhaps the most significant concern involves the operation of the bus loading/unloading areas immediately adjacent to the portal along the northeast corner of Wilshire/Western. As the bus deployment plan is now envisioned, virtually all of the thirteen bus lines serving the site would unload along Western Avenue, and then buses destined for the layover area would turn right into the off-street bus layover area. Only the local bus routes (Lines 207 and 357) would be able to utilize the bus loading/unloading area located to the north of the bus layover driveway. This would limit the bus unloading area along Western Avenue to a zone that could only accommodate two or possibly three buses simultaneously. These two to three bus spaces must then accommodate eleven bus routes – many of which have to turn off Wilshire Boulevard. This turning maneuver makes it even more difficult to enter effectively the limited bus unloading area.

- TRANSPOSITION ORIENTATES
- NEW HAFFE (NS 1879)
- SECONDARY TRAFFIC (NUMBER BUS 1879)
- LOCAL SQUARE STREET
- MAIN PERIPHERAL ROUTE
- LOCAL PERIPHERAL ROUTE
- NEW INFLECTION
- SECONDARY INFLECTION



The limited length of the bus unloading area is even more problematic given that over 3,000 passengers per day will be picked-up and dropped-off via the kiss-and-ride mode. Since there is no off-street kiss-and-ride area planned in the FEIS Site Plan, it is very likely that the limited bus zones will be encroached upon by automobiles waiting to pick-up and drop-off passengers.

Another problem with the existing site plan focuses on the bus/pedestrian conflict presented by the crosswalk that crosses the driveway entering the bus layover area. All the people dropped-off by the local Western Avenue buses, pedestrians along Western Avenue itself, and any kiss-and-ride patrons dropped-off north of the driveway will all have to cross the flow of forty to fifty buses per hour entering the layover area.

Another concern of the is the actual location of the bus layover area. Rail patrons coming up out of the subway portal will, in fact, be facing the bus layover area. There is a concern that this could be confusing in that patrons would tend to walk through the layover area looking for their bus. For liability and public relation reasons, it would be better to physically separate the bus layover operation from the pedestrians leaving the station portal.

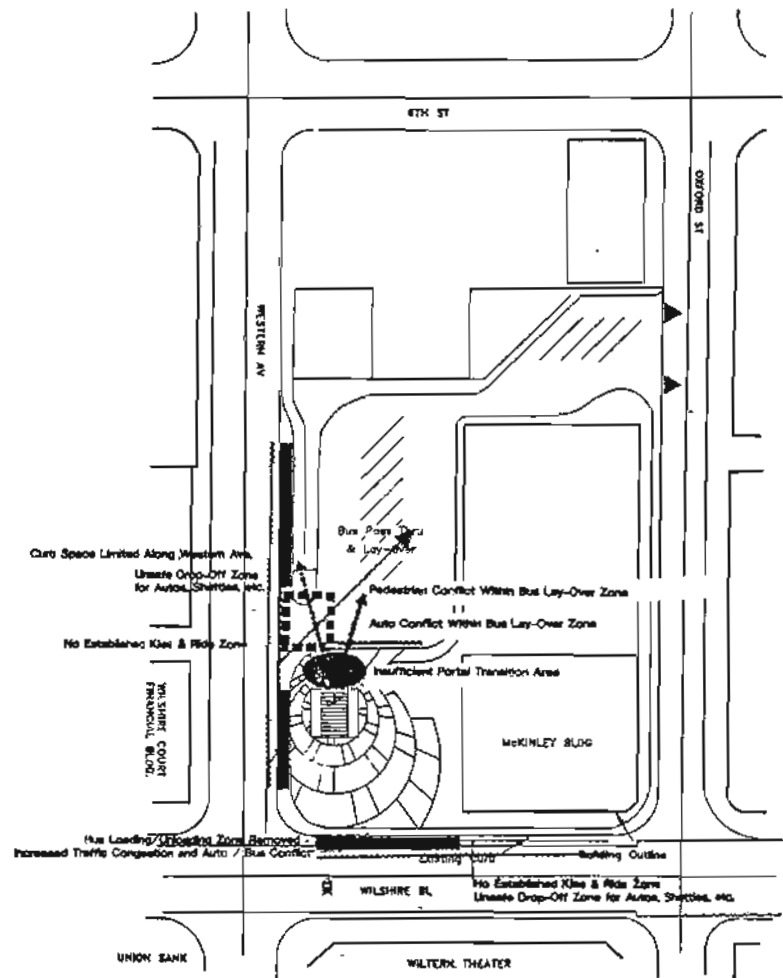
Given the high traffic volumes along Western Avenue and Wilshire Boulevard, it seems likely that access to/from a new joint development project would be severely limited from these two streets. Therefore, it is very likely that the major access to new joint development will be from Oxford Street, with Oxford collecting the traffic from both 6th Street and Wilshire Boulevard.

### **2.5.1 Bus Passenger Drop-off**

There is very limited curb space at the northeast corner of Wilshire & Western immediately adjacent to Station Portal. Bus passengers must cross Western Avenue entrance to bus layover area (bus-passenger conflicts in driveway). No street widening for bus loading area on Western Avenue, northbound or southbound.








The Curbside Bus Passenger drop-off area for the northbound lane of Western Boulevard is extremely limited. Because this plan does not provide a bus turnout lane, buses stopping to drop off and pick up passengers on Western would block right turn traffic from Wilshire Boulevard. There would be additional bus/auto conflicts caused by buses entering the driveway to the layover area.

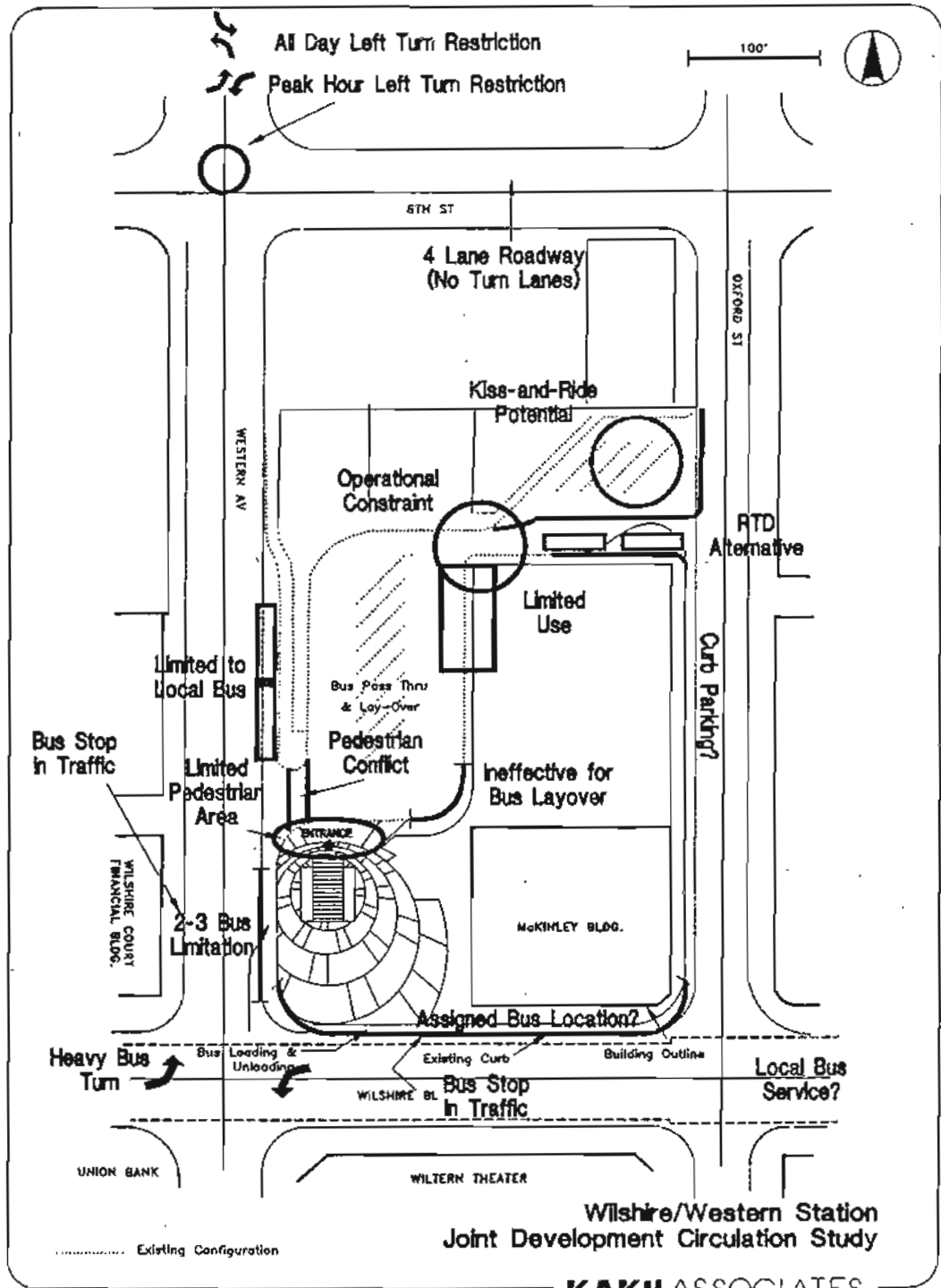
This plan had also assumed that there would be a double left turn lane from Wilshire on to Western. The double left turn lanes would have alleviated congestion at the intersection.



### MULTIMODAL INTERFACE

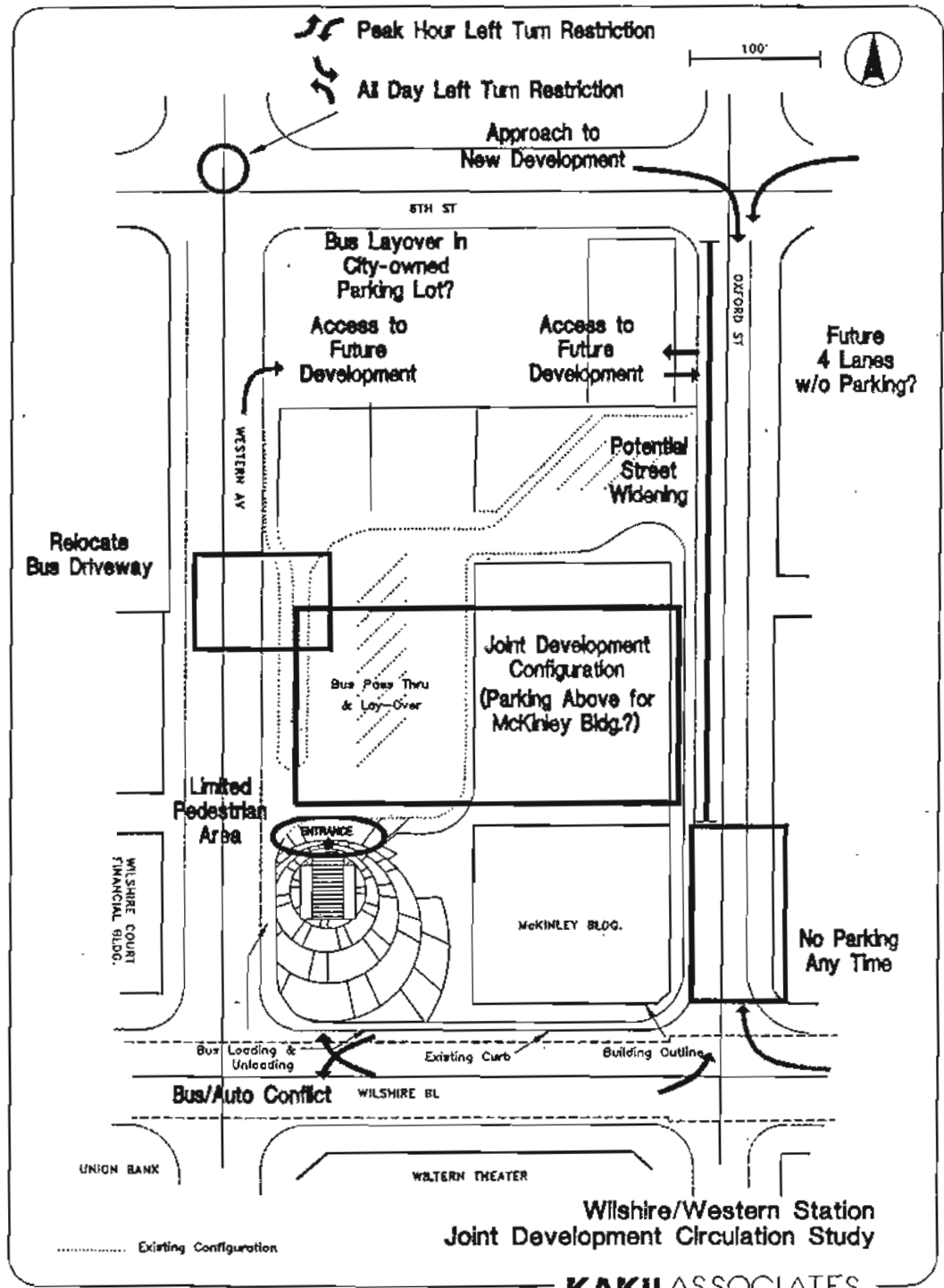
### FEIS SITE PLAN A

-  PORTAL ENTRY
-  METRO RAIL
-  PORTAL TRANSITION ZONE
-  BUS STOP ZONE
-  BUS MOVEMENT
-  AUTO/BUS CONFLICT ZONE
-  PEDESTRIAN/AUTO/BUS CONFLICT ZONE
-  PEDESTRIAN MOVEMENT
-  BUS INGRESS/EGRESS



KAKU ASSOCIATES

EXHIBIT 5  
COMMENTS ON EXISTING PLAN



Wilshire/Western Station  
 Joint Development Circulation Study

KAKU ASSOCIATES

EXHIBIT 6  
 CONSIDERATIONS FOR FUTURE JOINT DEVELOPMENT



### **2.5.2 Bus Layover**

The principal bus layover area is immediately adjacent to the station portal. Passengers exiting the portal will be facing north and walk towards the bus layover area which would be the first thing they see. However, passenger loading and unloading will not be allowed in the bus layover area. It is virtually inevitable that passengers will walk up to the parked buses in the layover area and try to gain entrance. This situation will lead to bus passenger conflicts in the layover area as well as a bad public relations situation resulting from angry passengers who wanted to board buses in the layover area.

### **2.5.3 Pedestrian Circulation**

The FEIS plan assumed double left turn lanes from Wilshire onto Western. Although they are not mentioned in the EIS as a mitigation measure, they are specified in a sideletter between LACTC and LADOT. It is our understanding that under current agreements regarding the Wilshire Streetscape Plan, the double left turn lanes will not be constructed. This plan does not provide for street widening to accommodate a bus dropoff area on the east side (northbound lane) of Western. Buses stopping to pick up and drop off passengers would block the right turn lane from Wilshire northbound onto Western. They would also create a bottleneck slowing left turn traffic from Wilshire northbound onto Western. In addition, the placement of the driveway for the bus layover would create additional traffic congestion on Western.

### **2.5.4 Vehicular Access and Circulation**

Because the FEIS design did not include plans for any auto circulation within the transit block, all conflicts would occur in the bus stop areas, traffic lanes, and around the bus driveway leading to the layover area. Other alternative designs which were considered had merging of bus and auto traffic within the transit block in driveways and/or parking areas. Buses leaving the layover area would encroach on northbound Oxford Street traffic.

### **2.5.6 Kiss & Ride**

This plan does not provide for an automobile drop-off area (kiss & ride) within the transit block, or a designated curb drop off area for rail passengers who arrive by automobile. It is virtually inevitable that passengers would be dropped off illegally in the bus loading area or even from traffic lanes, inhibiting bus movements and blocking traffic at the Wilshire/Western intersection. Other alternatives provided kiss & ride in the northeast portion of the transit block

where they would be farther from the station portal, and where pedestrians from the kiss & ride would be walking through the bus layover area.

Under the new Locally Preferred Alternative (LPA), Wilshire/Western was estimated to have a park & ride deficiency of about 400 spaces. At the time the EIS was written, it was assumed that additional spaces could be provided by joint development in the area. Because of the prolonged economic downturn in Southern California, there is little likelihood that mitigation of parking impacts will be provided by private sector development.

## **2.6 Real Estate Market Conditions**

The Los Angeles Area Real Estate Market has seriously deteriorated since late 1991 when the MTA evaluated development potential for the Wilshire/Western Station Site. Overbuilding of commercial real estate, bank failures, restructuring of financial service industries, major losses in the regional aerospace/defense industry, national economic recession, the Los Angeles Riots of May 1992, and drastic shortfalls in state and local government revenues, have had a profoundly negative effect on commercial real estate development throughout Southern California.

Korean investors, formerly a source of new capital for the Mid-Wilshire area, have significantly scaled back their activities, because Korean merchants and building owners were specifically targeted by rioters, and because deteriorating economic conditions have made investment less attractive.

Based on market conditions existing at that time, the 1991 Development Potential Study for the Wilshire/Western Station by Halcyon Real Estate Advisors recommended office, retail and either a hotel or residential facility above a two-story retail structure. They noted, however, that a scenario calling for major office and retail construction would involve significant financial risk. Because this study was carried out before the riots which had such a negative effect on the Korean residential and business community, it was also assumed that Korean immigration and the maturing of the second wave Korean business community would fuel development of a Korean-serving retail center as well as the hotel and/or residential components.

Mid-Wilshire had seemed to be enjoying a renewal with the expansion of Korean business and investment in the Mid-Wilshire corridor. In 1991, it was estimated that Korean investors owned approximately 18 percent of major office buildings on Wilshire while Korean companies occupied around 12 percent of its space. Wilshire between Western and Vermont had become a prestige business location for Koreatown whose commercial heart generally follows Olympic Boulevard to the south.

The Mid-Wilshire Office Market follows Wilshire Boulevard westward from the downtown Los Angeles Central Business District. It is located primarily along the Wilshire corridor from Hoover Street on the east to Crenshaw on the west. With approximately 9.5 million square feet of office space in more than 60 buildings, Mid-Wilshire represents one of the biggest office submarkets within the Los Angeles area.

Until the late 1980's, Mid-Wilshire was home to labor intensive corporate operations by major tenants such as Texaco, Getty Oil, Kemper Insurance, Travelers Insurance, Chubb and Beneficial Standard. Operations for these tenants have since relocated to suburban areas where they are closer to their respective labor pools. Many of the Mid-Wilshire office buildings were constructed as corporate headquarters for large tenants, offering a Wilshire Avenue address at lower cost than downtown space. In the past decade, there has been a tendency to separate the "front office" corporate functions from "back office" record-keeping operations.

Mid-Wilshire has traditionally been a low-cost alternative to downtown Los Angeles. Aggressive lease packages and ample on-site parking attracted small to mid-sized professional firms along with international companies. More recently, however, the oversupply of new office space in the Downtown Central Business District has had negative repercussions for Mid-Wilshire. Among the major tenants to sign recent leases for new downtown office space were two insurance companies and two law firms from Mid-Wilshire.

The Los Angeles County hotel market has suffered from several years of unfavorable market conditions caused by the 1991 Persian Gulf War, the civil unrest in May 1992 and fear of repeated unrest at the end of the trial in April 1993, as well as the worst recession in the area since the 1930's. For the five-month period from January through May 1993, hotel room occupancy in the county was estimated at 60.8 percent. Occupancy for downtown Los Angeles, to which Mid-Wilshire hotel performance has been closely tied, was below fifty percent for the year-to-date; it has been the weakest hotel submarket in all of Los Angeles County. Throughout the Los Angeles region, average daily rates remain low as managers struggle with the balancing act of increasing occupancy by reducing rates.

The Los Angeles Convention Center is nearing completion and the Greater Los Angeles Convention & Visitors Bureau is preparing to launch a national consumer advertising campaign for Los Angeles in order to counteract negative presumption of national media towards Los Angeles. Although the Convention Center will open in November 1993, convention bookings remain low for 1994 as well as for the next decade. Because of the excess hotel capacity downtown, it is unlikely that hotel demand from convention visitors will have a positive impact on the Mid-Wilshire area in the near term future.

## 2.7 Community Input

The second phase of the Community Outreach Program was to solicit input for the proposed joint development at the Wilshire/Western Red Line Station site. Specifically, this second component was comprised of focus group meetings with representatives of the major groups living and working within the immediate vicinity of the station.

The following is a summary of the comments regarding development that were received.

Development opportunities favorably considered by the Korean community include:

1. Multi-cultural community center
2. Senior citizen housing
3. Entrepreneurial business opportunities

The Hispanic community would support the following joint development at the station:

1. Major supermarket
2. Entrepreneurial opportunities for area Hispanics
3. Development that reserves a certain percentage of jobs for area residents
4. Licensed street vending activity

Swap meets are opposed because the quality of goods is poor, swap meet vendors often do not pay sales tax on the money received and the City loses this revenue, and the goods often are stolen goods. An opposition also exists to housing as a joint development activity on this site.

The short term joint development concerns of the Business community are as follows:

1. Create a park for people to use during lunch hour
2. Movie theatre complex i.e. Cineplex 14 Theatres that might show films in a variety of languages and that would remain in the long-term development
3. Miniature City-Walk type development
4. Uses that encourage after hour or week end activity
5. Connection to Bike Routes along 4th street as part of the City of Los Angeles Bike Route Map
6. Ranch/Farmers Market based on Hollywood and West Hollywood models

7. Multi-Ethnic vendors space for daily and week end swap-meet or cultural fair
8. Shops that sell prepared (upscale) food for individuals to pick-up on their way home
9. Use the Mckinley Building for community space. The development of an outdoor plaza or restaurant space that interacts with the community space to encourage activity
10. Kiss and Ride spaces for individuals using the current transportation as well as the subway in 1996. Additional parking to accommodate downtown bound individuals that may wish to use the Red Line for meeting attendance, etc. and may not wish to drive into the Central Business District.

There was minimal discussion from this group about security. Most attendees believed the area to be safe during daylight hours and were satisfied with the security measures proposed by the MTA for the community and the Red Line Stations. Some concern was expressed regarding the traffic congestion that parking on the site might encourage.

The long term ideas expressed by the attendees were as follows:

1. Four-story, upscale retail center that will cater to the business community as well as the surrounding neighborhoods
2. Movie/Cinema complex as stated above
3. Recreation Center and park
4. Pedestrian based retail development, anchored by a major department store since Bullock's Wilshire and I. Magnin have closed

The development should encourage Wilshire Boulevard and Western Avenue street traffic. The completed traffic study was lambasted for being shortsighted in not including Wilshire or Western street front retail development possibilities. Most agreed that the TEAM should closely review how joint development can responsibly address the needs of the pedestrian-oriented street traffic.

5. Child care and health care
6. Athletic club, health club or gymnasium
7. Architecture should be created to avoid smooth surfaces to prohibit skateboarding. Open space should be bright and without places for criminals to hide
8. Night Clubs
9. Restaurants

10. Community center with meeting rooms, small theatres with a resident theatre company and vocal group. The individual asked that the Joint Development TEAM consider the importance of developing a community center as a focal point for integrating the multi-cultural and diverse community that currently exists in the area
11. Heliport with flights to LAX, similar to that which previously operated from the Ambassador Hotel
12. One individual suggested that the City close Wilshire Boulevard to vehicular traffic

Issues of concern as expressed by the Homeowner Community:

Representatives of the Wilshire Homeowners Alliance were concerned about the general character of the neighborhoods in which they live and how that character would be affected by the above-ground development. They had reservations about the size of a development and that it should not exceed the current zoning. There was also concern expressed about the proposed lack of sidewalk/storefront activity possible along Western and Wilshire because of the bus layover and proposed parking.

Without exception, these residents feel that MTA could benefit from developing transportation that reaches into the residential streets to further promote use of the Red Line and patronage of the joint development. They also suggested coordination with the Electric Trolley Bus proposed for Beverly Boulevard to join with the station in some way.

The ideas expressed by the resident community are listed below as both long and short term goals for development:

1. Move the bus-layover zone to Olympic and Western to facilitate increased neighborhood and community serving uses for the site
2. Office tower
3. Acquire joint development rights with neighboring City-owned and privately-owned parking lots.
4. Mixed-use neighborhood services including retail, commercial, and community spaces
5. Theatres
6. Parking
7. Supermarket
8. A store like Trader Joe's that will sell interesting and mid-range products at reduced prices
9. Evening activity center like the Marina or the Third Street Promenade in Santa Monica
10. Mixed-use development that encourages sensitive development of appropriate scale
11. Long and short term parking for east-bound riders.

## Chapter 3 Recommended Plan

### 3.1 Interim Uses and Design

Focusing on the objectives of enhancing the portal plaza, increasing ridership and recommending the highest and best land use of the property owned and given the opportunities and constraints outlined in the previous chapter, a range of development scenarios based on varying degrees of economic feasibility and community and market support are recommended.

First, an interim plan for the use and design of the ownership property given the constraint of a fixed portal entrance. Second, a plan for development of parcels currently under MTA ownership. Third, a recommendation for joint development given the preferred long-term circulation plan. Fourth, a series of three long-term recommendations for development of the entire block bounded by Wilshire Boulevard, Sixth Street, Oxford Street and Western Avenue.

#### Site Restoration

Exhibit 3- shows the circulation pattern for the recommended interim plan.

A kiss-and-ride area has been provided immediately north of the station portal. The kiss-and-ride area has been reconfigured to include twelve short-term parking spaces in the center of the area with curb space around the east, south and west reserved for loading and unloading only. Automobiles would enter the kiss-and-ride area from northbound Western Avenue and would exit onto southbound Oxford Street.

Thirteen bus layover spaces would be provided in the interim plan. Buses would enter the layover area from northbound Western and would exit onto Oxford Street.

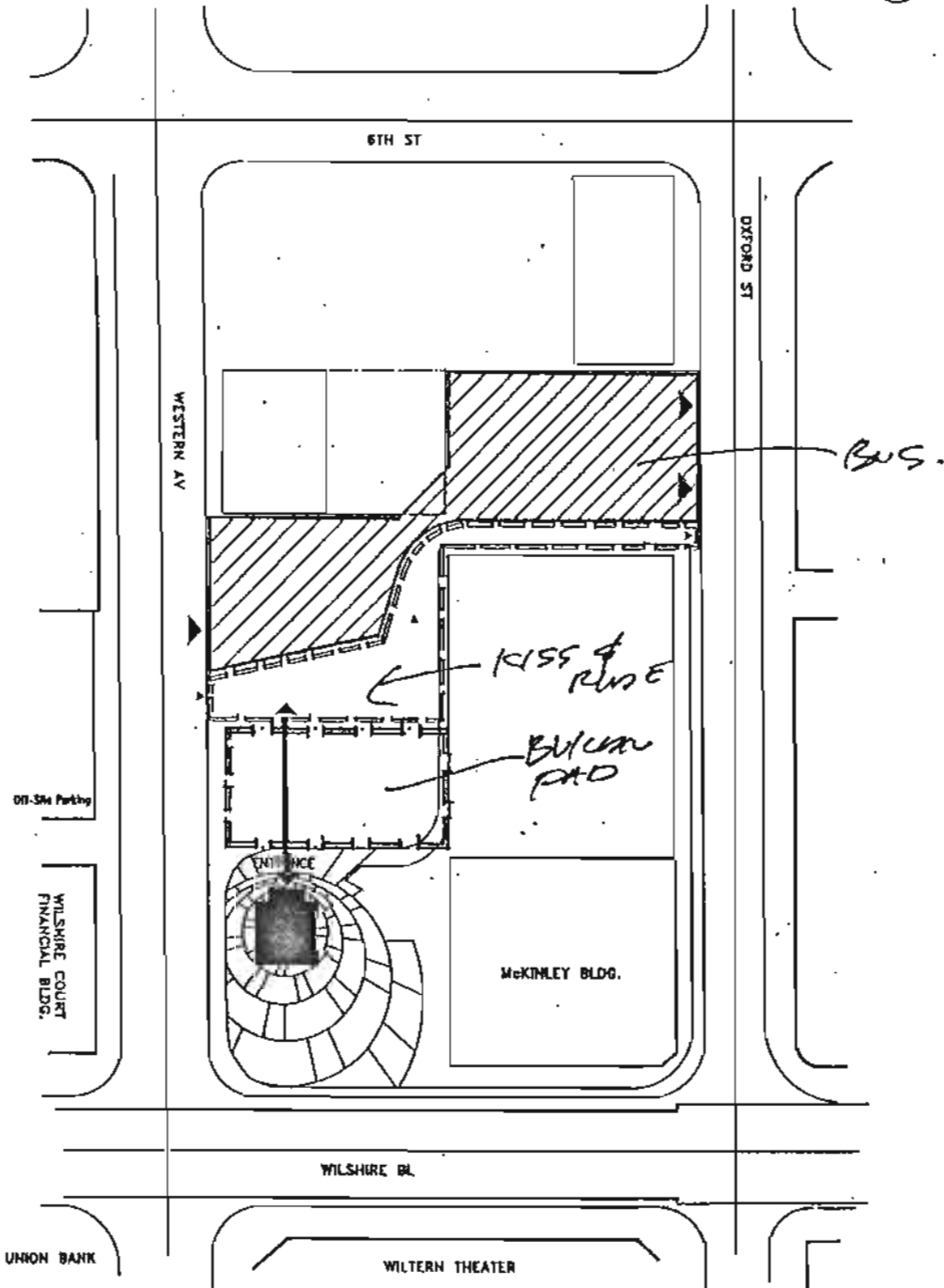
In order to completely separate automobiles and buses within the site, a small triangle 22'X30' at the south east corner of the surface parking area utilized by the property located at 610 South Western Avenue (the Sixth Oxford Center) must be leased or purchased. This would reduce the parking supply in the private surface parking lot by three spaces. If the lease or purchase of a portion of the surface parking lot cannot be accomplished, this alternate would result in the mixing of automobiles and buses for a short distance in the center of the site.

This layout offers potential for joint development opportunities in that the portion of the site immediately north of the station portal contains a kiss-and-ride and loading/unloading area that could easily be spanned by a building. The






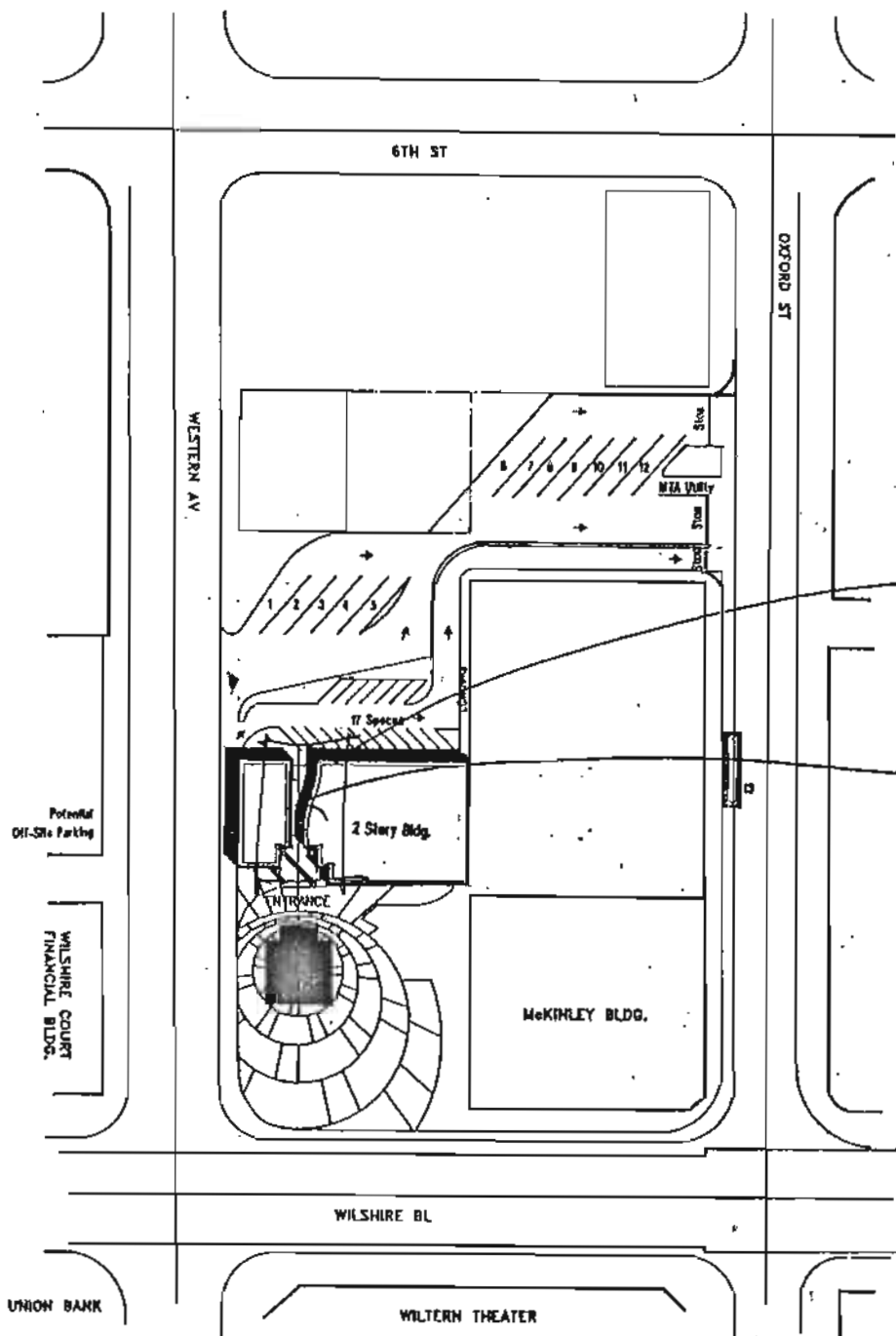
1" = 60'



*Inform*  
 CHAND/USE  
 PARCEL / ~~DESIGN~~  
 OVERAM.  
 Parcel Design

- LAND PLAN / ACCESS
-  DEVELOPMENT POTENTIAL
  -  BUS LAY OVER
  -  KISS & RIDE / PARKING
  -  PEDESTRIAN LOORAGE
  -  BUS INGRESS/EGRESS
  -  AUTO INGRESS/EGRESS
  -  PORTAL ENTRY

1" = 60'



ATRIUM SPACE

DIRECT ACCESS FROM PORTAL TO HISS + WIDE

- RETAIL USE
  - CAFES
  - NEWSSTANDS
  - RESTAURANTS
  - FLOWERS
  - BOOKS
  - KINKOS
  - VIDEO.

configuration of the westerly bus base would also allow a building to be built over the bus spaces without too much loss of maneuvering room for the buses.

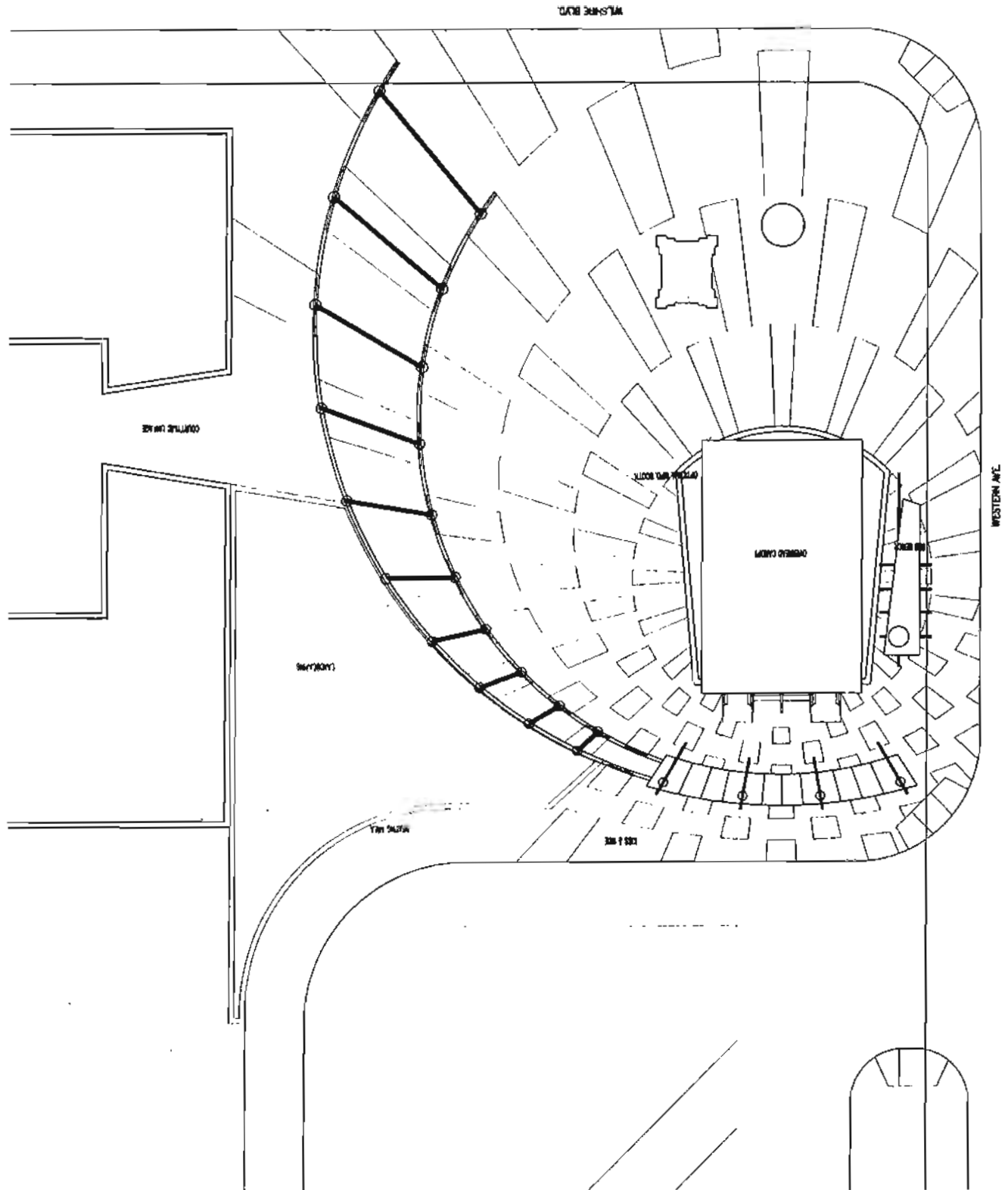
### **Plaza and Portal**

The location and orientation of the portal is under construction and cannot be relocated or reoriented. Currently, the portal entrance and exit is located on the northern edge of the plaza with the passengers entering the subway facing Wilshire Boulevard, but exiting away from the main plaza area and the Wilshire/Western intersection. Because of the portal location and orientation the portal should have a visual impact within the plaza. The FEIS design shows only a three feet high by six to eight feet wide, granite finish planter that wraps on three sides of the portal.

AST envisions the portal to be the most vital component of the plaza and should become the focal element that is both aesthetically pleasing and functional to service the passengers comfortably. A light, metal framed structure in the shape of a wing that hovers about 20' to 25' over the portal hole will give protection from rain and provide the portal with an identity and sense of dynamics. As the passengers ride to escalator to come up from the mezzanine reflective panels will be attached to the metal structure to allow the passenger to view the main plaza area behind them. The sides of this structure will be open to admit light and air below. The passengers exiting the subway will begin to feel a "sense of place" and easily identify the plaza and the Wilshire/Western district.

The AST recognizes the importance of maintaining an open plaza at the intersection of Wilshire/Western to add to the quality of the existing built environment, to Metro rail riders and future joint development; however, because this study was undertaken after the portal had been designed and already under construction, the AST has been limited in providing design alternatives as to the portal location and orientation in relation to the existing urban context and other components of the FEIS site design. The orientation of the portal entrance and exit, which is facing north and has the passenger's backs facing Wilshire Boulevard and viewing into the current bus lay-over zone, is a major flaw in the quality of the overall experience of exiting the subway and making initial contact with the portal plaza.

The portal plaza is envisioned as an active, open urban public space. It is intended for the space to have both a formal and informal use. The portal plaza will serve as an important identifying public space in which people can gather and also, as a transitional space from destination to destination. The plaza will be utilized in an interim basis as a gathering place for patrons of the Wiltern Theater during the evening combined with retail uses such as cafes, news stands, ticketrons, tourist shops and flower stands. AST encourages the usage of push cart vendors to promote an active plaza environment. The AST recommends a joint effort with the McKinley Building courtyard just east of the plaza to make a physical connection so that the interior courtyard will have direct linkage to the plaza.



As a gathering place the plaza is envisioned as a space for people to meet casually and as a destination point. The plaza must be designed to adequately serve the pedestrian circulation that exist between bus and metro passengers as well as to serve as procession, transition area for future joint development. AST recommends that the portal transition zone be of adequate size to provide for easy circulation between the portal and other components of the plaza.

The ground floor areas that will surround the plaza should incorporate active retail facilities such as boutiques shops, restaurants, outdoor cafes, and a grand lobby that has multiple levels of retail facilities that is highly visible from the plaza and sidewalks. In addition, a feature art element in the form of a trellis, arcade is proposed to give dynamics to the plaza and function as a directional guide for passengers coming out of the portal.

### **Joint Development -**

The recommended joint development over MTA owned property is a two-story structure approximately 150' x 80' located approximately 30' from portal entry with access from the portal to the Kiss & Ride area north of the plaza.

The uses envisioned for this structure include service oriented retail with parking provide off-site in adjacent lots and structures.

Also envisioned is a linkage from the plaza area to the McKinley Building courtyard area. This linkage would allow the plaza to remain an open space while providing retail and food services adjacent to the plaza.

## 3.2 Long-Term Recommendations

### Long-Range Circulation Plan

Exhibit 3- shows the preferred long-range circulation plan for the Wilshire/Western Metro Rail Station site. The ultimate purchase of the Sixth Oxford Center building and parking lot would allow an east-west bus loading area to be developed which would leave a rectangular parcel available for joint development. The kiss-and-ride area would be accessed in both directions for Oxford Street which would significantly increase the bus loading area along Western and dramatically reduce the bus/auto conflicts along Western. Pedestrian flow to/from the station portal would be improved.

The kiss-and-ride area could be configured as shown in Exhibit 18 or a configuration similar to Exhibit 17 could be utilized where the east, west and south curbs of the kiss-and-ride area could be striped as loading/unloading rather than parking spaces. If this approach were taken, the center parking bay of the kiss-and-ride area in Exhibit 18 would still provide thirty-one short-term parking spaces.

In order to accomplish the long-range circulation plan shown in Exhibit 18, additional land over and above what is now owned by MTA must be purchased. Exhibit 19 lists some of the transit benefits that would accrue from the purchase of the Sixth Oxford Center located at 610 Western Avenue. Exhibit 19 compares the recommended long-range circulation plan to the circulation plan presented in the FEIS (Exhibit 1).

As Exhibit 3- shows, the purchase of the Sixth Oxford Center would result in a significantly better on-site circulation plan providing a logical efficient bus layover zone, an easy to understand kiss-and-ride area, and a parcel with significant flexibility for joint development.

### Joint Development Opportunities Utilizing Entire Block

#### Recommendation I

The first recommendation is based on the preferred long-range circulation plan. Opportunity exists for two building pads, for a two phased development potential. This proposal requires the acquisition and demolition of the structure located at 610 South Western Avenue.

*What about  
Mont Blanc  
Bldg.*





This plan provides for 66 Kiss & Ride spaces with ingress and egress for Kiss & Ride located on Oxford Street. A motor court will serve as Kiss & Ride once joint development takes place.

The primary focus of the pedestrian activity would be between the portal plaza and Kiss & Ride court or plaza. To encourage pedestrian circulation along Western Avenue, retail shops that connect to a retail arcade directly adjacent to portal plaza and the portal are recommended.

To promote neighborhood pedestrian use and circulation along Sixth Street service type retail ie. market, video stores, etc. is recommended along the Sixth Street frontage.

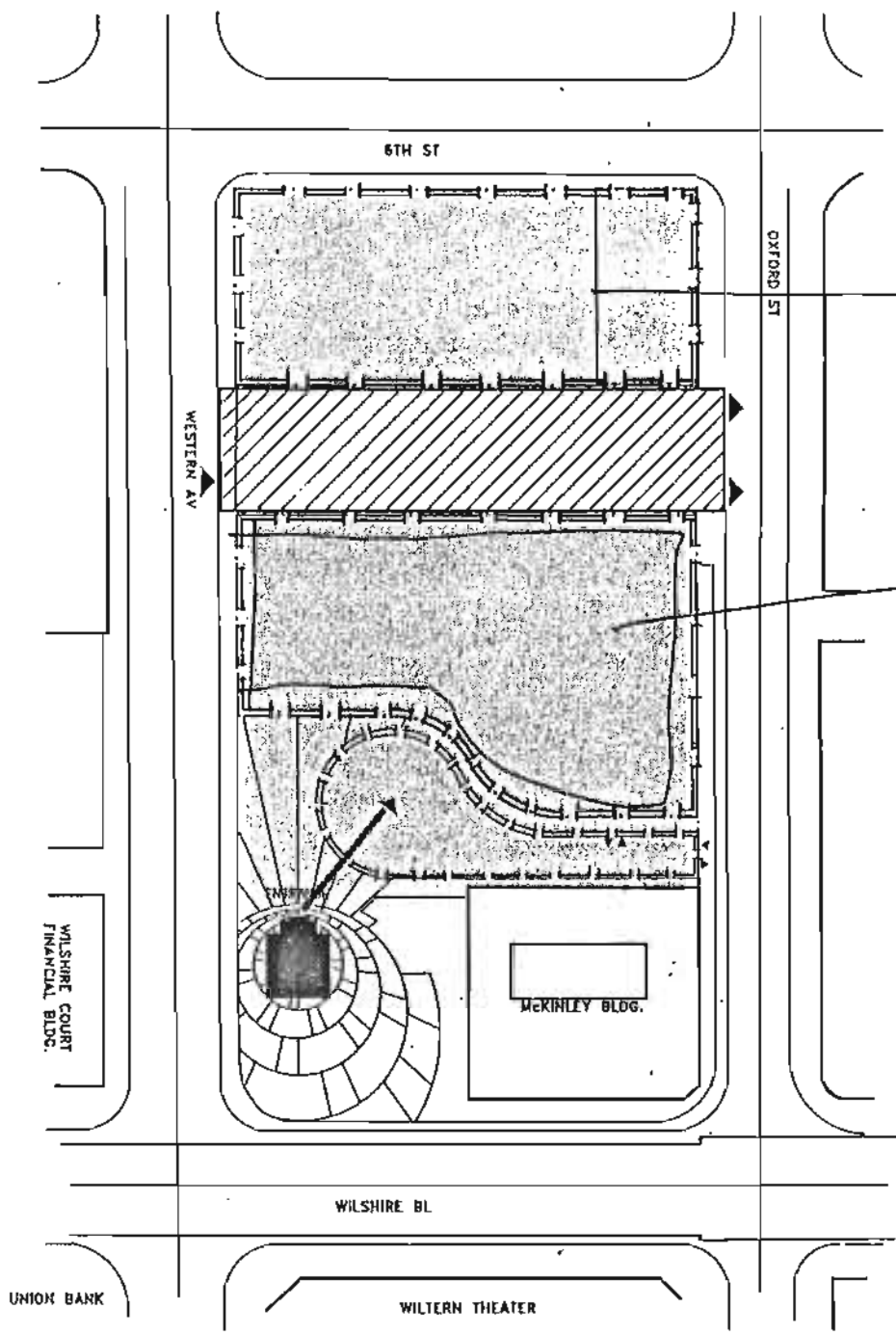
The primary structure is to be located on MTA owned parcels on Western Avenue and the surface parking lot associated with the McKinley Building. The ground level contains retail, an office lobby, and theater lobby. The set back along Western Avenue shall be a minimum of 20' to minimize the conflict between bus movements and pedestrians. The second and third levels along Western Avenue and directly adjacent to Kiss & Ride will be retail while a movie theater on the same levels will be adjacent to Oxford Street. Above the retail and theater uses will be a high rise office building that will incrementally stepback as suggested by the POD plan and Wilshire Center Plan. The building entry will have both a Wilshire Boulevard and Western Avenue orientation and have direct access from the portal.

The recommended structure along the Sixth Street frontage is a four-story building with street level retail to emphasize a sidewalk shopping district and three levels of housing above the retail component. The housing component should step back to create veranda for units above. An architectural element ie. tower, open frame trellis, etc. at the south-east corner of Western Avenue and Sixth Street will reinforce the character of sidewalk shopping district.

The bus lay-over area is envisioned as an outdoor courtyard with a set back from Western Avenue to be consistent from Wilshire to Sixth Street.

Subterranean parking levels will be provided at both building pad parcels and on-grade parking can be accommodated behind the mixed use structure along Sixth Street. Parking can also be provided above ground in a structure beneath the theater complex with access from Oxford Street.

1" = 60'











PHASE 2

PHASE 1

INTER-CHANGEABLE

(A)

*PLANES / PHASING*  
LAND PLAN / ACCESS *Phasing diagram*

-  DEVELOPMENT POTENTIAL
-  BUS LAY OVER
-  KISS & RIDE / PARKING
-  POTENTIAL SUBTERR. PARKING
-  PEDESTRIAN LINKAGE
-  BUS INGRESS/EGRESS
-  AUTO INGRESS/EGRESS
-  PORTAL ENTRY

UNION BANK

WILSHIRE BL

WILTHERN THEATER

WILSHIRE COURT  
FINANCIAL BLDG.

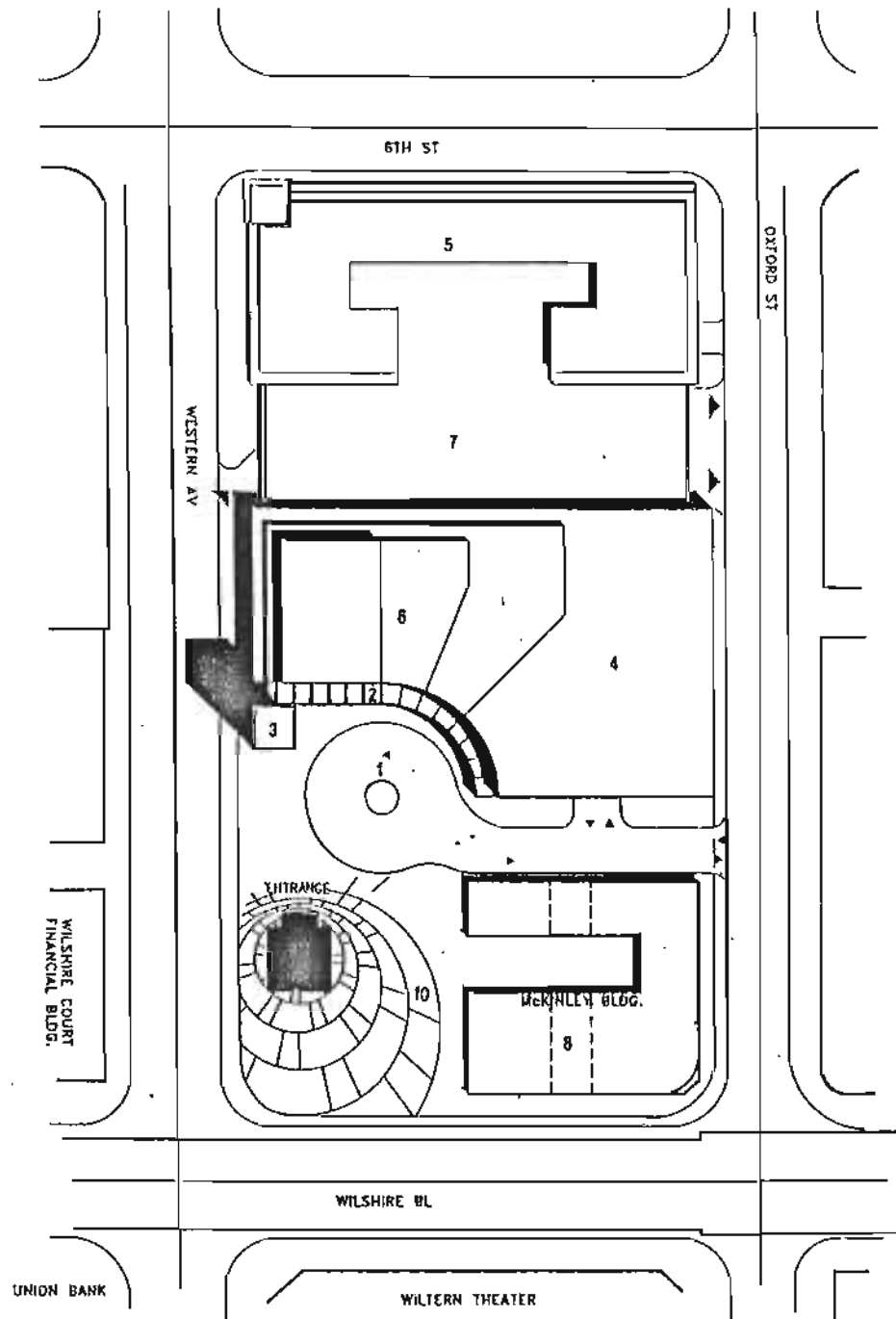
McKINLEY BLDG.

6TH ST

OXFORD ST

WESTERN AV

(A)



(A)

*Site Layout Parcel Diagram*

LEGEND

- ▲▼ INGRESS / EGRESS TRAFFIC
- 1 KISS & RIDE
- 2 RETAIL ARCADE
- 3 OFFICE BLDG. ENTRY TOWER/  
ACCESS TO SEC./LR.RET./THEATRE
- 4 PARKING ABOVE RETAIL/SERVICE AREA
- 5 HOUSING ABOVE RETAIL & PARK'G LEVELS
- 6 OFFICE ABOVE RETAIL & SIMI PARKING
- 7 OPEN SPACE PARK FOR HOUSING ABOVE  
BUS LAY-OVER
- 8 MCKINLEY BLDG.
- 9 PORTAL ENTRY
- 10 CIVIC PLAZA

As recommended in the interim use section of this report, the plaza area should have a physical connection to the McKinley Building courtyard. Openings should also be created on the north side of the building to integrate with joint development.

## **Recommendation II**

This recommended plan, like the previous plan is based on the preferred long-range circulation plan. The Kiss & Ride, however, will be located under theater complex along Oxford Street. This recommendation also includes the acquisition and demolition of 610 South Western Avenue and also assumes the acquisition and demolition of the Mont Blanc building located at the southwest corner of Sixth and Oxford Streets.

This recommendation allows for three building pads to be created to accommodate a three-phased development. The sizes as shown on Exhibit 3-. One phase covers the property owned by MTA, another is over the existing McKinley Building parking lot, and the third covers the lot under Department of Transportation ownership and the Mont Blanc Building.

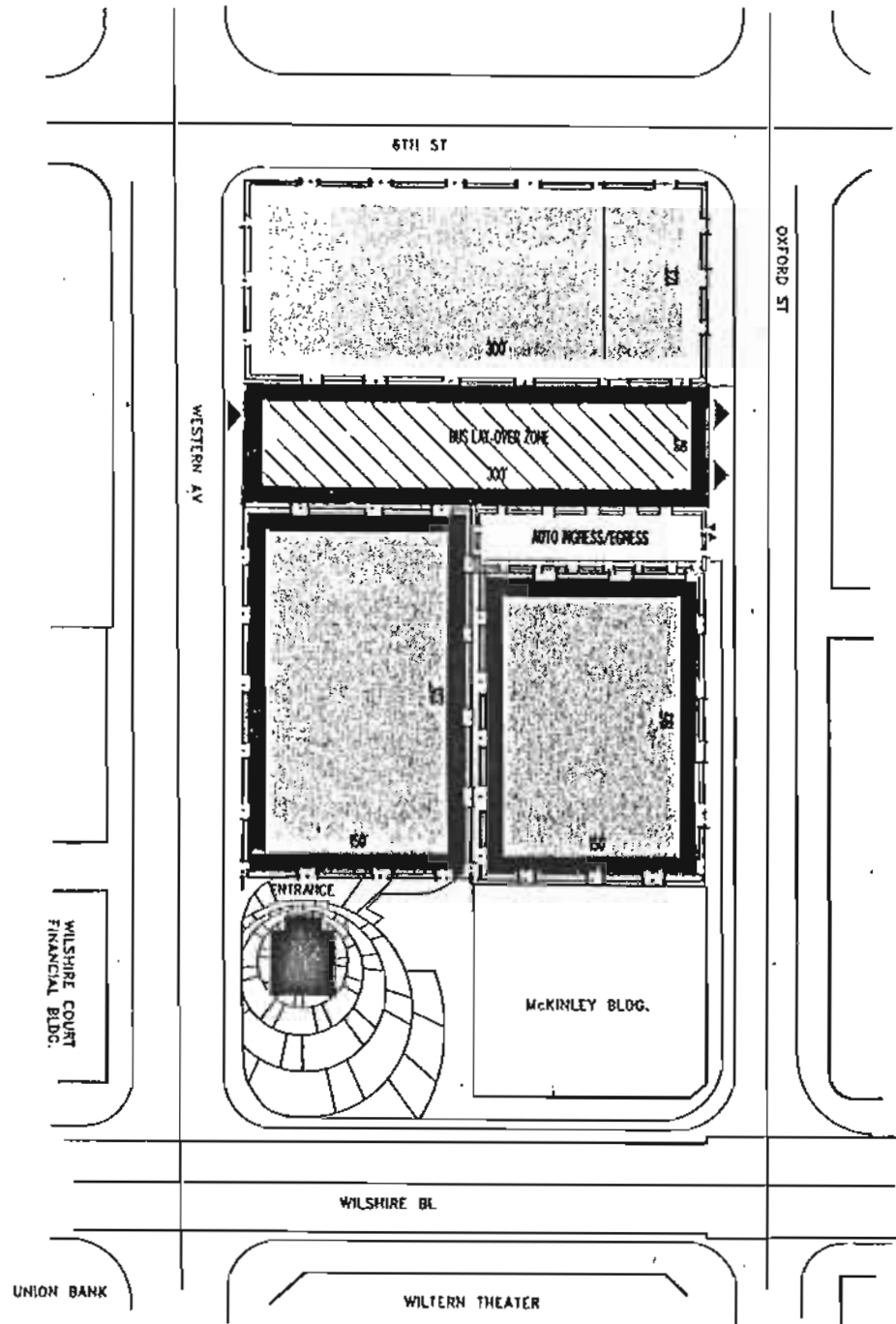
Pedestrian movement will be identical to the first recommendation with the exception of access from portal plaza to upper level plaza to retail and theater complex.

Ground level retail and restaurant uses and office lobby are located directly north of the plaza area. The second and third level along Western Avenue will be retail uses and the third level retail will connect with the theater plaza and building located along Oxford Street. There is the potential to connect this upper plaza to the outdoor deck above bus lay-over area.

The high rise office towers above the retail.

The recommended structure along the Sixth Street frontage is a four-story building with street level retail to emphasize a sidewalk shopping district and three levels of housing above the retail component. The housing component should step back to create veranda for units above. An architectural element ie. tower, open frame trellis, etc. at the south-east corner of Western Avenue and Sixth Street will reinforce the character of sidewalk shopping district.

1" = 60'

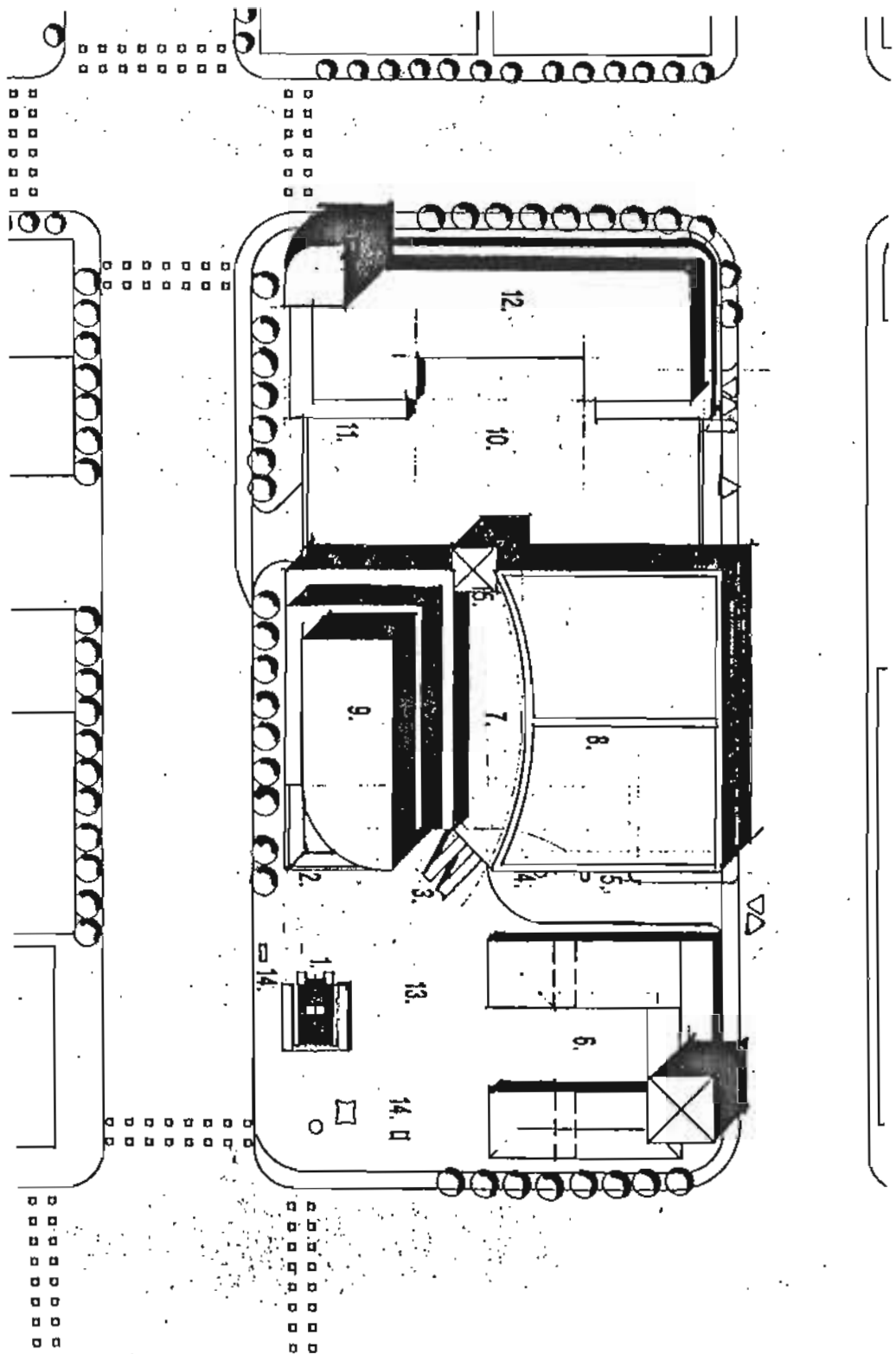


(B)

*PARALLEL PHASING diagram*

LEGEND

-  DEVELOPMENT POTENTIAL
-  BUS LAY OVER
-  POTENTIAL SUBTERR. PARKING
-  KISS & RIDE PARKING
-  BUS INGRESS/EGRESS
-  AUTO INGRESS/EGRESS
-  PORTAL ENTRY
-  BUS LAY-OVER ZONE 150'X300'
-  PHASE DEVELOPMENT 150'X235'
-  PHASE DEVELOPMENT 150'X185'
-  PHASE DEVELOPMENT 123'X300'



Development Parcel Diagram  
~~RECOMMENDED LONG TERM CIRCULATION PLAN~~  
 (ALTERNATE **B**)

LEGEND

- 1. PORTAL
- 2. BLDG. ENTRY
- 3. THEATRE PLAZA ESCALATOR
- 4. KISS & RIDE
- 5. PARKING STRUCT./SUB.
- 6. MCKINLEY BLDG.
- 7. THEATRE PLAZA /REST./RETAIL
- 8. THEATRE
- 9. OFFICE HIGH RISE
- 10. OPEN SPACE ABOVE BUS LAYOVER
- 11. POTENTIAL LOCATION FOR COMM. CENTER
- 12. HOUSING ABOVE RETAIL/PARKING GARAGE & STRUCT.
- 13. PLAZA
- 14. BUS STOP
- 15. POTENTIAL SECOND LEVEL HOUSING LINK

As recommended in the interim use section of this report, the plaza area should have a physical connection to the McKinley Building courtyard. Openings should also be created on the north side of the building to integrate with joint development.

### **Long Term Joint Development Plan**

#### **Recommendation III**

This final recommendation is based on the long-term circulation plan outlined in Exhibit 3-. The bus lay-over is to be located adjacent to the southeast corner of Sixth and Oxford Streets with bus ingress on Sixth Street and egress onto Oxford Street. Twelve on-site bus layover spaces are accommodated and one off-site space located along the western edge of Oxford Street.

This plan also requires the acquisition and demolition of 610 South Western Avenue but leaves the Mont Blanc building in its current location.

31 temporary Kiss & Ride parking spaces are provided with internal loading and unloading areas and auto ingress and egress on Western Avenue. With joint development, a motor court will be used as Kiss & Ride.

Under this plan, pedestrian movement is facilitated along Western Avenue by relieving the interruptions due to bus ingress on Western Avenue. It also allows the upper level plaza (secondary) area to be connected to Sixth Street by moving the mid-block bus layover area.

Like recommendation II, there are three potential phased joint-development parcels created. A rectangular parcel covering property under MTA and DOT ownership along Western Avenue, a second parcel over the McKinley Building parking lot, and a third parcel above the bus lay-over area.

This plan requires the joint effort and cooperation with DOT Parking Management for the location of the bus lay-over zone.

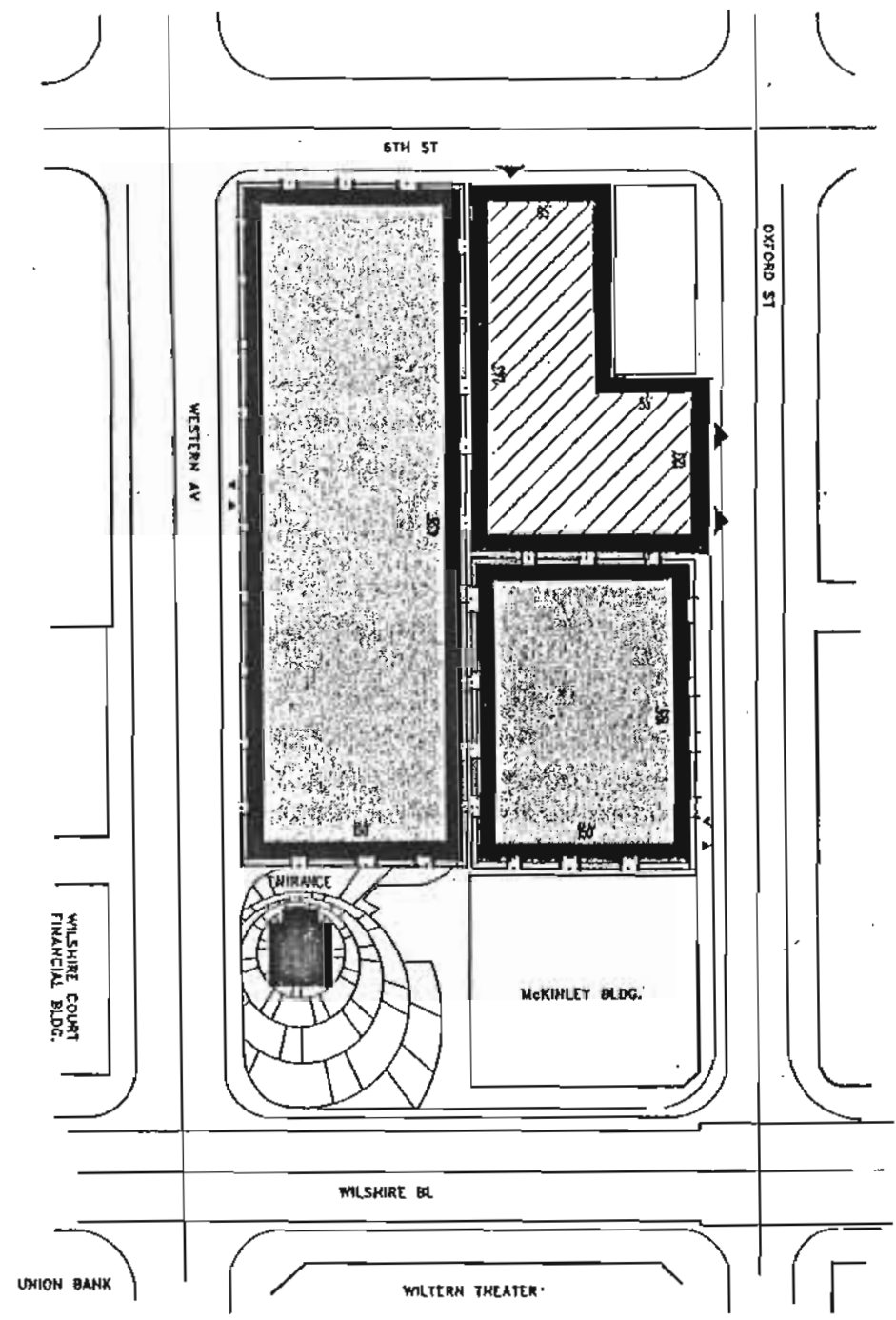
The buildings are oriented to address both Wilshire Boulevard and Western Avenue and front the portal plaza as well as to have a through connection at the ground level with retail/restaurant uses for the portal, plaza and center motor court/plaza.














1" = 60'

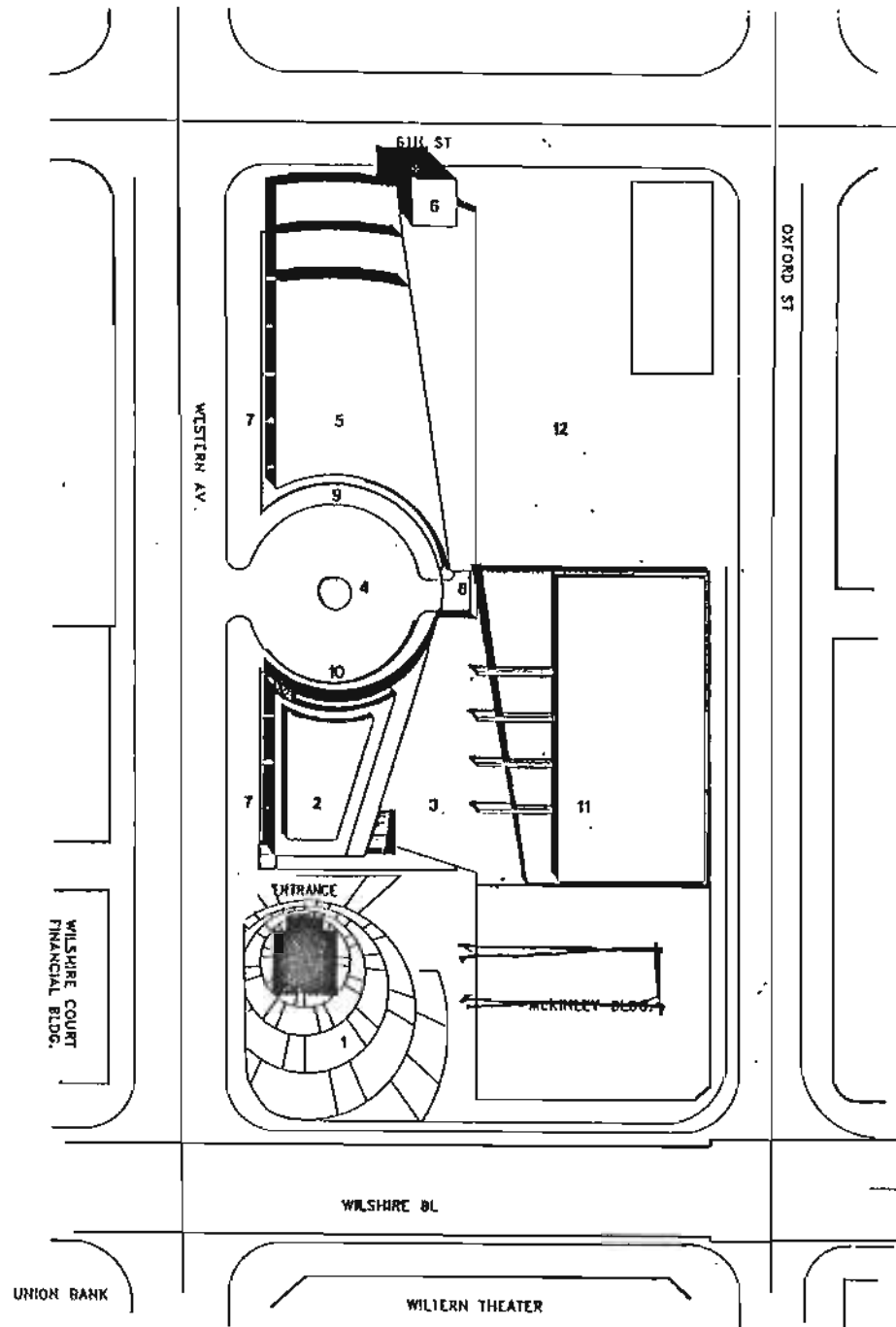
(A)



# PARCEL / PHASING (C)

## LAND PLAN / ACCESS

-  DEVELOPMENT POTENTIAL
-  BUS LAY OVER
-  POTENTIAL SUBTERR. PARKING
-  BUS INGRESS/EGRESS
-  AUTO INGRESS/EGRESS
-  PORTAL ENTRY
-  BUS LAY-OVER ZONE
-  PHASE DEVELOPMENT (50'x40')
-  PHASE DEVELOPMENT (50'x35')



LEGEND

(c)

- 1 PORTAL PLAZA
- 2 OFFICE BLDG. ABOVE RETAIL COMMERCIAL
- 3 UPPER LEVEL PLAZA ABOVE SERVICE AREA
- 4 MOTOR COURT
- 5 HOTEL ABOVE RETAIL COMMERCIAL
- 6 HOTEL TOWER
- 7 RETAIL PROMENADE RETAIL PROMENADE
- 8 SUBTERRANEAN GARAGE INGRESS / EGRESS
- 9 HOTEL ENTRY COURT
- 10 RESTAURANT COURT
- 11 FUTURE THEATER ABOVE PARKING
- 12 BUS LAY-OVER ZONE

The office lobby within a four level atrium style shopping retail gallery visible from the sidewalk, portal plaza and upper plaza level that connects to the theater complex at the upper plaza.

Upper plaza level will connect to the hotel located on the north of the motorcourt plaza. The motor court/plaza will have direct access and will interface with hotel lobby, high rise office lobby, retail shops and indoor/outdoor restaurants.

A continuous retail shopping arcade will stretch along Western Avenue with ample sidewalk width to accommodate for potential usage of the sidewalk area by shop owners.

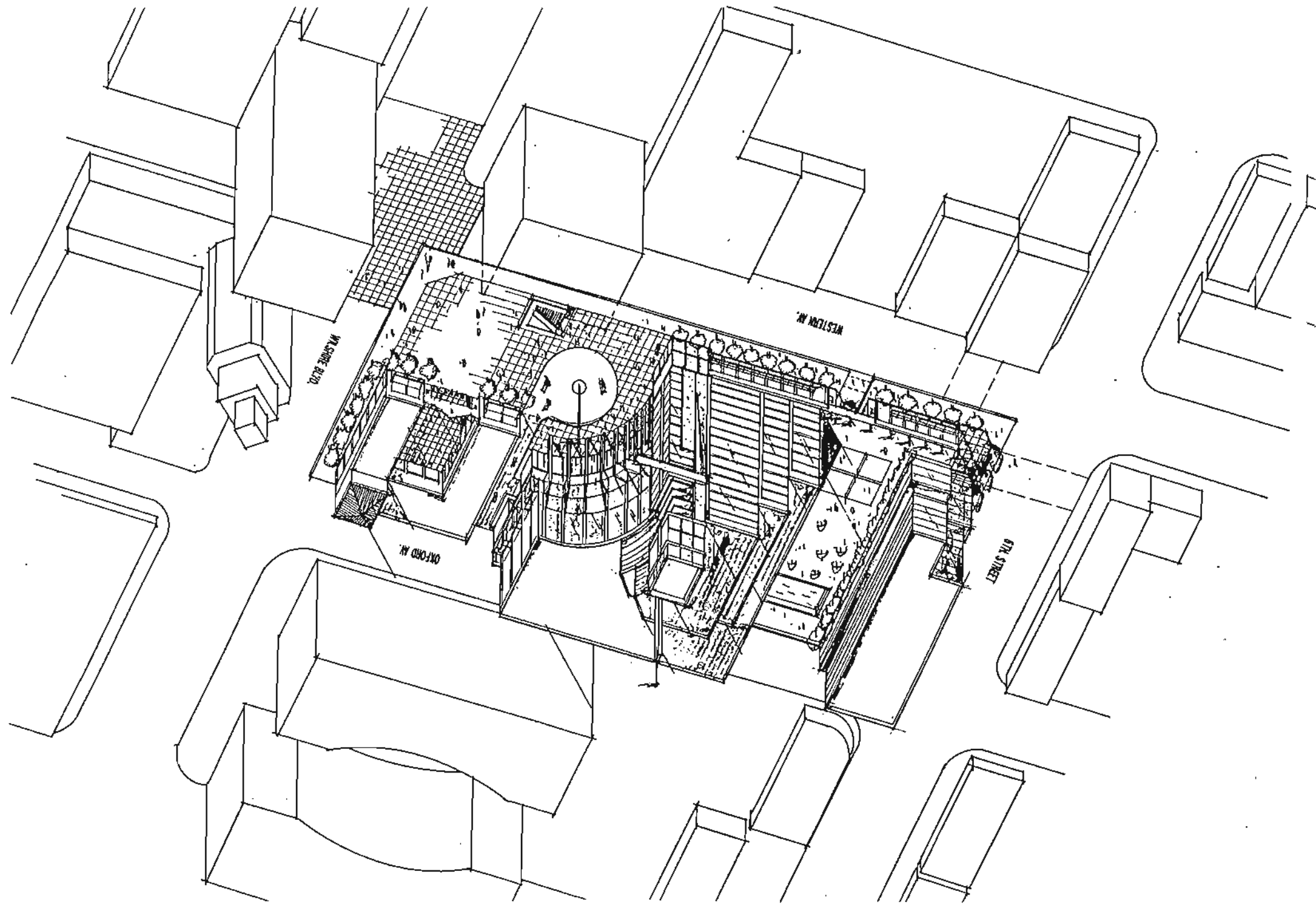
Both the hotel and office building will step back along Western Avenue and Sixth Street.

The theater complex will be located at the upper plaza area that is accessible from the retail gallery, hotel and portal plaza.

The McKinley Building courtyard will have physical connection to the portal plaza and the west wall will have storefronts to allow for more activities on the portal plaza.

### **Alternative Bus Layover Facilities**

# Summary of Recommendations



## Chapter 4 Conclusions

### ACTION PLAN

Given the development scenarios proposed, the action plan will enable the MTA to pursue the next phase of analysis. This plan is a synthesis of the information accumulated and outlines the issues which require immediate resolution and those which need further analysis.

## Appendix

### Persons Contacted

Kee Ha, President  
Korean Chamber of Commerce

Chull Huh, Secretary General  
Korean Chamber of Commerce

Gary Russell, AIA  
Russell & Associates  
Wilshire Chamber of Commerce

Oscar Andrade, Executive Director  
EL RESCATE

Ken Bernstein, Staff Support  
Wilshire Stakeholders

John Welborne, Esq.  
Former President of Wilshire Homeowners' Alliance

Wilshire Homeowners' Alliance  
Mike Cornwell - Wincsor Square Association  
Ned Fenton - Hancock Park homeowners' Association  
John Gresham - Wilshire Park Association  
Virginia Kazor - Ridgewood-Wilton Neighborhood Association  
Brian Parker - Highland LaBrea Residential Association  
Fred Pickle - LaBrea Hancock Homeowners' Association  
Owen Smith - Brookside Homeowners' Association  
Winifred Smith - Brookside Homeowners' Association  
Richard Workman - Windsor Village  
Sandy Kinnaird

Sally Woodward - Fremont Place Association

Carlos H. Vaquerano, Community Relations and Communications Director  
C A R A C E N, Central American Refugee Center

Alice Lipkis  
Department of Transportation

Cooke Sunoo  
Community Redevelopment Agency

Lordes Green  
Department of City Planning



## Alternative Circulation Plans

A series of nine alternative site plans were developed in an attempt to identify the optimal combination of bus circulation, kiss-and-ride alternatives, and joint development potential.

Exhibit 7 summarizes the pros and cons of each of the nine alternative site plans. Exhibits 8 through 16 present a sketch of the basic circulation elements of each alternate site plan.

Alternatives 1 and 2 (Exhibits 8 and 9) essentially utilized the northernmost bus storage area as a kiss-and-ride parcel. This configuration was made possible by the reduction in the number of bus storage spaces required.

Alternative 3 (Exhibit 10) shows the kiss-and-ride layout that could be accomplished if buses accessed the site north of the Sixth Oxford Center (the existing two-story retail building and surface parking lot along Western Avenue located between the bus storage area and the City parking lot). This alternative would require the purchase or trade of a portion of the City-owned parking lot. Conversations with the City of Los Angeles Department of Transportation indicated that the City would prefer to retain the surface parking lot in its existing configuration in order to enhance the joint development potential of that site.

Alternatives 4A-4D represent variations on a theme. The idea in the Alternative 4 series was to utilize the northeast bus layover area as the primary bus area and utilize the area immediately adjacent to the portal as the kiss-and-ride area. Alternative 4A does not provide enough bus layover spaces to meet the required program. Alternative 4B reduces the kiss-and-ride area in order to meet the bus layover program, but it requires buses and automobiles to mix within the bus layover area. This is required in order to avoid sending automobiles back out onto Western Avenue. Alternative 4C proposes a land swap between MTA and the owners of the McKinley Building parking lot in order to develop an automobile exit from the kiss-and-ride area onto Oxford Street. This alternate would completely separate buses and automobiles on-site. Alternative 4D "flips" the bus layover and the kiss-and-ride areas in the layover area immediately north of the station portal. This alternative meets the bus layover program but it performs poorly when evaluated on the basis of pedestrian flow and joint development potential.

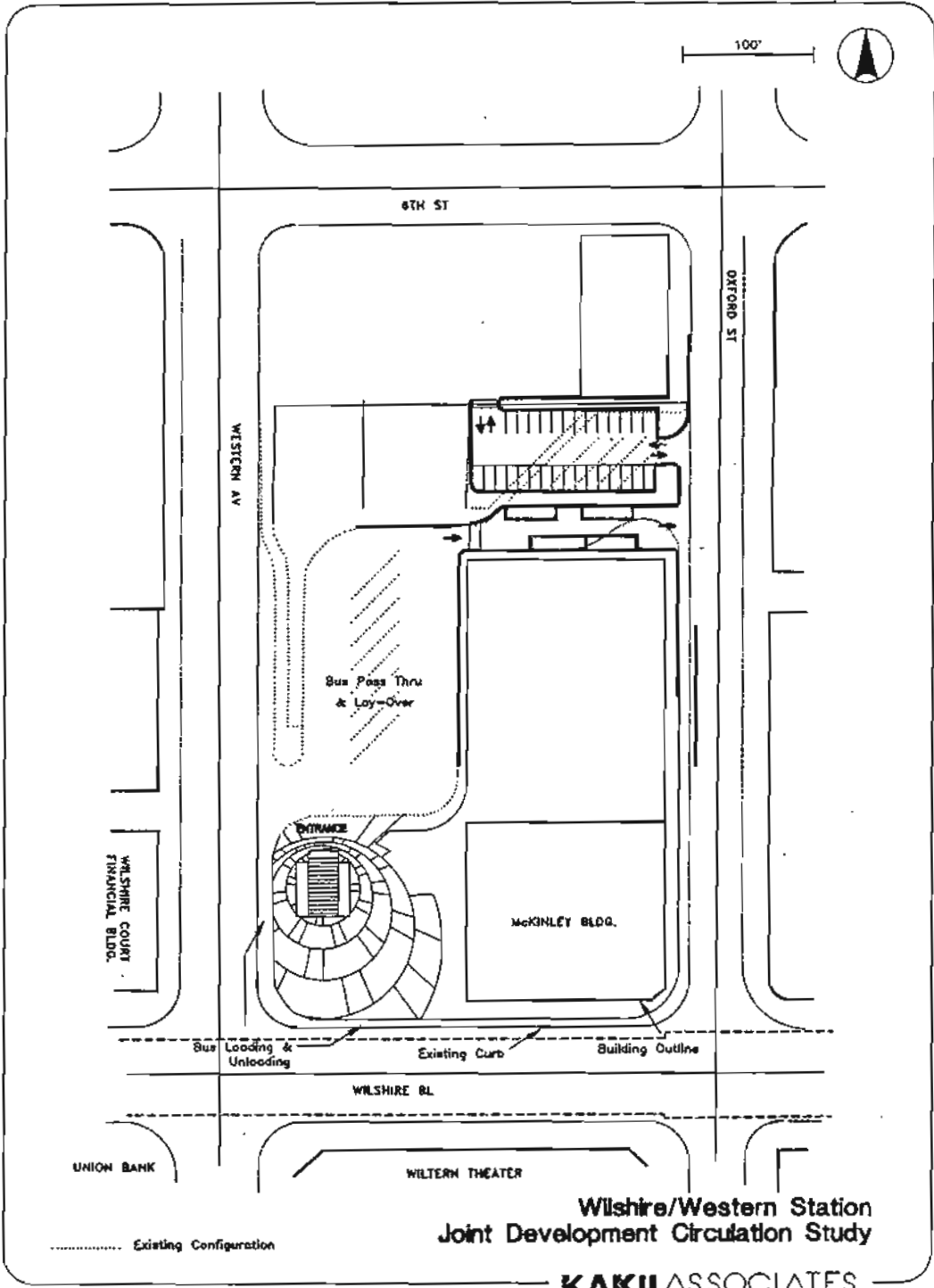
Alternatives 5A and 5B show the bus and kiss-and-ride layout that could be accomplished if MTA were able to acquire the Sixth Oxford Center. A bus layover area could be developed in an east-west direction from Western Avenue through to Oxford Street. Likewise, the kiss-and-ride area could be completely separated from the bus area enhancing both the pedestrian flow and the joint development potential of the site.

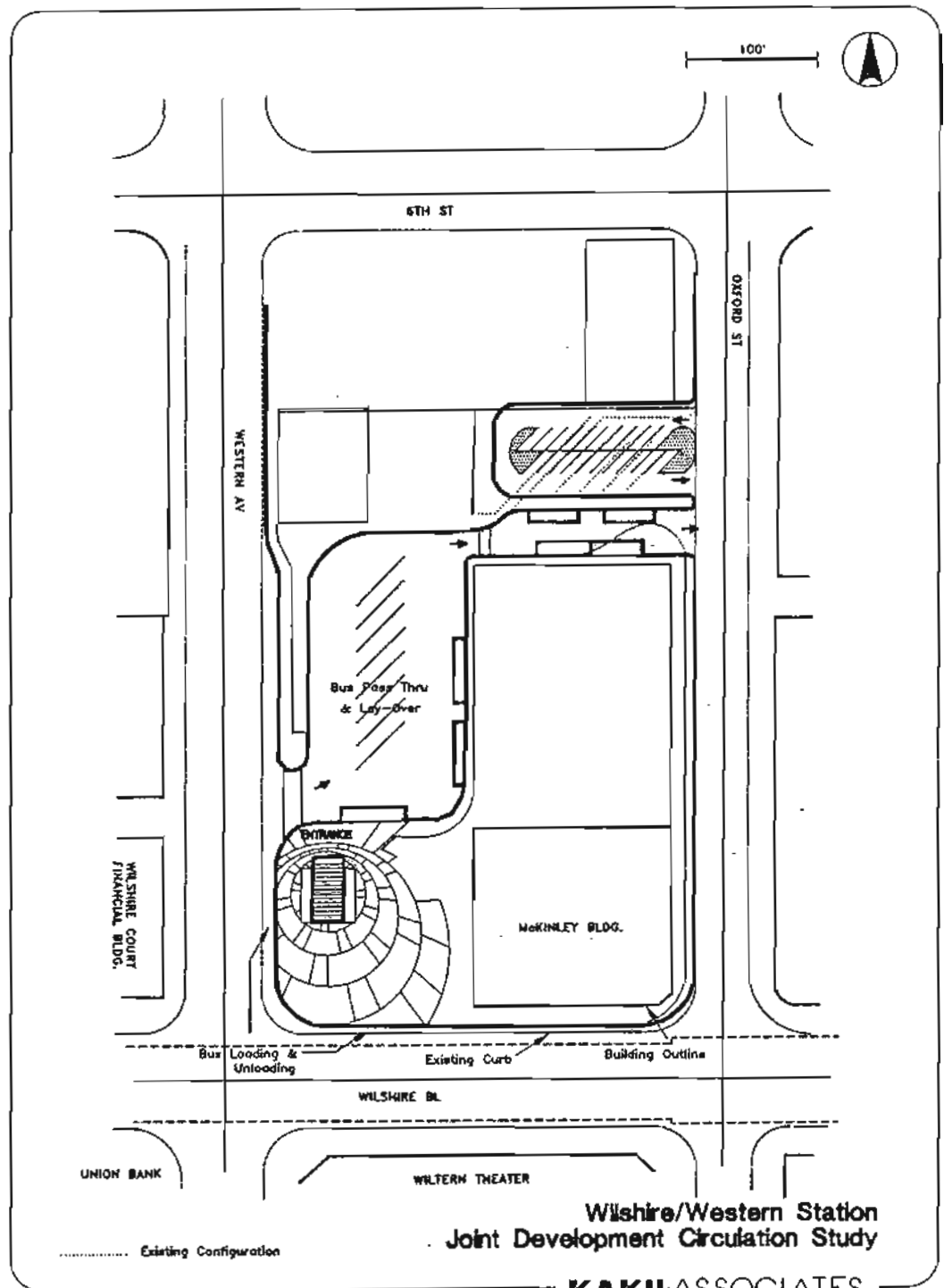
## SUMMARY OF SITE PLAN ALTERNATIVES

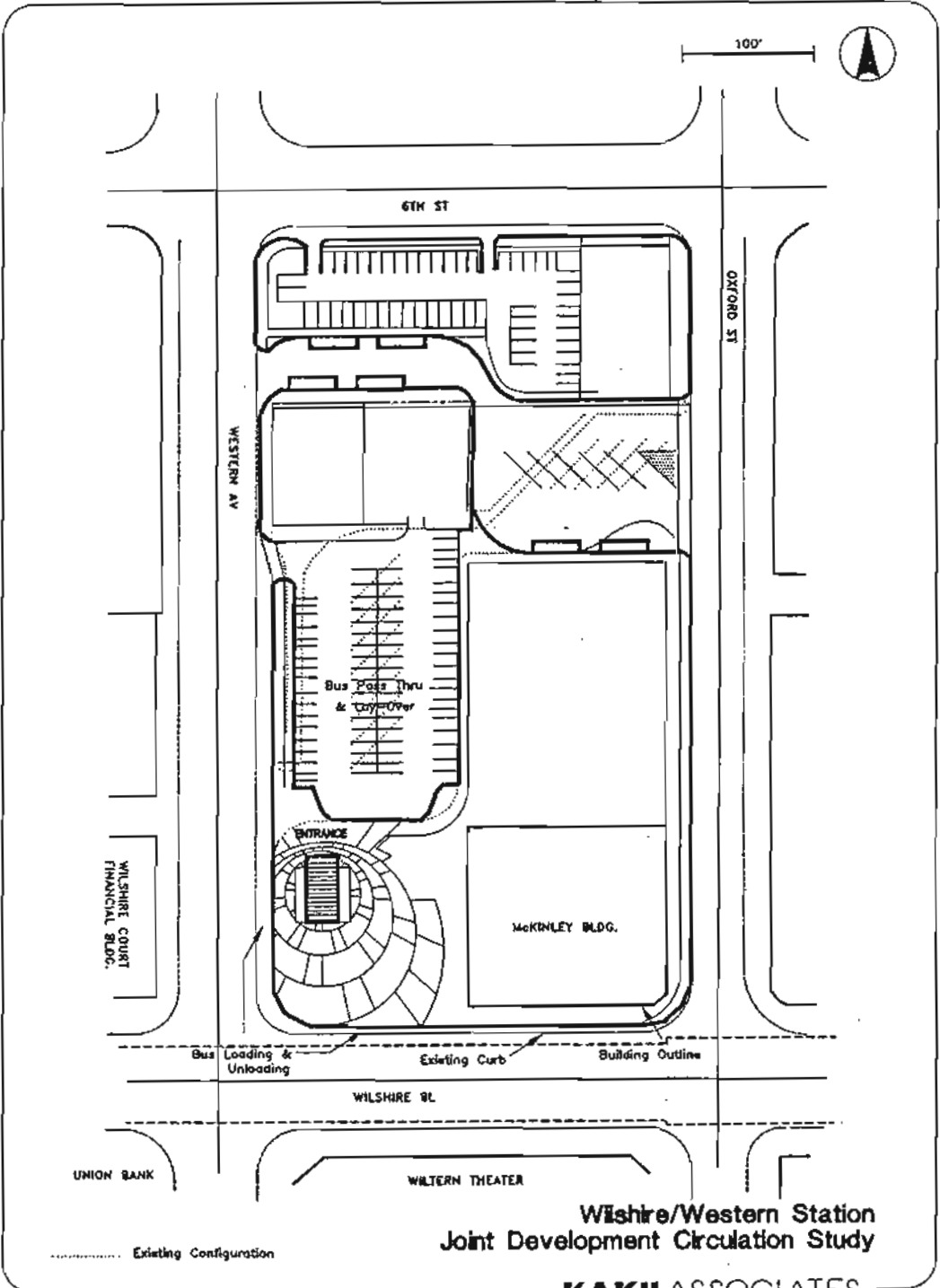
PRO	CON
<b>Alternative 1: (Exhibit 8)</b> 1. 14 Bus Capacity 2. 29 Kiss-and-ride Spaces 3. 2-way Kiss-and-ride Flow	1. Ped/Bus Conflict Remains 2. Kiss-and-ride Remote 3. Requires access through City Parking Lot 4. Ped crossing in bus layover area
<b>Alternative 2: (Exhibit 9)</b> 1. 14 Bus Capacity 2. 20 Kiss-and-ride Spaces	1. Ped/Bus Conflict Remains 2. Kiss-and-ride Remote 3. Ped crossing in bus layover area
<b>Alternative 3: (Exhibit 10)</b> 1. 13 Bus Capacity 2. Bus storage separated from pedestrians 3. 90 Kiss-and-ride Spaces 4. Additional Bus drop-off area 5. Separation of driveways 6. Good Joint Development Parcel	1. Requires additional land (City of LA) 2. Autos exit onto Western
<b>Alternative 4A: (Exhibit 11)</b> 1. No additional land required 2. 40 Kiss-and-ride Spaces 3. Kiss-and-ride adjacent to station 4. Increased bus drop-off area	1. Only 10 bus spaces 2. Auto/Bus conflicts at Western driveways 3. Autos exit onto Western

**SUMMARY OF SITE PLAN ALTERNATIVES con't**

PRO	CON
<b>Alternative 4B: (Exhibit 12)</b> 1. 13 Bus Spaces 2. 31 Kiss-and-ride Spaces 3. Kiss-and-ride adjacent to station 4. No new land required	1. Limited Bus loading capacity on Western 2. Bus/Auto Mix within site
<b>Alternative 4C: (Exhibit 13)</b> 1. 13 Bus Spaces 2. 30 Kiss-and-ride Spaces 3. Kiss-and-ride adjacent to station	1. Limited Bus loading capacity on Western 2. Requires land swap with McKinley Building parking lot
<b>Alternative 4D: (Exhibit 14)</b> 1. 13 Bus Spaces 2. 18 Kiss-and-ride Spaces	1. Ped/Bus Conflict increased due to location of Kiss-and-ride 2. Autos exit onto Western 3. Bus layover adjacent to portal 4. Limited Bus loading capacity on Western 5. Kiss-and-ride remote from portal
<b>Alternative 5A: (Exhibit 15)</b> 1. 13 Bus Spaces 2. 61 Kiss-and-ride Spaces 3. Good Joint Development Parcel 4. Auto entry/exit from Oxford 5. Increased Bus loading area on Western	1. Require additional land purchase 2. Bus Spaces 11-13 face difficult maneuvers
<b>Alternative 5B: (Exhibit 16)</b> 1. 13 Bus Capacity 2. 60 Kiss-and-ride Spaces 3. Good Joint Development Parcel	1. Requires additional land purchase 2. Auto entry from Western limits bus unloading area



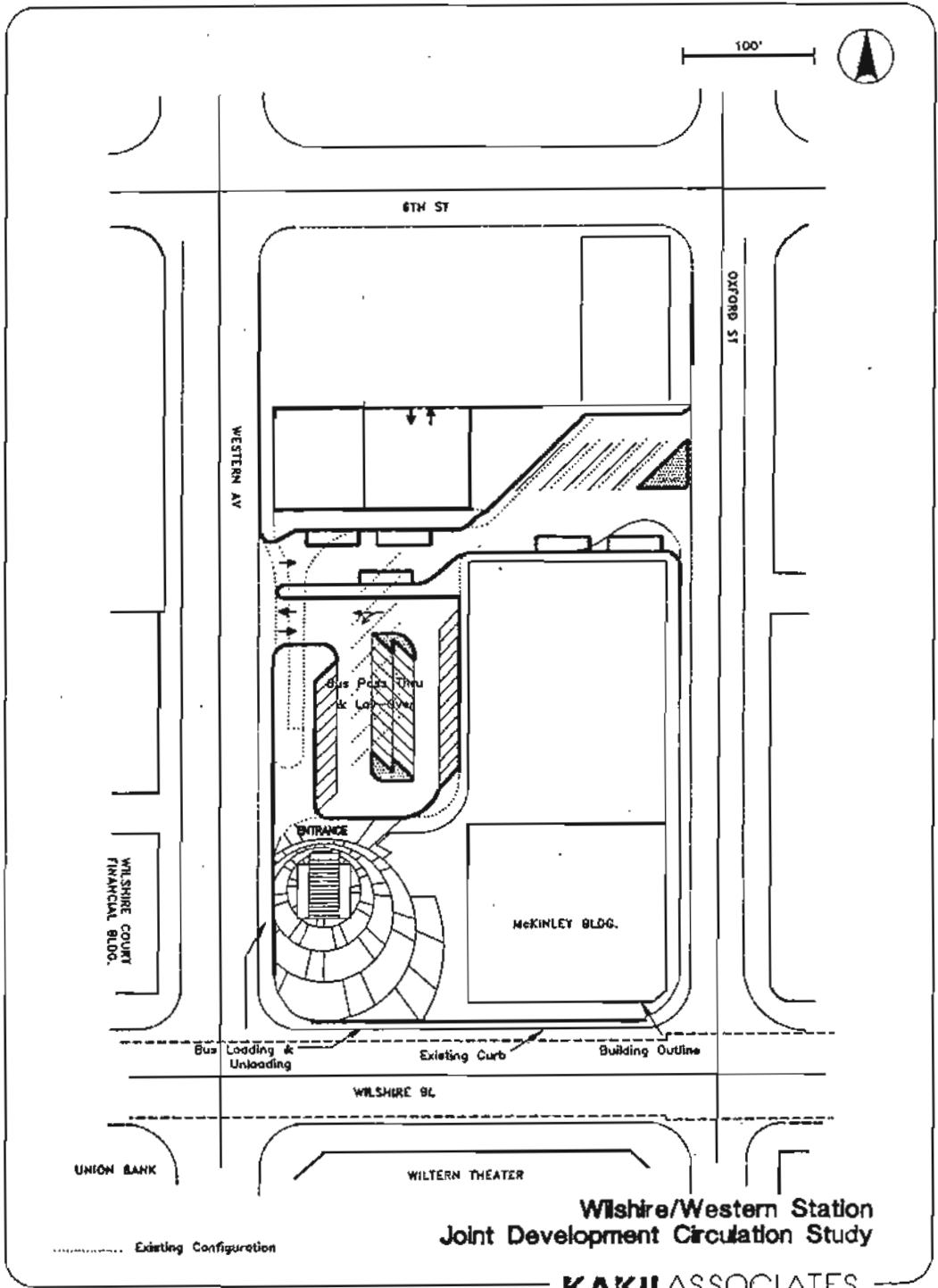




**Wishire/Western Station  
Joint Development Circulation Study**

**KAKU ASSOCIATES**

**EXHIBIT 10**



**Wishire/Western Station  
Joint Development Circulation Study**

**KAKU ASSOCIATES**

**EXHIBIT 11  
ALTERNATIVE 4A**

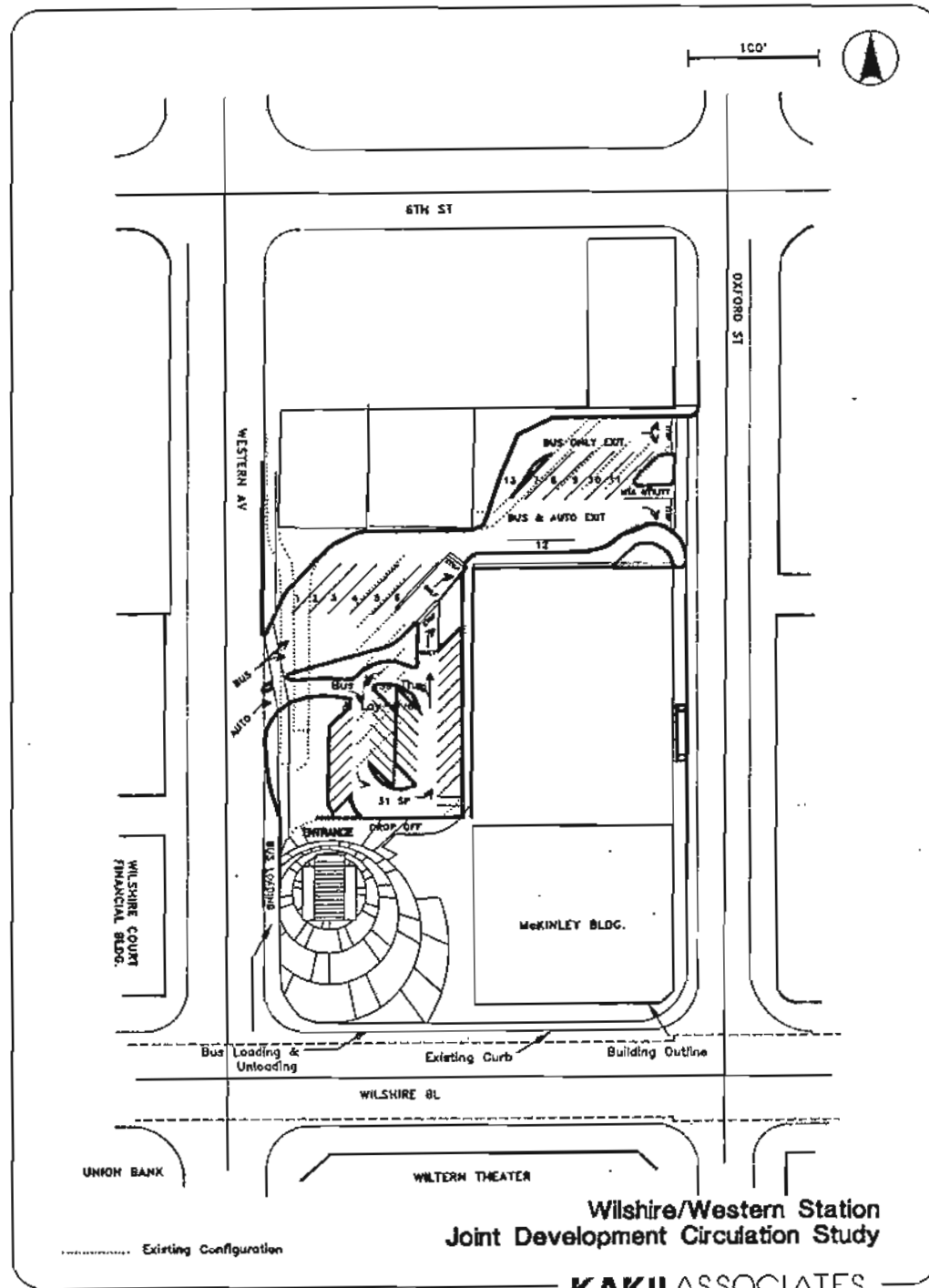


EXHIBIT 12  
 ALTERNATIVE 4B  
 COMBINED BUS/AUTO EXIT ONTO OXFORD AVENUE



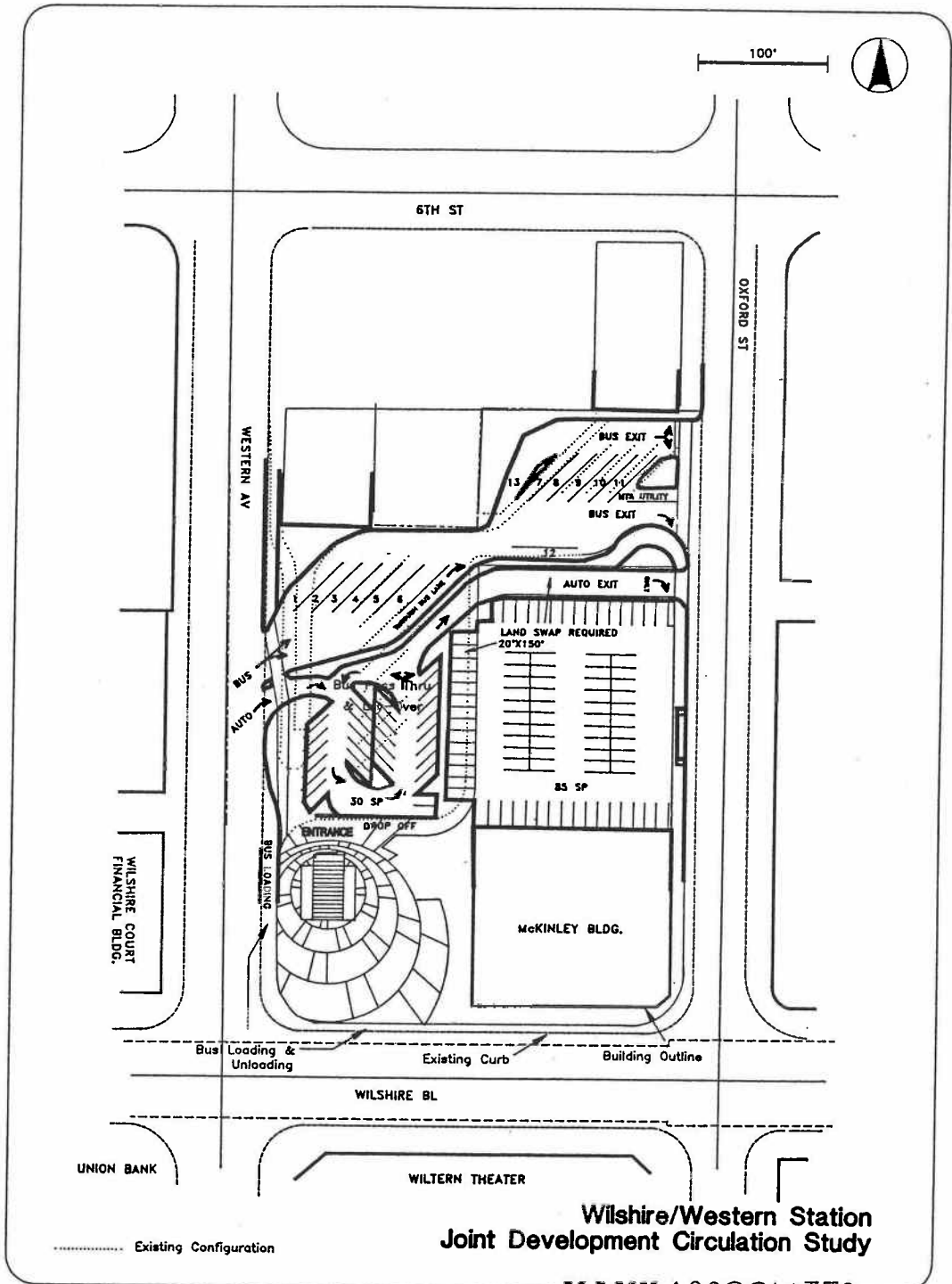


EXHIBIT 13  
ALTERNATIVE 4C



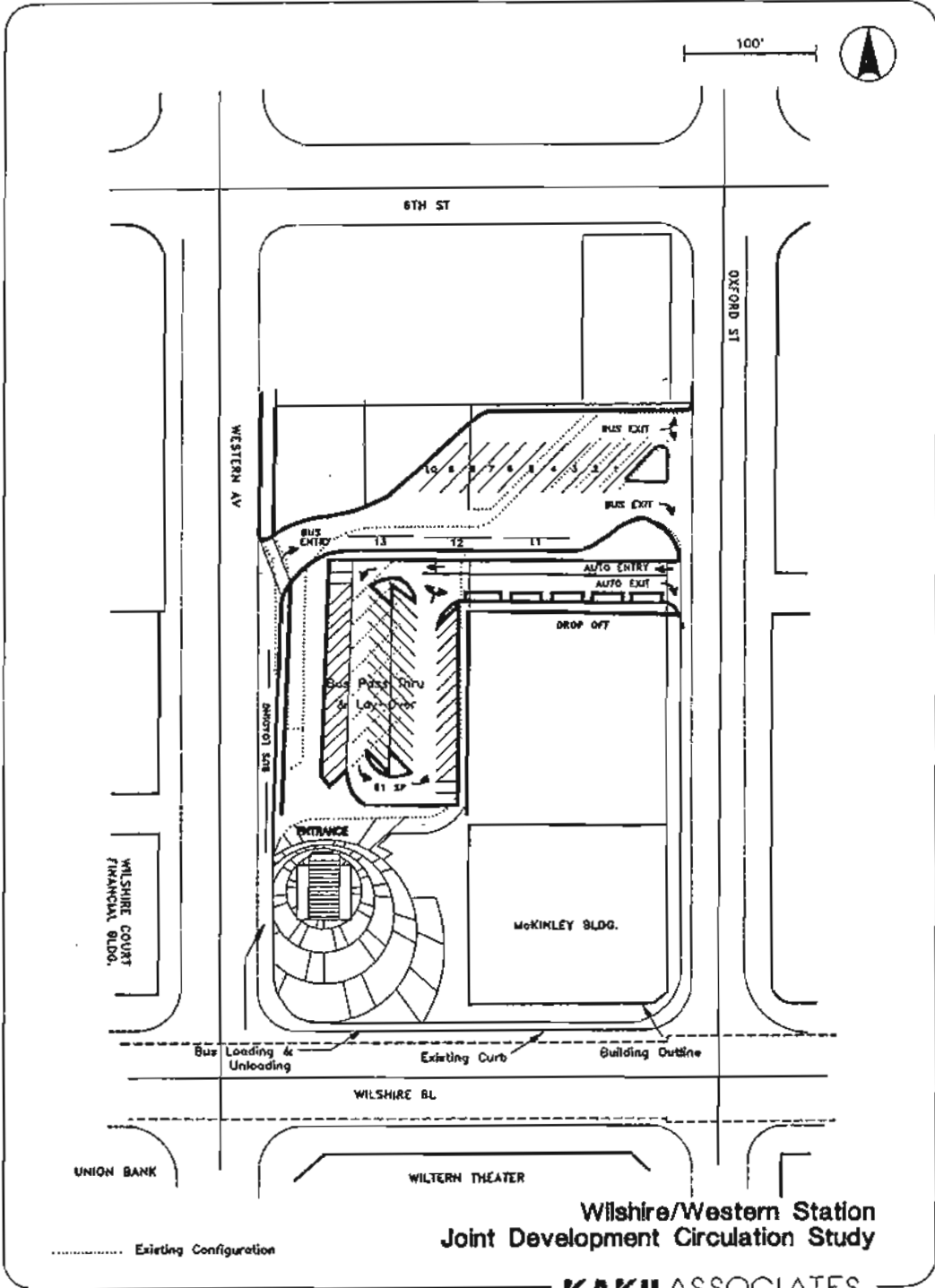


EXHIBIT 15  
ALTERNATIVE 5A

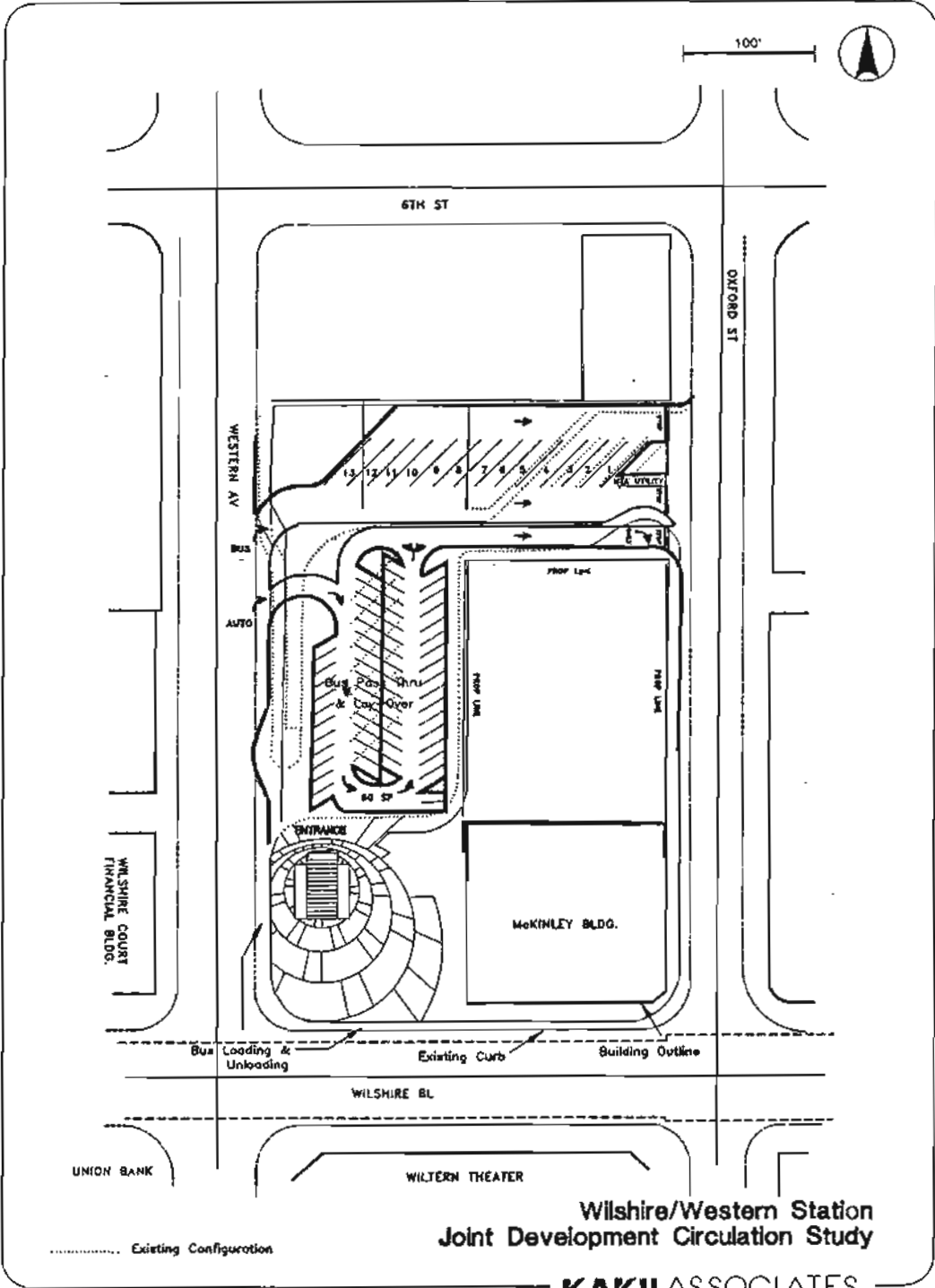


EXHIBIT 16  
ALTERNATIVE 5B

## Justification for purchase of additional parcels]

Transit benefits from purchase of additional property (2-story retail building, 610 South Western, Lots 6 &7)

### I. Improved Interface of Transit Modes

#### A. Metro Ridership/Bus

##### 1. Bus Stop location on Western

**FEIS** - Very limited curb space along northeast corner of Wilshire & Western immediately adjacent to station portal. Bus passengers must cross Western Avenue entrance to bus layover area (bus-passenger conflicts in driveway). No street widening for bus loading area on Western Avenue, northbound or southbound.

**Recommended Plan** - Dramatically increased length of curb space available on Western Avenue for bus drop-off and pick-up. Eliminates bus-pedestrian conflict at the bus driveway that was located immediately north of the station portal. Creates bus loading lane on northbound side of Western.

##### 2. Bus layover location within transit block

**FEIS** - Principal bus layover area is immediately adjacent to the station portal. Passengers exiting the portal will be facing north and may walk toward the bus layover area which would be the first thing they see. **However, passenger loading and unloading will not be allowed in the bus layover area.** It is virtually inevitable that passengers will walk up to the parked buses in the layover area and try to gain entrance. This situation will lead to bus-passenger conflicts in the layover area as well as a bad public relations situation resulting from angry passengers who wanted to board buses in the layover area.

**Recommended Plan** - The bus layover area will be generally out of sight from passengers exiting the station portal. It will be far enough from the transit plaza that transfer passengers would not expect that they can board buses in the layover area. This configuration will avoid bus-passenger conflicts in the layover area as well as the bad public relations resulting from passengers denied access to buses in the layover area.

B. Metro Ridership/Automobile

1. Kiss-and-ride

**FEIS** - This plan does not provide for an automobile drop-off area (kiss-and-ride) within the transit block, or a designated curb drop-off area for rail passengers who arrive by automobile. Without a designated drop-off area, it is virtually inevitable that automobiles dropping-off or picking-up passengers will stop illegally in the bus stop zones, inhibiting bus movements and blocking traffic at the Wilshire/Western intersection.

**Recommended Plan** - Provides approximately 60 kiss-and-ride (short-term) parking spaces immediately adjacent to the transit plaza. This eliminates illegal passenger drop-off in bus stop zones as well as passenger-bus and passenger-auto conflicts which arise from other alternatives. Although no specific drop-off area was to be provided, the FEIS estimated that there would be about 3,000 rail passengers arriving daily at the Wilshire/Western station via kiss-and-ride.

2. All-day parking

**FEIS** - Under the new Locally Preferred Alternative (LPA), Wilshire/Western was estimated to have a park-and-ride deficiency of about 400 spaces. At the time the FEIS was written, it was assumed that additional spaces could be provided by joint development in the area. Because of the prolonged economic downturn in Southern California, there is little likelihood that mitigation of parking impacts will be provided by private sector development.

**Recommended Plan** - Phased development under the Recommended Plan would allow the construction of a parking facility to be shared with future joint development projects without disrupting or displacing bus layover activity.

C. Bus/Automobile

1. Passenger drop-off area for bus

**FEIS** - Curbside bus passenger drop-off area for the northbound lane of Western Boulevard is extremely limited. Because this plan does not provide a bus turnout lane, buses stopping to drop-off and pick-up

passengers on Western would block right-turn traffic from Wilshire Boulevard. There would be additional bus/auto conflicts caused by buses entering the driveway to the layover area. This plan also assumed that there would be a double left-turn lane from Wilshire onto Western. The double left-turn lanes would have alleviated congestion at the intersection.

**Recommended Plan** - Provides for about 30 feet of bus loading area on the northbound side of Western within a bus turnout lane, thus mitigating traffic impacts. In addition, the bus driveway would be located past the mid-block area and thus minimize congestion near the corner from vehicles turning north onto Western from Wilshire.

2. Passenger drop-off for auto: kiss-and-ride

**FEIS** - This plan does not provide for an automobile drop-off area (kiss-and-ride) within the transit block, or a designated curb drop-off area for rail passengers who arrive by automobile. It is virtually inevitable that passengers would be dropped-off illegally in the bus loading area or even from traffic lanes. Other alternatives provided kiss-and-ride in the northeast portion of the transit block where they would be farther from the station portal, and where pedestrians from the kiss-and-ride would be walking through the bus layover area.

**Recommended Plan** - This alternative provides a designated kiss-and-ride area immediately adjacent to the station portal so that drop-off passengers are not mixing with vehicles at the curbside area, or walking through the bus layover area.

3. Bus/Auto conflicts: Western Avenue

**FEIS** - This plan assumed double left-turn lanes from Wilshire onto Western. Although they are not mentioned in the FEIS as a mitigation measure, they are specified in a sideletter between LACTC and LADOT. Under current agreements regarding the Wilshire Streetscape Plan, the double left-turn lanes will not be constructed. This plan does not provide for street widening to accommodate a bus drop-off area on the east side (northbound lane) of Western. Buses stopping to pick-up and drop-off passengers would block the right-turn lane from Wilshire northbound onto Western. They would also create a bottleneck slowing left-turn traffic from Wilshire northbound onto Western. In addition, the placement of the driveway for the bus layover would create additional traffic congestion on Western.

**Recommended Plan** - The design of this alternative would reduce traffic congestion on Western Avenue as a result of better traffic flow through the mid-block area. Disruptions of Western Avenue traffic are minimized by reducing auto/bus conflicts in the bus loading zones, the driveway areas, and in the traffic lanes.

4. **Bus/Auto conflicts: within transit block - driveways and parking areas**

**FEIS** - Since this design did not include plans for any auto circulation within the transit block, all conflicts would occur in the bus stop areas, traffic lanes, and around the bus driveway leading to the layover area. Other alternative designs which were considered had merging of bus and auto traffic within the transit block in driveways and/or parking areas. Buses leaving the layover area would encroach on northbound Oxford Street traffic.

**Recommended Plan** - Under this alternative, bus and auto entry/exit as well as internal circulation are completely separated. The straight driveway for bus entry enhances the ability of buses to maneuver easily within the layover area. Design also enhances "turn around" movement for those buses not laying over. The design also allows buses in any layover space to leave the site without encroaching on northbound Oxford Street traffic. Also, the design of the Recommended Plan reduces the likelihood of autos mistakenly entering the bus layover area.

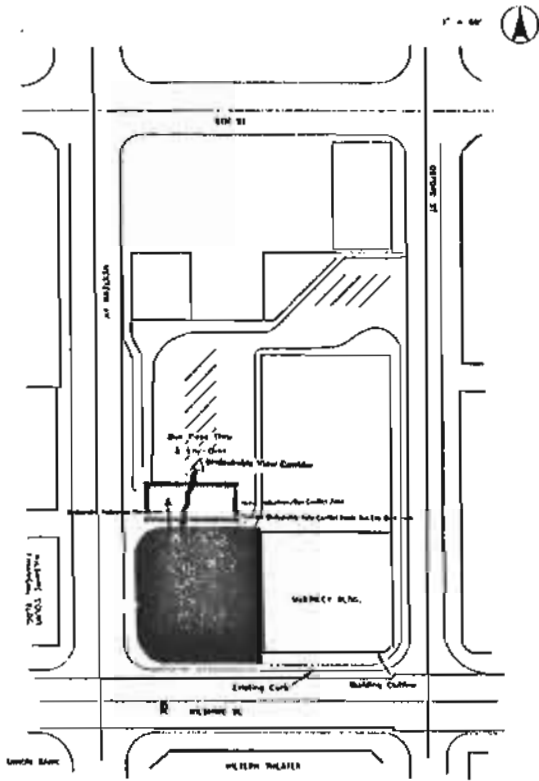
### **Related Projects**

Current, planned, or proposed development within the study area by reviewing records in the Environmental Section of the City of Los Angeles Planning Department and the Department of Transportation are reflected in the following graph:



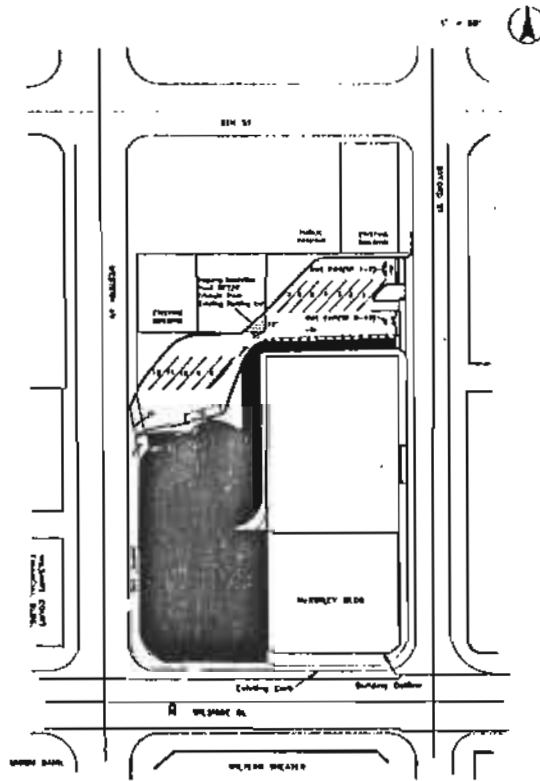


PROPERTY ACQUISITIONS EXHIBITS



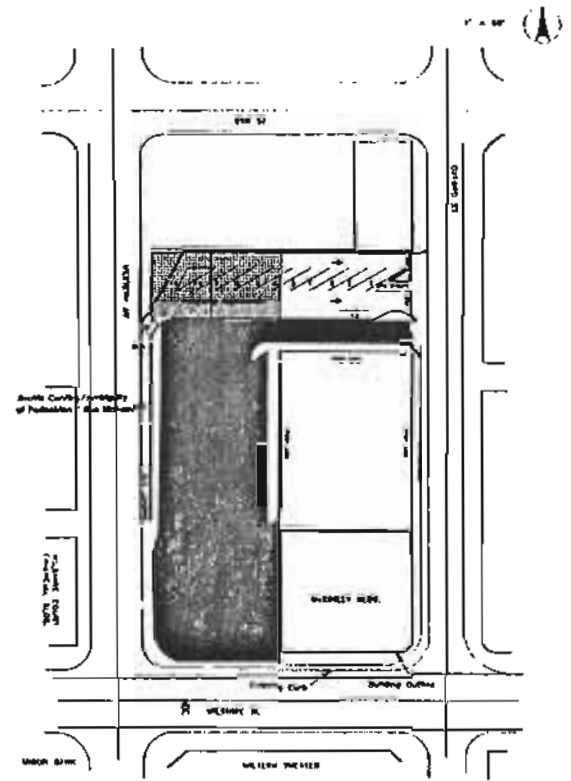
FEIS SITE PLAN

- PORTAL ENTRY
- METRO RAIL
- PEDESTRIAN AREA
- PEDESTRIAN MOVEMENT
- VIEW CORridor
- PEDESTRIAN/AUTO/BIKE CONFLICT EDGE



RECOMMENDED INTERIM PLAN

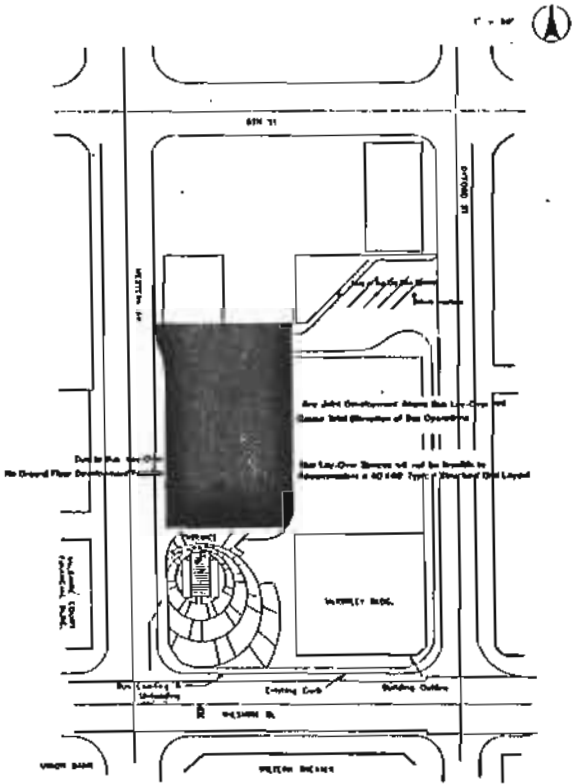
- PORTAL ENTRY
- METRO RAIL
- PEDESTRIAN AREA
- PEDESTRIAN MOVEMENT
- VIEW CORridor
- PEDESTRIAN/AUTO/BIKE CONFLICT EDGE



PREFERRED CIRCULATION PLAN

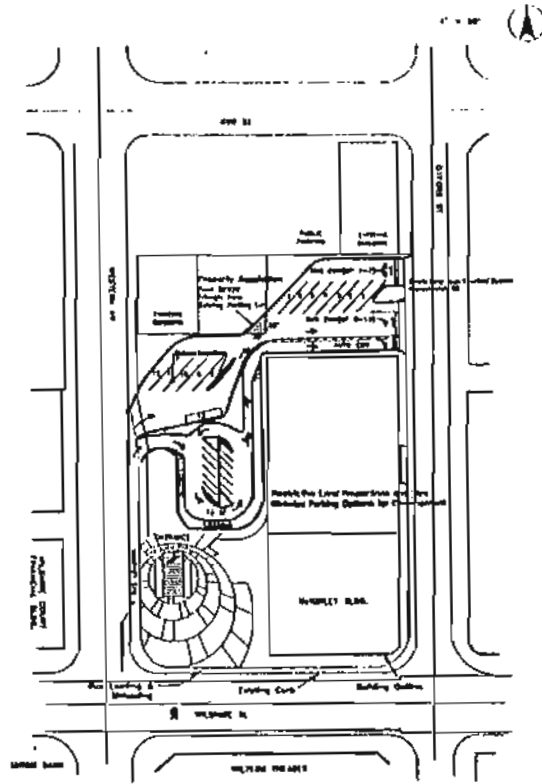
- PORTAL ENTRY
- METRO RAIL
- PEDESTRIAN AREA
- PEDESTRIAN MOVEMENT
- VIEW CORridor
- PEDESTRIAN/AUTO/BIKE CONFLICT EDGE

PROPERTY  
ACQUISITION  
EXHIBIT



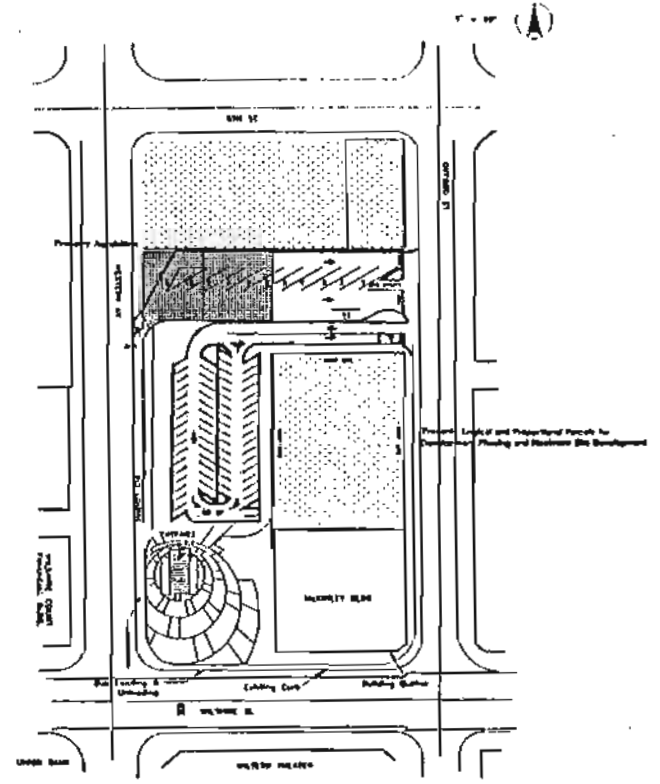
FEIS SITE PLAN

- ☐ PORTAL ENTRY
- ⌞ METRO RAIL
- ▨ MODERATELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
- ▩ EXTENSIVELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
- POSSIBLE COLUMN LOCATIONS



RECOMMENDED INTERIM PLAN

- ☐ PORTAL ENTRY
- ⌞ METRO RAIL
- ▨ MODERATELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
- ▩ EXTENSIVELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
- POSSIBLE COLUMN LOCATIONS
- ⊞ PROPERTY ACQUISITION



PREFERRED CIRCULATION PLAN

- ☐ PORTAL ENTRY
- ⌞ METRO RAIL
- ▨ MODERATELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
- ▩ EXTENSIVELY LIMITED JOINT DEVELOPMENT OPPORTUNITIES
- JOINT DEVELOPMENT OPPORTUNITIES NOT OWNED BY BSA
- POSSIBLE COLUMN LOCATIONS
- ⊞ PROPERTY ACQUISITION

**Related Projects - Department of Transportation**

Case #	Address	Project	Traffic Study Required
90-773	615-623 South Western	167 room hotel and 12 story office building (159,000 sq. ft.) requiring a Zone Change from PB-1-C2 to C4	✓✓✓
89-154	445 Hobart	Zone Change from R1 to R4 with a density bonus	
88-375	745 South Oxford	93 room hotel and Conditional Use Permit	
87-897	681 South Western	47 room hotel	
86-506	745 South Oxford	General Plan Amendment/Zone Change (High Medium Residential to Highway Oriented Commercial)	
86-139	Serrano and 8th Street	Restaurant and Conditional Use Permit	
86-128	Wilshire/Hobart	Mini-mart	

**Related Projects - Environmental Review Section**

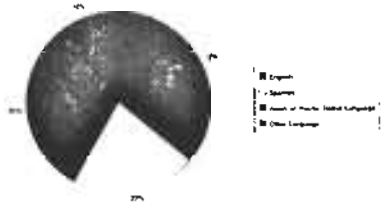
Case #	Address	Project	EIR Required
92-0345	SW corner Wilshire/Hobart	Conditional Use Permit/Zone Variance/Project Permit	
91-0297 (ND)	NW corner Manhattan/6th Street	Conditional Use Permit/Zone Variance	
91-0680 (ND)	SW corner Western/8th	Zone Variance	
90-1005 (MND)	SE corner 4th/Western	Conditional Use Permit	
90-773 (EIR)	615-623 South Western	Zone Change	✓✓✓
90-0715 (ND)	SW corner 8th/Oxford	Conditional Use Permit	
86-0346 (ND)	Wiltern Bldg.	Conditional Use Permit	

**Station Site Actions/Cases**

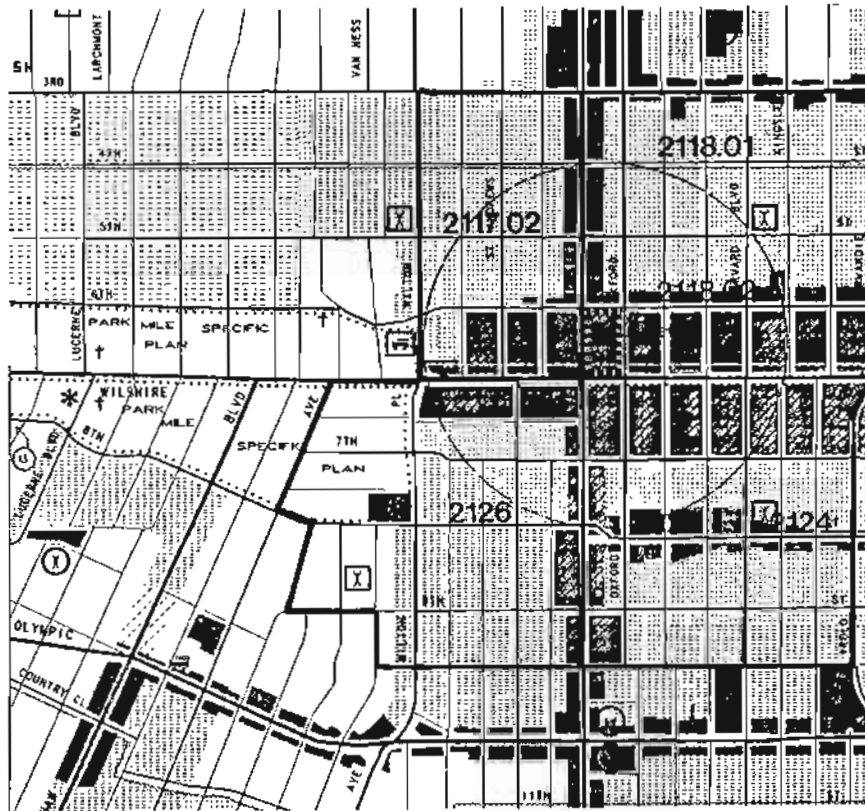
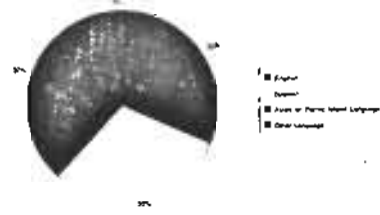
Case #	Address	Project
ZA 90-1310	3757 Wilshire Blvd.	Conditional Use for the on-site sale of beer & wine at La Fontanella Restaurant
ZA 85-133 (E)	611 South Oxford	Conditional Use Exception for 47 seat restaurant
ZA 85-0846	614 South Western	Conditional Use for on-site sale of beer/wine
Affidavit 54145 (12/82)	634 South Western	Covenant to hold as one parcel Lots 3 and 4 of Kensington Place Tract
ZI 145-2182		Designation of McKinley Bldg. as historic site

# CENSUS DATA

TRACT 2117.02



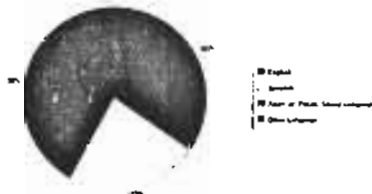
HOUSEHOLD LANGUAGE



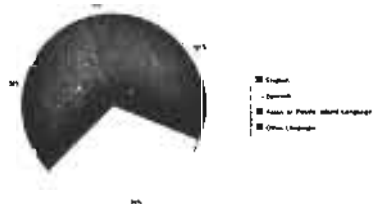
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TRACT 2118.02



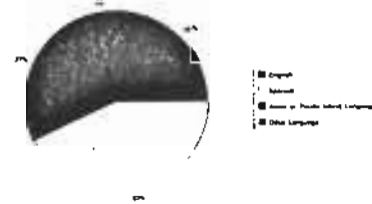
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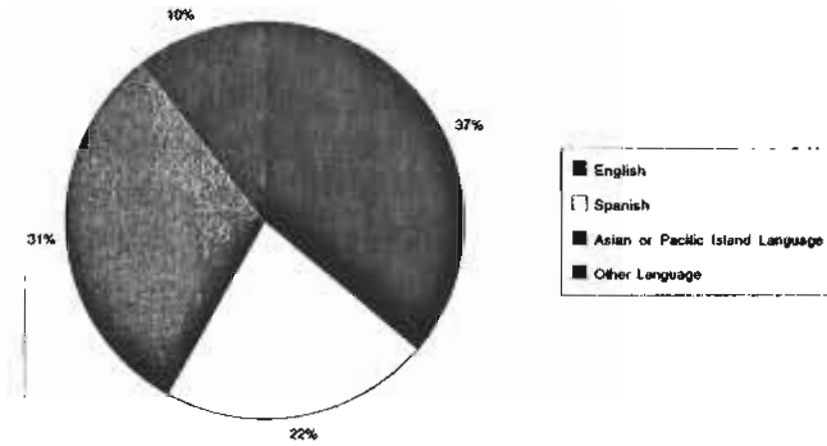
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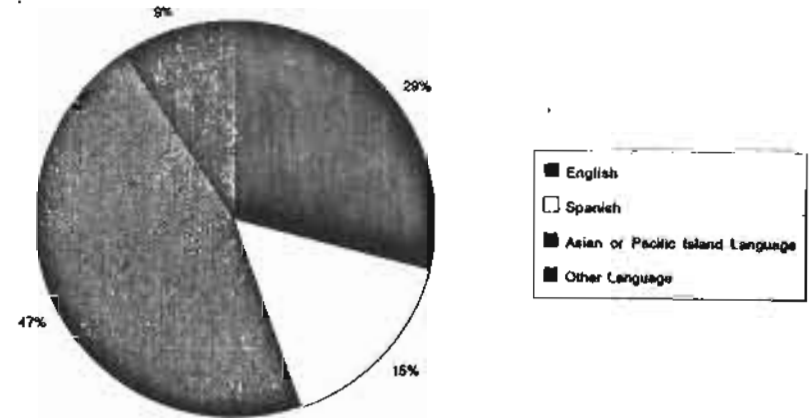
TRACT 2124



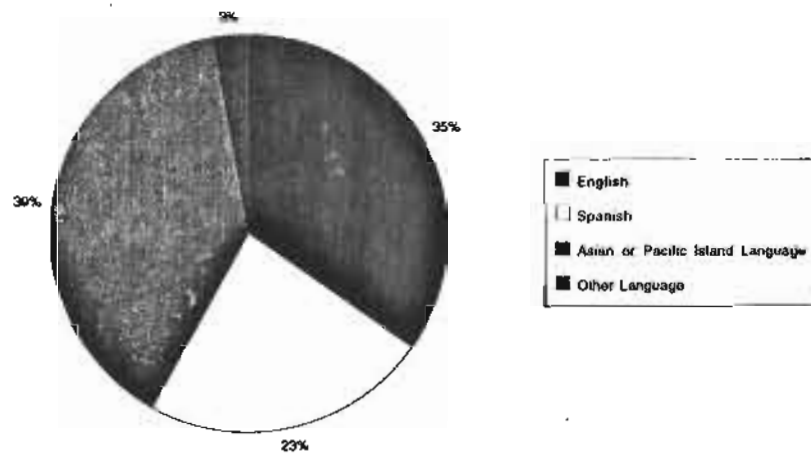
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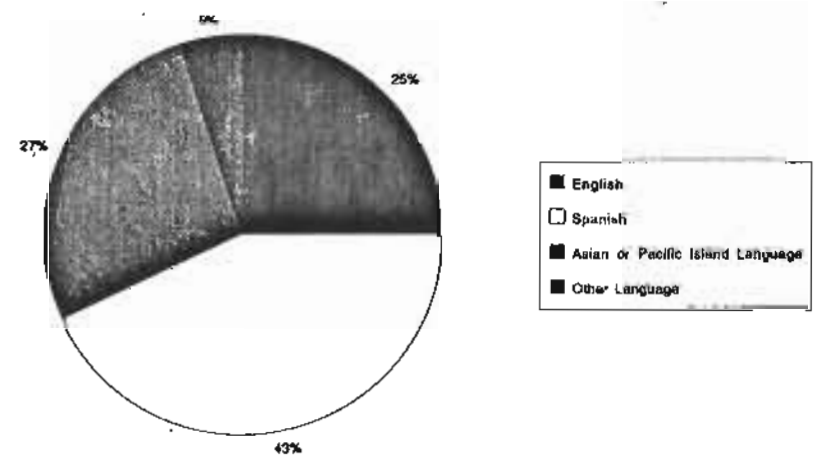
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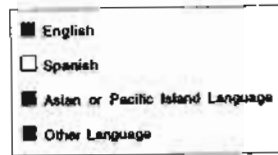
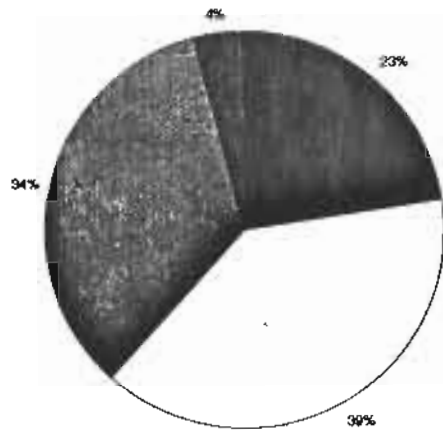
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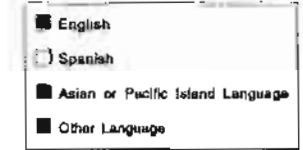
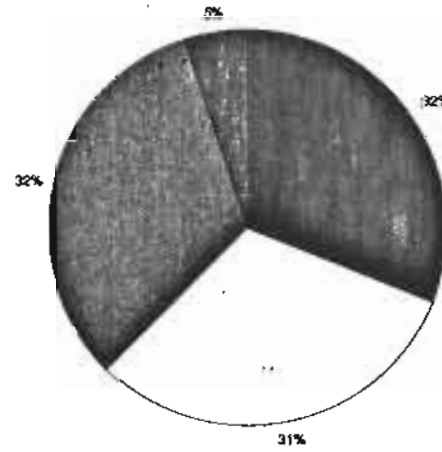
TRACT 2124



TRACT 2125



TRACT 2126



HOUSEHOLD LANGUAGE

