

**MASTER LAND USE PERMIT APPLICATION**  
**LOS ANGELES CITY PLANNING DEPARTMENT**

*Planning Staff Use Only*

ENV No.	Existing Zone	District Map
APC	Community Plan	Council District
Census Tract	APN	Staff Approval*
		Date

\* Approval for Filing by Community Planning or Division of Land Staff, When Applicable

CASE NO. \_\_\_\_\_

APPLICATION TYPE Vesting Conditional Use, Variances and Site Plan Review  
(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.)

**1. PROJECT LOCATION AND SIZE**

Street Address of Project 4700 Western Heritage Way Zip Code 90027  
 Legal Description: Lot Part of Lot 38, Arb 4 Block -- Tract Rancho Los Feliz  
 Lot Dimensions Varies Lot Area (sq. ft.) 11.93 + / - acres Total Project Size (sq. ft.) 290,271 + / - sq.ft.

**2. PROJECT DESCRIPTION**

Describe what is to be done: Add 129,000 square feet of floor area to the existing Autry National Center (museum), renovate exiting facility, add parking. See Attached Exhibit B.

Present Use: Museum of 161,271 square feet and surface parking Proposed Use: Expansion of use

Plan Check No. (if available) \_\_\_\_\_ Date Filed: \_\_\_\_\_

- Check all that apply:
- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> New Construction | <input type="checkbox"/> Change of Use | <input checked="" type="checkbox"/> Alterations | <input checked="" type="checkbox"/> Demolition |
| <input type="checkbox"/> Commercial                  | <input type="checkbox"/> Industrial    | <input type="checkbox"/> Residential            |  |
- Additions to the building:
- |  |   |                                 |                                    |
|--|---|---------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> Rear | <input checked="" type="checkbox"/> Front | <input type="checkbox"/> Height | <input type="checkbox"/> Side Yard |
|--|---|---------------------------------|------------------------------------|

**3. ACTION(S) REQUESTED**

Describe the requested entitlement which either authorizes actions OR grants a variance:  
 Code Section from which relief is requested: \_\_\_\_\_ Code Section which authorizes relief: \_\_\_\_\_

(See Attached Exhibit B)

Code Section from which relief is requested: \_\_\_\_\_ Code Section which authorizes relief: \_\_\_\_\_

Code Section from which relief is requested: \_\_\_\_\_ Code Section which authorizes relief: \_\_\_\_\_

List related or pending case numbers relating to this site:

See list in attached background information report

**SIGNATURES** of adjoining or neighboring property owners in support of the request; not required but helpful, especially for projects in single-family residential areas. (Attach sheet, if necessary)

**4. OWNER/APPLICANT INFORMATION**

Applicant's name Autry National Center - Attn: John Gray Company \_\_\_\_\_  
 Address: 4700 Western Heritage Way Telephone: ( 323 ) 667-2000 Fax: ( 323 ) 660-5721  
Los Angeles, CA Zip: 90027 E-mail: jgray@autrynationalcenter.org

Property owner's name (if different from applicant) Department of Recreation and Parks - Attn: Mike Shull  
 Address: 1200 W. 7th Street, Suite 700 Telephone: ( 213 ) 928-9191 Fax: ( ) \_\_\_\_\_  
Los Angeles, CA Zip: 90017 E-mail: mike.shull@lacity.org

Contact person for project information William F. Delvac, Esq. Company Latham & Watkins, LLP  
 Address: 355 S. Grand Avenue Telephone: ( 213 ) 485-1234 Fax: ( 213 ) 891-8763  
Los Angeles, CA Zip: 90071-1560 E-mail: william.delvac@lw.com

**5. APPLICANT'S AFFIDAVIT**

Under penalty of perjury the following declarations are made:

- a. The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b. The information presented is true and correct to the best of my knowledge.

Signature: *John L. Gray* Print: 6-19-08

ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

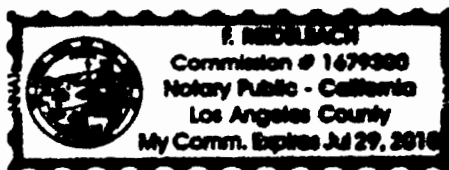
On 6-19-08 before me, F. Reidelbach  
(Insert Name of Notary Public and Title)

personally appeared John L. Gray, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

*[Signature]* (Seal)  
 Signature



**6. ADDITIONAL INFORMATION/FINDINGS**

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate Special Instructions handout. Provide on attached sheet(s) this additional information using the handout as a guide.

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is advisable only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details or an application.

*Planning Staff Use Only*

Base Fee	Reviewed and Accepted by	Date
Receipt No.	Deemed Complete by	Date

## EXHIBIT B

### PROJECT DESCRIPTION, APPLICANT'S PROPOSED PROJECT CONDITIONS, VESTING CONDITIONAL USE FINDINGS, VARIANCE FINDINGS, AND SITE PLAN REVIEW FINDINGS

**I. APPLICANT:** Autry National Center  
4700 Western Heritage Way  
Los Angeles, CA 90027

**II. REQUEST:**

Pursuant to Section 12.36 of the Los Angeles Municipal Code ("LAMC"), the Autry National Center (the "Autry" or the "Applicant") requests concurrent consideration and approval by the City Planning Commission ("City") of the following:

(1) Pursuant to LAMC Sections 12.04.05.B.2, 12.24.T.3(b) and 12.24.U.19(c), the Autry requests approval of a Vesting Conditional Use ("VCU") to obtain a vested right to modernize and expand its facilities as described herein on its existing 11.93-acre Griffith Park Campus (the "Campus" or "Museum") located at 4700 Western Heritage Way in substantial compliance with the rules, regulations, ordinances, zones and officially adopted policies of the City of Los Angeles in force on the date this application is deemed complete, with conditions of approval suggested herein by the Autry and other conditions of approval that may be imposed by the City; and;

(3) Pursuant to LAMC Section 12.24.F, the Autry requests relief from LAMC Section 12.21.1.A.1 to permit three stories and 60 feet in building height, including an existing architectural element of 112 feet, in lieu of two stories and 30 feet, as otherwise limited by the 1XL Height District; and

(4) Pursuant to LAMC Section 12.27, the Autry requests a variance from LAMC Sections 12.21.A.4(d) and (e) to require not more than 311 spaces at the conclusion of Phase 1 and not more than 380 spaces at the conclusion of Phase 2 in lieu of one parking space per 500 square feet of floor area for institutional use and one parking space for each 5 fixed seats for auditorium use as would otherwise be required under the LAMC; and

(5) Pursuant to LAMC Section 12.27, the Autry requests a variance from LAMC Section 12.21.1.A.5 to not consider, in computing the total floor area within the building, storage space located in the existing and proposed lowest level of the Campus Building; and

(6) Pursuant to LAMC Section 12.27, the Autry requests a variance from LAMC Sections 14.4.1 – 14.4.20 to allow 6 additional pole sign and one monument sign that exceeds area limitations set forth in the LAMC; and

(6) Pursuant to LAMC Section 16.05, the Autry requests approval of Site Plan Review findings for the addition of 50,000 gross square feet or more of non-residential floor area.

### III. PROJECT DESCRIPTION:

The mission of the Autry National Center is to “explore the experiences and perceptions of the diverse peoples of the American West.”<sup>1</sup> The Griffith Park Campus Improvements Project (the “Project”) would help to fulfill this mission through the renovation, modernization and expansion of the Autry’s Griffith Park Campus. The Griffith Park Campus consists of 161,271 gross square feet located on 11.93 acres of land in the northeast portion of Griffith Park (the “Park”).<sup>2</sup> As part of the Project, portions of the Campus Building would be renovated, exterior landscape areas would be renovated and enhanced, vehicle and pedestrian circulation would be improved, and additional parking would be provided. The building area within the Campus would be expanded by approximately 129,000 gross square feet. The improvements would allow the Autry National Center to store its collections in a location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Campus (e.g., visible storage of collections and staff areas); to provide additional display and presentation areas for the public; to enhance its research and education programs; to enhance the Campus as a cultural resource; and to create and further establish a setting that represents the history of the American West. The proposed improvements would be implemented in two development phases as described below.

#### A. Phase 1

Phase 1 of the Project would renovate much of the interior of the Campus Building with up to 79,000 gross square feet of new building space (as currently designed, Phase 1 would add 76,656 gross square feet), by expanding the building footprint outward towards the east and west. The Project would not include additional levels; rather, the Project would integrate the Campus Building into the new design for the site. A renovated centralized space would connect key existing and expanded program components of the Campus Building including the galleries, theater, community room, outdoor spaces, and educational spaces. Collections storage and management facilities and temporary exhibition galleries would encompass the majority of the lower level. The main level galleries and lower level storage areas would account for the largest increase in new building area. The new area for collections storage would provide a long-term solution for proper storage, as well as space for education, conservation, collections management and curatorial functions.

Additional and renovated gallery and exhibition areas would also be provided within the main and lower levels of the Campus Building. The new and reconfigured exhibition

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<sup>1</sup> Autry National Center website, <http://www.autrynationalcenter.org/about.php>, accessed November 14, 2007.

<sup>2</sup> The Draft EIR for the Project provides that the Griffith Park Campus consists of 142,880 square feet, however, this has been corrected to reflect that the existing Campus Building as originally built is larger, in fact, than the City records indicated.

spaces would provide for permanent and temporary exhibitions along with visual access to storage. These spaces would also have the light, temperature and humidity controls required for the artifacts, while being flexible enough to allow for a variety of exhibitions. On the main level, the existing 230-seat theater would remain as is and the café area would be relocated to the eastern side of the Campus Building. A new community room would be added above the relocated café. Education classrooms would be relocated to the lower level and expanded, with enhanced access to outdoor education spaces. The Project would also incorporate a new entrance area to the southern side of the Campus Building, north of the South Lawn area. The upper level of the Campus Building would retain and expand the existing research/library and general administrative spaces.

To provide for the new building areas, modification to the existing features of the Campus Building would be necessary. Such modifications would include removal of the café kitchen and arcade of columns within the existing plaza area. Removal of the interior and exterior finishes on the main level would be necessary to reconfigure the gallery spaces.

The height of the expanded Campus Building would decrease slightly to a maximum of 57 feet (including raised roof elements). This height measurement is based on the LAMC definition of height, which is based on the lowest point of existing grade within five feet of the building perimeter. However, when viewed from the west, the expanded Campus Building would be approximately 43 feet in height, slightly greater than pre-Project conditions but similar to existing conditions when viewed from a distance. While the tower may be reclad, the height of the tower would not change. The new and renovated portions of the Campus Building are anticipated to be constructed with materials such as concrete, plaster, metal, and glass.

As part of the proposed improvements, parking would be expanded at its current locations east and north of the Campus Building. In addition, the surface parking areas adjacent to Western Heritage Way would be removed and new surface parking areas would instead be developed on the southern and southeastern portions of the existing South Lawn. The surface parking area to the southeast would be temporary. In addition, the existing surface parking area along the west side of the Campus Building would be replaced with attractive landscaping, thus improving visitor views of the Campus from Western Heritage Way and the Los Angeles Zoo.

Vehicle access to the Project site would continue to be provided from Western Heritage Way. Specifically, access to the Project site would be provided from a south entrance from Western Heritage Way with a new internal access road that would provide access to the visitor parking areas within the southern and southeastern portions of the site. In addition, a bus-only driveway would be provided for bus turnarounds at the southern access point to the site. One curb cut for bus loading would be located along Western Heritage Way between the two driveways. In addition, the existing service road within the northern portion of the site would be retained to provide access to the staff and overflow parking lots within the eastern and northern portions of the site, respectively. Expanded truck access and turnaround areas would also be provided at the east side of the Campus Building with access to the loading dock.

Pedestrian access would be available from both west and south of the Project site through a new garden and plaza feature with interconnecting walkways to the Los Angeles Zoo

and Griffith Park. In addition, a new pathway would run parallel to Western Heritage Way between the bus loading area and the remainder of the Campus.

The existing equestrian trail located in the Project vicinity would not be disturbed along the segments adjacent to the freeway and golf courses or along the segment located to the north of the Zoo wastewater treatment facility. The new staff parking area within the eastern portion of the Campus adjacent to the trail would be screened with landscaping to maintain screening between the existing equestrian trail to the Project site within this area. In addition, the new entry road within the southern portion of the site, which would roughly parallel the existing equestrian trail, would also be screened from the trail by new landscaping. Fencing may also be installed to prevent errant golf shots from reaching the Project site.

The portion of the existing equestrian trail that runs immediately west of the Zoo wastewater treatment facility may require some minor realignment so that it would not be too close to the new visitor parking area to be built west of the existing trail as part of Phase 1 of the Project. Modified portions of the trail would be the same width as the existing trail. In order to build the new parking area and realign the trail, portions of the existing vegetation in this area would be removed and replaced with new landscaping intended to screen the trail from both the new parking area and the existing Zoo wastewater treatment facility. The existing corral, which is used mainly by visitors to the Campus, may also need to be relocated. However, if such relocation were to occur, the new corral location would be within a short distance from its current location. At its closest point, the new parking area would be approximately 37 feet from the Zoo wastewater treatment facility. Since the trail varies between 13 and 15 feet in width, there would be ample room for landscape on both sides of the trail.

As described above, during Phase 1 of the Project, the existing surface parking area along the west side of the Campus would be removed. In its place, attractive landscaping would be planted. This would improve public views of the Campus from Western Heritage Way and the Los Angeles Zoo. New surface parking areas would be constructed within the southeastern portion of the site near the Zoo wastewater treatment facility and along the southernmost portion of the site. The South Lawn, which is used as an outdoor gathering and events area, would be shifted toward Western Heritage Way. This improvement is discussed in more detail in the Phase 2 section below. Upon completion of the Project, the amount of open space area visible to the public would remain approximately the same as what exists today. In addition, an expansive interpretive landscape area would provide access between the new visitor parking areas and the Campus Building.

As part of construction of the proposed improvements, the existing stormwater line that crosses through the Project site connecting the Zoo wastewater treatment facility settlement pond to the Los Angeles Zoo may be relocated. Existing mechanical equipment such as chillers and boilers would be retained or upgraded as necessary. Upgrades to other utilities such as the on-site electrical supply system may also be necessary.

Lighting within the Project site would include light emitted from the windows and clearstory areas with limited exterior lighting provided to highlight the architectural features of the building. Outdoor lighting would include low-level landscape lighting and lighting for special events, way finding and security.

## **B. Phase 2**

Phase 2 of the Project involves the construction of an Institute Building south of the Campus Building that would house a reading room, collection storage rooms, and staff work areas. This approximately 50,000 gross square foot structure would be connected to the southern portion of the Campus Building via the new interpretive landscape area. The Institute Building may also be connected to the lower or upper level of the Campus Building. The Phase 2 program would include several public areas, including the Institute Reading Room, seminar rooms, and an exhibition space. Upon completion of the proposed Project, the Griffith Park Campus would have a total of approximately 159 employees. In addition, there would be approximately 35 volunteers on-site at one time during peak hours.

Phase 2 of the Project would replace the surface parking area that was constructed on the southeastern portion of the South Lawn during Phase 1 with a new two-level semi-subterranean parking facility beneath the Institute Building. By taking advantage of the existing 15-foot grade drop that occurs within the southern portion of the site, this parking facility would be virtually screened from sight. The surface parking area within the southernmost portion of the site would remain.

Upon completion of Phase 2, the equestrian trail would remain in essentially the same location as after Phase 1 construction. The equestrian trail would pass between the new Institute Building/semi-subterranean parking facility and the existing Zoo wastewater treatment facility. The new Institute Building and semi-subterranean parking facility would be screened with landscaping and no building or garage ventilation would be directed towards the trail. In addition, landscaped drainage swales would be constructed between the parking areas and the equestrian trail to help improve storm water quality and prevent drainage onto the trail. City of Los Angeles and Department of Recreation and Parks maintenance equipment would continue to have access to the equestrian trail and Zoo wastewater treatment facility.

## **C. Green Building Design**

The Project would incorporate green building techniques and sustainability features. The proposed Project would be designed and built to include Leadership in Energy and Environmental Design (LEED) aspects, such as maximizing operational efficiency through the reduction of energy consumption and vehicle miles traveled so as to achieve certification under the LEED Green Building Rating System. Specific aspects identified by the LEED Green Building Rating System to be included in the Project are described in the Corrections and Additions section of the Final EIR (additional information added to Section II, Project Description). The balance of required points to achieve LEED Certification will be evaluated and selected from a number of options, listed therein, during the building design process.

The proposed Project would promote alternative transportation and implement other improvements aimed at reducing the amount of employee vehicle miles traveled when commuting to the Campus. Convenient access to nearby public transportation lines, passenger bus shelters, and enhanced bus lanes would also be provided to further promote the use of alternative transportation methods by both employees and visitors. Energy performance at the Campus would be optimized to maximize energy efficiency through the use of compact

fluorescent light bulbs (CFL), other low energy lighting fixtures and lighting control systems, the use of skylights and daylight to reduce lighting requirements, the use of low water flow devices within restroom and kitchen areas and the use of Low-E windows. In addition, existing on-site equipment improvements would include the replacement of chillers and boilers with new energy efficient equipment to reduce electricity and natural gas demands, commissioning of the heating and cooling systems to maximize energy efficiency, and the use of an integrated building controls system to manage and monitor building systems efficiency. The landscaping of the Project site would also promote environmental sustainability by including plants that are "drought tolerant" in order to lower water demand, the use of recycled water for landscape watering, and the use of landscaped bioswales for stormwater run-off.

**D. Anticipated Project Development Schedule and Construction Phasing**

Construction of Phase 1 of the proposed Project is expected to commence in 2008 and be completed in 2010. This phase is expected to include the creation of the Convergence Hall, expansion of the galleries to the west and east, interior renovations, renovation of the main entrance, expanded collection and storage areas, relocated café and expanded community room, and creation of new landscape areas and new and interim surface parking areas. Phase 2 is expected to commence in 2013 and be completed by 2014 with the opening of the Institute Building.

Construction hours would occur in accordance with LAMC requirements, which prohibit construction between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, 6:00 p.m. and 8:00 a.m. on Saturday, and at any time on Sunday. Construction activities associated with the proposed Project would result in approximately 83,930 cubic yards of grading for the building additions and the semi-subterranean parking facility (21,330 cubic yards in Phase 1 and 62,600 cubic yards in Phase 2), of which 70,880 cubic yards is anticipated to be exported (15,680 cubic yards in Phase 1 and 55,200 cubic yards in Phase 2).

During the Phase 1 construction period, the Autry intends to provide temporary facilities on-site so that it can continue with museum activities on an interim basis. The Autry would present a series of programs designed to preserve the loyalty of the public while the existing Campus building is closed. These facilities would include a modified museum store, grab-and-go café and visitor center. These programs would be accommodated by temporary on-site facilities similar to those the Autry has historically used on the site. Additionally, on-site trailers would provide office space for approximately 50 staff members. The balance of the staff would be temporarily accommodated in existing facilities off-site. During construction of Phase 2, the completed Phase 1 facility would remain operational and open to the public.

#### **IV. APPLICANT'S PROPOSED CONDITIONS OF APPROVAL**

The Project has been designed with a number of features intended to ensure compatibility of the design with the surrounding neighborhood. Additionally, the Autry has thoroughly reviewed its operations during construction and future operations upon completion of the Project. As a result of this review, the Autry has identified several operational design features that it believes will ensure that its continued and future operations will be compatible and in harmony with the surrounding community both during construction and upon completion of the Project. Accordingly, the Autry requests that the following be included as conditions of approval ("Conditions") for the Project:

1. The subject property shall be developed substantially in conformance with the plot plan submitted to the City Planning Commission, as to location of proposed buildings, structures, and surface parking. Deviations may be allowed in order to comply with provisions of the LAMC, the subject Conditions and the intent of the grant.

2. Use. The property shall be limited to a museum and uses accessory thereto, including, but not limited to a café, museum store, administrative offices, storage, and preservation and restoration labs.

3. Floor Area. The maximum floor area of the Project shall not exceed 255,272 square feet of Floor Area as defined in Section 12.03 of the Municipal Code.

4. The property owner shall record a Covenant and Agreement Regarding Maintenance of Building to preclude occupancy under the roof outside the exterior walls of the building.

4. Height: Except for the existing 112-foot tower, no building or structure shall exceed 60 feet in height, as defined by Section 12.03 of the LAMC. Any structure on the roof, such as air conditioning units and other equipment, shall be fully screened from view of surrounding uses, consistent with Section 12.21.1.B.3 of the Code.

5. Parking. Not more than 311 parking spaces shall be required on site at the end of Phase 1, and not more than 380 parking spaces shall be required on site at the end of Phase 2. Storage area on the lowest level of the Campus Building shall not be considered floor area.

6. Parking to accommodate bus staging shall be provided along Western Heritage Way adjacent to the Project site.

7. Areas of the site not covered by a building shall have night lighting for safety and security. Parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement. Other open exterior areas, such as walkways, shall have low level security-type lighting. Exterior lighting shall be directed onto the site and shall be designed to minimize glare on adjoining properties.

9. Prior to the issuance of any building permits for the Project, detailed development and site plans, including landscape and irrigation plans, shall be submitted for review and approval by the Department of City Planning for verification of compliance with the imposed Conditions. The

plans shall be in substantial conformance with the plans presented to the City Planning Commission. Minor deviations may be allowed in order to comply with provisions of the LAMC, the subject Conditions, and the intent of the subject approvals.

10. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 72 hours of its discovery.

11. Other City Agency Approvals.

a. Street Lighting. Street lighting conforming to the requirements of the Bureau of Street Lighting (213) 847-6379 shall be provided.

b. Street Trees. Tree wells and street trees conforming to the requirements of the Urban Forestry Division of the Bureau of Street Services (213) 485-5675 shall be provided.

c. Sewers. New sewer lines, if required by engineering analysis, conforming to the requirements of the City Engineer shall be provided.

d. Drainage. Construct drainage facilities to the satisfaction of the City Engineer.

e. Police. The building plans shall reflect design guidelines relative to security, semi-public and private spaces (which may include but not be limited to access control to building), secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities and building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project site if needed. Refer to Design out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, Phone: 213-485-3134). These measures shall be approved by the Police Department prior to the issuance of building permits.

f. Fire. The requirements of the Fire Department relative to fire safety shall be incorporated into the building plans, which include the submittal of a plot plan for approval by the Fire Department.

g. Parking/Driveway Plan. A parking and driveway plan shall be provided to the Bureau of Engineering and the Department of Transportation for approval that provides Code-required emergency access.

12. Construction Related Conditions.

a. No Autry employees or construction workers shall be allowed to park on Western Heritage Way for the duration of all construction activities.

b. There shall be no staging or parking of heavy construction vehicles along Western Heritage Way before 7:00 a.m. or after 9:00 p.m., Monday through Friday. All construction vehicles shall be stored on site unless returned to their owners' base of operations.

c. Truck Traffic Restricted Hours. Truck traffic directed to the Project site for the purpose of delivering materials or construction-machinery shall be limited to the hours beginning at 7:00 a.m. and ending at 9:00 p.m., Monday through Friday. No truck deliveries shall occur outside of that time period. No truck queuing related to such deliveries to the Project site shall occur on any local or collector street within the Project vicinity outside of that time period.

d. Loading. Deliveries and other loading and unloading activities shall not interfere with traffic on any public street. Public sidewalks, and/or other public ways shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Planning Department.

e. A 24-hour "hot-line" phone number for the receipt of construction-related complaints from the community shall be posted on the site and provided to the local neighborhood council. The applicant shall maintain a log of complaints and actions taken. An initial response to complaints shall be made within 24 hours of any complaint received on this hotline.

f. Construction activities that generate substantial outside noise levels, such as the use of power tools and the like, shall be restricted to between the hours of 8 a.m. and 6 p.m., Monday through Saturday, and prohibited on Sundays.

g. All construction-related material shall be placed on the lot for storage prior to use. No construction equipment or material may be stored on the street.

13. Maintenance. The subject property, including associated parking facilities, sidewalks, and landscaped planters adjacent to the exterior walls along the property lines shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.

14. Landscaping.

a. The landscape and irrigation plans shall comply with Ordinance No. 170,978 (Water Management).

b. The Applicant shall set automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.

- c. Maintenance of landscaped areas shall include continuous operations of watering, removal of weeds, trimming, edging, cultivation, reseeding, plant replacement, fertilization, spraying, control of pests, insects, and rodents, or other operations necessary to assure normal plant growth. All trees, shrubs and ground cover shall be healthy and vigorous. Irrigation systems shall be continuously maintained.
  - d. The Applicant shall include drought-tolerant, low-water consuming plant varieties to reduce irrigation water consumption.
15. The Project developer shall install low flush water toilets. Low-flow faucet aerators should be installed on all sink faucets.
16. Solid Waste (Construction and Operation). Recycling bins shall be provided at an appropriate location within the Project site to promote recycling of paper, metal, glass and other recyclable materials.
17. Electricity. The applicant shall incorporate energy conservation measures into the Project design. Project design shall meet Title 24 Building Code.
18. Administrative Conditions
  - a. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject Conditions, shall be provided to the Department of City Planning for placement in the subject file.
  - b. Code Compliance. Area, height and use regulations of the zone classification of the subject property shall be complied with, except where the grant herein may vary.
  - c. Definition. Any agencies, public officials or legislation referenced in these Conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
  - d. Enforcement. Compliance with these Conditions and the intent of these Conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
  - e. Building Plans. Page 1 of the grant and all the Conditions of approval shall be printed on the building plans submitted to the Department of City Planning and all other city departments.
  - f. Corrective Conditions. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers'

opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

g. **Mitigation Monitoring.** The Autry shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Mitigation Measure Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Mitigation Measure Conditions.

h. **Indemnification.** The Autry shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the Autry of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the Autry shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

i. A copy of these Conditions shall be maintained by the Autry.

#### **Environmental Mitigation Measure Conditions**

The following Mitigation Measures are provided in the Environmental Impact Report for the Project.

1. **Mitigation Measure B-1:** General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.<sup>3</sup>
2. **Mitigation Measure B-2:** All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
3. **Mitigation Measure B-3:** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
4. **Mitigation Measure B-4:** Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.
5. **Mitigation Measure B-5:** Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.
6. **Mitigation Measure B-6:** All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

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<sup>3</sup> SCAQMD Rule 403 requirements are detailed in Appendix C of the Draft EIR.

7. **Mitigation Measure B-7:** The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.
8. **Mitigation Measure B-8:** General contractors shall require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.
9. **Mitigation Measure BIO-1:** Trees removed that are protected by the City of Los Angeles Protected Tree Ordinance shall be replaced within the property by at least two trees of a protected variety including valley and coast live oak, or any other tree of the quercus genus (excluding scrub oak), the California Walnut, the California sycamore, and the California bay. Each replacement tree shall be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.
10. **Mitigation Measure BIO-2:** All construction work potentially impacting any protected tree shall be approved by, performed under the supervision of, and inspected by a tree expert as defined by the City of Los Angeles Protected Tree Ordinance. This tree expert shall also oversee all maintenance work on the protected trees including irrigation, pruning and spraying.
11. **Mitigation Measure BIO-3:** During construction, the construction supervisor shall ensure that all construction employees are fully informed of the tree protection practices. This shall include information on the tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.
12. **Mitigation Measure BIO-4:** During construction, six-foot-high, brightly colored construction fencing shall be erected along the construction side of protected trees to delineate the tree protection area. The protective fence shall be installed 5 feet outside of the tree's drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line.
13. **Mitigation Measure C-1:** A qualified archaeologist shall be retained by the Applicant to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments. A qualified archaeologist is defined as an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology. Ground-disturbing activities include primary construction-related activities and any associated secondary activities for support services such as utilities. Any such monitoring of previously undisturbed sediments shall be conducted by an archaeological monitor and a Native American

monitor. The Native American monitor shall be requested from a group identified by the Native American Heritage Commission as having affiliation with the Project vicinity. On agreement between the qualified archaeologist and the Native American monitor, the archaeological monitor may also notify the Native American monitor in the event of an archaeological discovery. In the event that archaeological resources are identified during monitoring or unexpectedly during excavations in fill sediments, all work proximal to the discovery (estimated at 25 feet) shall halt until the qualified archaeologist has evaluated the find. If the archaeologist determines that the find is significant or may qualify as significant, the archaeologist shall prepare a treatment plan. If the find is prehistoric or includes Native American materials, affiliated Native American groups shall be invited to contribute to the treatment plan. Preservation in place shall be considered as a treatment, where feasible. Results of monitoring and any archaeological treatment shall be reported in an appropriate technical report to be filed with the Applicant, the City, and the California Historical Resources Information System. Any artifacts recovered during monitoring or treatment shall be curated at an appropriate facility, such as the Autry National Center.

- 14. Mitigation Measure C-2:** If human remains are unearthed unexpectedly during ground-disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner will have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.
- 15. Mitigation Measure C-3:** In the event that deeper excavations into older Quaternary deposits may be required for the Project, a qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

16. **Mitigation Measure GEO-1:** The Applicant shall comply with Ordinance No. 172,176 and Ordinance No. 173, 494, where applicable. Stormwater and Urban Runoff Pollution Control require the application of Best Management Practices (BMPs).
17. **Mitigation Measure GEO-2:** The Applicant shall also comply with Chapter IX, Division 70 of the LAMC, as applicable, which addresses grading, excavations, and fills.
18. **Mitigation Measure GEO-3:** In addition, the Applicant must meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
19. **Mitigation Measure E-1:** Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors, as follows:
  - a. During Project Phase 1 site demolition and site grading activities, provide a temporary sound barrier along the western boundary of the construction site, to reduce the construction noise to the Zoo and the Zoo Magnet Center.
  - b. During Project Phase 1 site demolition and site grading activities and Phase 2 construction periods, provide a temporary sound barrier along the southern boundary of the Project site, to reduce the construction noise to the Golf Courses.
20. **Mitigation Measure E-2:** Noise-generating construction equipment operated at the Project site shall be equipped with effective noise control devices, *i.e.*, mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
21. **Mitigation Measure H-1:** A construction traffic and parking management plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.
22. **Mitigation Measure UTIL-1:** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

## V. PROPOSED CONDITIONAL USE FINDINGS:

Pursuant to LAMC Sections 12.24.E, the following findings must be made for a Conditional Use:

### 1. The proposed uses will be desirable to the public convenience or welfare.

The proposed Project is located within a major urban park setting and is desirable to the public convenience and welfare. The Griffith Park Campus consists of 161,271 gross square feet located on 11.93 acres of land in the northeast portion of Griffith Park. The Park is a regional park consisting of 4,016 acres that provides a wide range of cultural and recreational opportunities including three golf courses, a planetarium, a zoo, a railroad museum, tennis courts, biking trails, hiking trails, equestrian trails, a merry-go-round, a bird sanctuary, and numerous areas for picnics and active recreation. The Park is frequented by residents of Los Angeles and the surrounding communities throughout the year.

The Applicant proposes to construct a physical expansion of its existing Griffith Park Campus in order to enhance existing facilities by renovating exterior landscaped areas, enhancing vehicle and pedestrian circulation and parking amenities, storing an expanded collection with museum standard-of-care controls and appropriate physical storage conditions, showcasing the internal workings of the Center through visible storage of collections and staff areas, providing additional gallery and presentation areas for the public, and enhancing the Center's research and education programs. Physical expansion is proposed in two phases.

The Applicant requests a conditional use permit to allow the existing museum use in the OS-1XL zone. The museum was legally constructed pursuant to building permit No. BP 1987LA61430 issued in 1988 for a public museum in the R1 Zone. At time of building permit issuance for the museum, LAMC 12.08.A.2 allowed parks, playgrounds or community centers, owned and operated by a governmental agency in the R1 Zone. Establishment of the OS (Open Space) zone in the Municipal Code occurred in 1990, and pursuant to LAMC 12.24.U.19.(c) a museum is a permitted conditional use in the OS (Open Space) zone. Therefore Applicant requests a conditional use permit to allow the existing museum use in the OS-1XL zone, rather than relying upon the deemed-to-be approved status applicable under LAMC 12.24.L for existing uses.

The Applicant is also requesting a conditional use permit for the height of the proposed expansion. The OS-1XL Zone limits the height of buildings and structures to two stories and also to 30 feet. Relief is requested pursuant to Section 12.24.F of the Municipal Code which provides: "The decision may state that the height and area regulations required by other provisions of this chapter shall not apply to the conditional use approved." Based on the LAMC definition of building height, which measures height from the lowest point of the existing site grade five feet from the building, the Campus Building measures approximately 59 feet in height along the lower side of the Project site, with a tower element that measures approximately 112 feet in height. This height reflects the 24-foot topographical slope from east to west within the Project site. When viewed from Griffith Park on the western side of the Campus, the front façade of the Campus Building measures approximately 39 feet in height. The existing facility is set back an average of approximately 150 feet from the curb of Western Heritage Way.

Upon completion of the Project, the height of the expanded Campus Building would decrease slightly to a maximum of approximately 57 feet (including raised roof elements). However, when viewed from the west, the expanded Campus Building would be approximately 43 feet in height, similar to the visual appearance of pre-project conditions. While the tower may be re-clad, the height of the tower would not change. Upon completion of the proposed Project, the front setback of the Campus Building to the curb at Western Heritage Way will approach or exceed 100 feet for Phase 1 and will be further muted in appearance by the replacement of existing surface parking area along the west side of the Campus Building with attractive landscaping.

The proposed Phase 2 Institute Building will be set back a minimum of approximately 316 feet from the curb of Western Heritage Way. Trees will be planted in the foreground that will somewhat mask the building's appearance. As viewed from Western Heritage Way, the front façade would measure approximately 37 feet in height. Viewed from the east, the building would measure approximately 48 feet in height with the height change reflecting the descending topography.

A conditional use permit is necessary because the site's unique museum uses necessitate higher ceilings, as proper display of museum work cannot be accommodated within the typical 8 – 10 foot floor to ceiling heights found in office and residential construction. The combination of setback and landscaping will have the visual and psychological effect of making the Campus Building appear smaller than its true height. The overall effect of the addition will appear to be consistent with the existing building, the height of which is in proportion to its location and lot size.

The Project would allow the Autry to maintain and enhance its excellence as a preeminent museum as well as provide significantly improved exhibition and physical storage conditions that would be beneficial to the neighborhood. Improvement of this museum, as with physical improvements to any museum, would help to provide greater and enhanced educational experiences for visitors, thereby enriching and benefiting the surrounding community, the City and the region as a whole. For the reasons discussed above, the Project would be desirable to the public convenience and welfare.

## **2. The proposed uses are proper in relation to adjacent uses or the development of the community.**

The Project provides an expansion of an existing use that is compatible with and complementary to adjacent uses and development in the community. The site is well suited to the proposed expansion for several reasons.

The Center is located in an area of Griffith Park known at one time as "Pine Meadows." In the 1930s, it was part of a local airport; from 1945 to the early 1950s it was used as a temporary housing area (Rodger Young Village) for World War II veterans. The Project site was not part of the original Park donation, but was instead annexed to the Park in connection with the development of the abutting Golden State Freeway. The City endeavored to improve the poor condition of the land by creating a concept of having different species of pine trees planted as a kind of botanical experiment. But its location, bordered by the Zoo parking lot, I-5

and the golf course fence, left it in an awkward place for public use. As a result, the botanical experiment had fallen into a state of disrepair, garbage had become a problem and the landscaping bore no relationship to the Park at large. There are no historic buildings on or adjacent to the site. There are no known archaeological or paleontological resources on or immediately adjacent to the site. The property is not located within a designated Hillside Area. The location is well buffered and the changes proposed as part of the Project will not alter the character of the immediate neighborhood.

The Project site is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the Project site. The Campus is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east. Also located directly southeast of the Campus is the Los Angeles Zoo wastewater treatment facility, which is not located within the boundaries of the Project site. The Los Angeles Zoo and associated 2,359-space surface parking area is located directly west of the project site and Western Heritage Way. To the southwest of the Project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory. Also within the surface parking area southwest of the Project site is the 2.5-acre Los Angeles Unified School District's Zoo Magnet Center, which has an enrollment of approximately 300 students, and the Department of Water and Power Fuel Cell Demonstration Project. To the south of the Project site are the Woodrow Wilson and Harding Municipal Golf Courses, which are owned and operated by the Department of Recreation and Parks. As noted above, I-5 is located to the east of the Project site, with the Los Angeles River located just east of I-5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses, equestrian uses, and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the Project site along the Los Angeles River. Whether considered individually or cumulatively, none of these adjacent uses will be at added risk of interference from the proposed expansion due to building distance and/or perimeter landscaping.

For the reasons set forth here and the finding above, the proposed continued museum use would be in proper relation to adjacent uses and any development of the surrounding areas.

**3. The proposed location will not be materially detrimental to the character of development in the immediate neighborhood.**

The proposed Project's location, within its existing leasehold area, will not be detrimental to the character of development in the immediate neighborhood. Griffith Park is a regional park and has the distinction of being the largest urban park in the country. Within the Park are a variety of buildings – the recently restored and expanded Griffith Park Observatory, the Greek Theater, portions of the Los Angeles Zoo, portions of Travel Town Railroad Museum, the nearby Zoo Magnet School, the Equestrian Center, the merry-go-round, a Ranger station, golf courses club houses, tennis court kiosks, and various restroom facilities.

The existing museum has therefore not been detrimental to the character of development in the immediate area. The Project would create a visually enhanced Campus with buildings designed to respond to the natural topography of the site, while respecting the surrounding Park setting. In general, the proposed enhancements would have relatively similar building heights and building scale as existing structures on-site, along with extensive new landscaping throughout the Campus, views of the Campus from a distance would not appear noticeably altered. No additional land is proposed to be acquired.

For the reasons stated above and throughout these findings, the continued location and operation of the museum at its present site would not be materially detrimental to the character of development in the immediate area.

#### **4. The proposed use will be in harmony with the various elements and objectives of the General Plan.**

The proposed Project is in harmony with the elements and objectives of the General Plan. The property is located in the Hollywood Community Plan, a component of the Land Use Element of the General Plan. The Plan Map designates the site for Open Space, corresponding to the OS Zone. Page HO-1 of the Hollywood Community Plan lists the following supportive statements in the Objectives section:

- Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.
- Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
- Objective 7: To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.

The proposed Project furthers Objective 2 by expanding current uses at the Project site in order to accommodate future use of the site. Development in Hollywood and surrounding areas has been substantial in the 20 years since the original museum facility was opened. This growth includes new fire stations, new libraries, new housing, a commercial revival on Hollywood Boulevard, and many other scattered projects throughout the community. This Project, therefore, represents the phasing of public facilities within widespread private development, as called for in Objective 5. Consistent with Objective 7, the Project preserves open space and provides an enhanced setting for the Campus that complements the surrounding Park setting.

The following statements are from the Recreation and Parks Policies section, page HO-4 of the Hollywood Community Plan:

- Policy 3: That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available.
- Policy 4: That, in the absence of public land, and where feasible, intensified use of existing facilities and joint use of other public facilities for recreational purposes be encouraged.
- Policy 5: That the expansion of existing recreational sites and the acquisition of new sites be planned so as to minimize the displacement of housing and the relocation of residents.

The proposed Project upgrades the existing facilities at no expense to the City and for the benefit of the general public, including local residents, tourists and scholars traveling a greater distance. Further, it represents an intensification of existing facilities and does not displace any housing or residents. These features are consistent with Policies 3, 4 and 5, as stated above.

The following statement is from Other Public Facilities Policies, located at page HO-5 of the Hollywood Community Plan:

- Policy 2. That new equipment for public facilities be energy efficient.

The proposed Project will upgrade the energy system for the existing building as well as meet current LAMC requirements for the expanded building area. The Project will include the provision of thermal storage to achieve 14 percent energy savings beyond code requirements; enhanced commissioning of mechanical systems; adoption of ASHRAE standards for thermal controls to improve the indoor environment; advanced lighting control systems; and engagement of a LEED accredited professional to monitor a sustainability program.

Energy performance at the Campus would be optimized to maximize energy efficiency through the use of compact fluorescent light bulbs (CFL), other low energy lighting fixtures and lighting control systems, the use of skylights and daylight to reduce lighting requirements, the use of low water flow devices within restroom and kitchen areas, and the use of Low-E windows.

## **VI. PROPOSED VESTING CONDITIONAL USE FINDING:**

In addition to the above findings, the following additional finding pursuant to LAMC Sec. 12.24.T.C.1 must be made for a Vesting Conditional Use:

**The conditioning of the vesting conditional use permit is necessary to protect the best interest of the surrounding property or neighborhood or to lessen or prevent any detrimental effect on that area, or to secure appropriate development in harmony with the objectives of the General Plan or to mitigate potential adverse environmental impacts of the conditional use permit.**

The project site has been improved with the current museum for the past 20 years. The Autry National Center's Griffith Park Campus has not been detrimental to the development and use of surrounding Park uses, some of which have undergone improvements and upgrading of their own in the interim period of time, including the Zoo to the immediate west and Travel Town to the north. Conditioning of the vesting conditional use is necessary to ensure the appropriate continued and expanded operation of the facility.

Accordingly, the Autry requests that the conditions proposed in Section II above be made a part of the City's approval of this vesting conditional use to protect the best interest of the surrounding public uses and character of development in the Park, to lessen or prevent any detrimental effect on the area, to secure appropriate development in harmony with the objectives of the General Plan, and to mitigate any potential adverse environmental impacts of the conditional use. The conditions of approval include mitigation measures designed to mitigate potential adverse environmental impacts of the Project. In particular, the proposed conditions and Project design would improve public access to an expanded collection of art and artifacts devoted to the history of the peoples of the American West, and dramatically improve the aesthetics of the Project site by removing most visible surface parking and replacing it with landscaping, substantially of a native variety.

Furthermore, the Project would incorporate green building techniques and sustainability features. The proposed Project would be designed and built to include Leadership in Energy and Environmental Design (LEED) aspects. Energy performance would be optimized through the use of compact fluorescent light bulbs, skylights, low water flow devices within restroom and kitchen areas, use of Low-E windows, replacement of chillers and boilers with new energy efficient equipment to reduce electricity and natural gas demands, planting drought tolerant landscaping to lower water demand, use of recycled water for landscaping, and use of landscaped bioswales for stormwater run-off.

The conditioning of the vesting conditional use permit is also necessary to secure appropriate development in harmony with the objectives of the General Plan. The siting of buildings within Griffith Park is not unusual situation as the Park is home to many buildings within the Zoo, the Greek Theater on Vermont Avenue, Friendship Auditorium on Riverside Drive, Travel Town farther north on Western Heritage Way, food concession/office buildings at the various golf courses within the Park, and the Griffith Observatory, which attracts visitors from around the world and which itself recently completed a major remodeling and modernization. Consistent with this well established history, the applicable Land Use Policy No.

3 of the Hollywood Community Plan (Recreation and Parks Policies section, page HO-4) states: "That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures . . ." The proposed Project will improve an existing facility that serves residents in the immediate community, in the City, and from afar. Land Use Policy No. 5 of the Community Plan further states: "That, in the absence of public land, and where feasible, intensified use of existing facilities and joint use of other public facilities for recreational purposes be encouraged." These Community Plan policies have been and continue to be interpreted to support the well-established policy that the improvement of existing facilities, when properly conditioned, is desirable.

Accordingly, the conditions of approval protect the best interest of the surrounding property and neighborhood and lessen or prevent any detrimental effect on the area, and mitigate to the extent feasible any potential adverse environmental impacts of the conditional use while also allowing the Applicant to enhance and develop its facilities, thereby securing appropriate development in complete harmony with the objectives of the General Plan and the City's established policies.

## VII. PROPOSED FINDINGS FOR VARIANCES:

### A. Parking Variance Findings

#### **1. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.**

The purpose of the parking requirements set forth in the zoning provisions of the LAMC is to assure sufficient parking to meet anticipated needs of employees and visitors at a particular site and to manage the effects of that parking demand on adjacent properties. The amount of parking required by the LAMC is based on an assumed parking demand for a particular use that will occur on the site. The numbers of parking spaces required generally are derived from the square footage dedicated to specific uses. Section 12.21.A.4(d) requires one off-street parking space for each 500 square feet of floor area contained within “any philanthropic institution, governmental office building, or similar use.” This ratio applies to most of the existing and proposed buildings, however, the existing 230-seat auditorium is subject to a different parking standard. Section 12.21.A.4(e) of the Code requires one parking space for each five seats contained within any auditorium. This results in an estimated requirement of 320 spaces<sup>4</sup> for the existing building. As proposed, at the completion of Phase 1, 456 spaces are required for the Project under the LAMC. At the completion of Phase 2, 546 spaces are required.<sup>5</sup>

The Campus currently provides 368 on-site surface parking spaces. The museum is open Tuesday through Sunday, from 9 a.m. to 5 p.m., and closed on New Year’s Day, Fourth of July, Thanksgiving, and Christmas.

The Applicant is requesting a variance to allow that not more than 311 spaces be required on-site at the conclusion of Phase 1, and not more than 380 spaces be required on-site at the conclusion of Phase 2. Relatedly, the Applicant is requesting that parking not be required for storage areas on the lowest level of the existing and proposed Campus Building. This variance request would allow the Applicant to provide a number of on-site parking spaces that is more closely in line with actual parking demand. The current actual, observed peak public parking demand for the Project site is 199 parking spaces. This data was gathered by Fehr & Peers in May and early June of 2008 over a nine-day period beginning with Memorial Day weekend, Saturday, May 24, and ending Sunday, June 1. This demand study was conducted in order to provide a current and accurate depiction of observed parking demand and provide a more recent sample of demand data as opposed to the data provided for in the Draft EIR, which is based on a

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<sup>4</sup> The Draft EIR provides that 263 spaces are required, however, this has been corrected to account for the fact that the existing Campus Building is larger than the City records indicated and due to minor refinements in Project design. As recalculated to account for these adjustments, the existing Campus Building requires 320 spaces under the LAMC.

<sup>5</sup> The Draft EIR provides that 380 spaces are required at the end of Phase 1 and 476 spaces are required at the end of Phase 2. As stated, however, certain figures in the Draft EIR have been corrected and the amount of LAMC-required parking spaces has been recalculated accordingly.

study conducted in May and early June 2006. The recent demand data generally validates the demand data obtained from the 2006 study.

Based on these latest observations, “peak” visitor-related parking demand is 158 spaces at noon on a weekday and 162 at 1:00 p.m. on a weekend. These peak demands are within the 368 spaces comprised of the North Lot (including the 30-space employee overflow lot) and the South Lot. In addition, the Autry has a key card-controlled employee lot with 41 spaces behind the museum. Typical usage of this lot is 25 to 30 spaces weekdays and five to eight spaces on weekends. However, it is conservatively assumed that the employee lot will be full at midday on a weekday and will have 37 cars parked in the early afternoon on a weekend. Thus, the new data indicates a peak weekday and weekend demand of 199 spaces.

Applying this parking demand data to the net floor area that would result from Phase 1 (209,272 net square feet) would yield a parking need of 295 spaces for Phase 1. Applying this parking demand ratio to the net floor area that would result from Phase 2 (255,272 net square feet) would result in a parking need of 358 spaces. In order to calculate effective parking supply, a contingency factor is applied to the peak parking demand. Effective parking supply is the number of occupied spaces at optimum operating efficiency. A parking facility will be perceived as full at somewhat less than its actual capacity, generally in the range of 85-95 percent occupancy. In the 2006 study a conservative 85 percent occupancy factor was assumed. However, given that the nature of the characteristics of the arrival and departure pattern of the Autry is such that effective utilization of the facility can be expected, a 95 percent occupancy factor is recommended for use in developing realistic demand numbers. With this 95 percent occupancy, effective supply required at Phase 1 would be 311 spaces ( $295 \div 0.95$ ) and at project buildout, Phase 2, 377 spaces ( $358 \div 0.95$ ).

The strict application of the LAMC would result in unnecessary hardships inconsistent with the general purposes and intent of the regulations for several reasons. For example, strict application of the LAMC parking requirements would not take into account that approximately 15,000 square feet of gross floor area in the existing Campus Building and approximately 17,000 square feet of gross floor area in the proposed new Campus Building is dedicated to storage space, which does not generate additional parking demand. The definition of Floor Area, as defined in LAMC Section 12.03, exempts storage in a basement. However, because the lowest level of the existing and proposed Campus Building does not meet the definition of a “basement,” the storage areas would be counted as floor area under a strict reading of the LAMC. This is true despite the fact that the portion of the lowest level of the Campus Building closest to Western Heritage Way is completely below grade. Because the majority of that level is above grade, the entire level is considered a story rather than a basement for purposes of the LAMC. Strict application of the LAMC parking requirements would not take into account the unique need for museums to have conveniently located on-site storage. Appropriate physical storage conditions play a critical role in allowing museums to meet the standard of care necessary to protect significant collections of artifacts. As compared to other facilities, museums often include storage space as a large component of the building. However, as with buildings in general, the storage area does not generate trips or the need for parking.

Strict application of the LAMC, therefore, would require the permanent addition of parking spaces to the Campus in excess of the actual observed demand attributable to the museum. The addition of such additional parking spaces on-site is unnecessary and unduly burdensome. Given the historical parking demand for existing uses on-site, requiring the addition of parking spaces to conform with the strict application of the LAMC would create practical difficulties and unnecessary hardships without furthering the purposes and intent of the zoning regulations.

**2. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.**

The special circumstances applicable to the subject property include the low parking demand generated by the Project, and the unique use of a portion of the building for storage purposes. As stated, the highest peak public parking demand for the existing building is 199 spaces, and the available supply is 368 spaces. Parking demand generated by the new building will be 311 spaces at the end of Phase 1 and 377 spaces at the end of Phase 2, respectively. In addition, the LAMC parking requirements, which are based on the LAMC definition of floor area, do not account for the fact that approximately 15,000 square feet of gross floor area in the existing Campus Building and approximately 17,000 square feet of gross floor area in the proposed new Campus Building, none of which will generate any additional parking demand.

Special circumstances also resulted from the public comments on the Draft EIR for the project. Some members of the public expressed concern over use of park land for automobile parking.<sup>6</sup> Reducing the amount of required parking would provide additional landscaped open space (approximately one-half acre) in the place of unnecessary paved surface parking, thereby enhancing the Project's compatibility with the surrounding park setting. A reduction in required parking would also allow for the preservation of several prominent trees at the southwest corner of the site which would otherwise be removed to provide for the surface parking lot.

**3. The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

Application of the LAMC results in a parking requirement that exceeds actual observed demand. Because of this special circumstance, the requested variances are necessary to ensure that the Applicant is permitted to provide parking supply consistent with demand, which is a right generally possessed by other property in the same zone and vicinity. The Applicant is seeking to expand and modernize its existing Griffith Park Campus facilities, in furtherance of the goals of the Hollywood Community Plan and 1978 Griffith Park Master Plan. Parking demand at the subject property will not necessitate the amount of parking spaces required under the LAMC, and additional parking demand generated by the Project is expected to be below the Code-required amounts as well. It is because of these special circumstances, in addition to

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<sup>6</sup> See Comment Nos. 11-19, 16-8, 28-4, 28-9, and 39-3, Section III, Responses to Written Comments, FEIR.

public input requesting more open space and the aesthetic benefit of providing additional landscaping rather than unnecessary parking, that the Applicant is requesting the subject variances. The variances are necessary to protect the Applicant's right to continue and expand its use of the property for museum and accessory uses and to create parity between the Applicant and other similar or nearby uses, which have parking requirements relatively consistent with parking demand. Therefore, the variance is necessary for the preservation and enjoyment of a substantial property right generally possessed by other property in the same zone and vicinity but which, because of the special circumstances, practical difficulties and unnecessary hardships explained above, is denied to the subject property.

**4. The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

The granting of the variances would not be materially detrimental to the public welfare, or injurious to the property or surrounding vicinity. The proposed amount of on-site parking will be adequate to satisfy operational parking demand. The granting of the variances would not result in any new or greater impacts than those identified in the EIR for the Project where the original project description included additional parking and reduced open space.

In response to comments received from the public about preserving, rather than paving and developing the limited open space resources with Griffith Park, the Applicant has proposed reducing the size of the parking component which has triggered this variance request. The Project is thereby able to minimize duplicative parking, provide more open space, and more closely align observed parking demand with a corresponding on-site parking supply. All of these factors will benefit the public welfare and will not be injurious to the surrounding vicinity.

**5. The granting of the variance will not adversely affect any element of the General Plan.**

The granting of the variances will not adversely affect the Hollywood Community Plan, the component of the Land Use Element of the General Plan applicable to the Project Site. The Plan Map designates the Site for Open Space, corresponding to the OS Zone. The Plan features supportive statements in the Objectives and Policies sections, which are stated in Finding No. 4 for the Conditional Use request, and by this reference, restated here. There is no Plan Text which specifically addresses the calculation of floor area, nor the appropriate basis for determining adequacy of parking. Therefore, there is no conflict as between the variance requests and the Plan Text.

The variance requests were also reviewed in context with the policies of the 1978 Griffith Park Master Plan. This plan is not part of the City's adopted General Plan but it nevertheless provides useful guideposts. The 1978 Griffith Park Master Plan is more general in nature and does not include the specificity of the subject matter applicable to the variance requests. No conflict as between the requested variances and this plan is evident.

## B. Sign Variance Findings

### 1. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

The sign regulations set forth in Article 4.4 of the Los Angeles Municipal Code were promulgated, as is the case with many land use ordinances, on the presumption that they would be reasonably appropriate as applied to all properties, citywide. In most cases, such presumptive regulations may be appropriate, especially where affected lots in close proximity to one another share common characteristics such as topography, lot size, and use. The Municipal Code also recognizes that there may be lots where this general presumption may be misapplied. The variance procedure allows applicants the opportunity to request alternate regulations where it can be shown that the citywide regulations, if applied, would work practical difficulties or unnecessary hardships not intended by the applicable zoning regulation.

In this case, strict application of the provisions of the Municipal Code would hamper the Autry's interest in informing the public of its presence. Strict application of the Code provisions would result in practical difficulties given the Campus Building's setback of 100 or more feet from Western Heritage Way, the museum's need for adequate identification to persons traveling along Western Heritage Way and the I-5, the Project's removal of the front parking lot to the back of the building, and the competing views of the Zoo and mountains to the north and west.

The Autry's existing signage consists of 4 pole signs, 4 wall signs, and 2 information signs. With the exception of one pole sign, which is located on the fence facing Western Heritage Way, all of the existing signage will be removed as part of the proposed Project. The Autry is seeking a variance to allow for the development of appropriate signage for the proposed project. The request involves two aspects of the proposed signage program. First, the Autry requests relief from the area requirements for monument signs set forth in the Municipal Code. Second, the Autry requests a variance to allow 6 more pole signs for the Project than would otherwise be allowed according to the signage limitations set forth in the Municipal Code.

#### Monument Sign

Section LAMC Section 14.4.8.A.1 provides that "[t]he sign area of monument signs shall not exceed 1.5 square feet per foot of street frontage nor a maximum of 75 square feet for the sign face visible to the same direction of traffic." In the present circumstance, relief is requested in order to allow the construction of one monument sign with a sign face of more than 75 square feet. As proposed, the signage program includes one monument sign. The sign is a wing-shaped structure with one side oriented toward drivers approaching the museum from Western Heritage Way heading north and the other side oriented drivers approaching from the south. Due to its unique orientation and structure, only one side is visible to drivers at any one time. Each side measures 5 feet by 20 feet, or 100 square feet. In total, 200 square feet of monument sign area is proposed.

The variance on monument sign area is necessary for several reasons. The monument is necessary to insure that the museum is adequately identified to Park visitors heading north and

south along Western Heritage Way. The double-sided monument sign would insure appropriate visibility by persons seeking to locate the Project, a function that is currently served by the existing wall signs and, to a lesser extent, by the wide swath of parking area that will be moved to the back of the building as part of the Project. The unique orientation of the sign, as well as its double-sided design, allows cars traveling north and south on Western Heritage Way to see the same valuable information, but permits only one side to be visible from the street at any given time.

The monument sign will provide important arrival information from a viewpoint that is convenient to cars approaching the museum from either direction along Western Heritage Way. The information is particularly important given that the parking lot in front of the building will be relocated as part of the Project. This parking lot has traditionally provided a wide vantage point from which to view the museum, including the existing wall signs facing Western Heritage Way. Because the parking lot is being moved to behind the building as part of the Project, and the area will be replaced with landscaping, it will no longer serve to alert visitors that they have arrived at the museum.

The size of the monument sign is in proportion to the expanded Campus Building and is appropriate in relation to the total amount of existing sign area that now faces Western Heritage Way. Three wall signs that will be removed as part of the Project currently face Western Heritage Way. The total sign area for these wall signs is 470.11 square feet. The proposed monument sign, by contrast, consists of two sides, each side of which totals only 100 square feet. Although the signage program for the Project is also proposing one 1,540 square foot wall sign and one 36 square foot wall sign to face Western Heritage Way, the former is located toward the north end of the Project site and the latter will not be adequately visible from Western Heritage Way.

The location of the monument sign is compatible with the surrounding Park setting. The sign will be set back substantially from Western Heritage Way and surrounded by landscaping and mature trees that are generally consistent with the surrounding area.

### Pole Signs

Pursuant to LAMC Section 14.4.12.A, “[l]ots having a street frontage of at least 50 feet may have a pole sign for each 200 feet or fraction of that area of street frontage, if the street frontage does not contain an existing pole sign or projecting sign.” As stated, the Project site has a street frontage along Western Heritage Way of 1,173 feet. This would allow five pole signs. The Project site also has a street frontage along the freeway of approximately 1,105 feet. This would also allow 5 pole signs. The two frontages added together total 2,278 lineal feet of street frontage, sufficient to allow 11 pole signs as a matter of right.

As proposed, the signage program for the Project includes 11 pole signs. If Interstate-5 is treated as street frontage under the Municipal Code, no variance is required. The Autry believes this is the correct interpretation of the Code. For example, the Section 14.4.2 of the LAMC defines Street Frontage as “[t]he length of a line separating a lot from one street.” Section 12.03 of the Municipal Code defines Frontage as “[a]ll property fronting on one (1) side of a street between intersecting or intercepting streets, or between a street and right-of-way, waterway, end

of dead-end street, or city boundary measured along the street line. An intercepting street shall determine only the boundary of the frontage on the side of the street which it intercepts." LAMC Section 12.03 defines a street (and does not preclude freeways from the definition) as follows: "[a]ny public thoroughfare other than an alley or walk, except that in those cases where a subdivision has been recorded containing lots which abut only on an alley or walk, said alley or walk may be considered to be a street." There is no definition for Freeway. The abutting Interstate 5 Freeway to the immediate east of the site should therefore be considered as street frontage based upon these applicable definitions.

Nevertheless, and in an abundance of caution, the Autry is requesting relief from the LAMC signage requirements so that if only Western Heritage Way is treated as street frontage under the Municipal Code, 6 additional pole signs may be allowed.

The number and size of the proposed pole signs is appropriate given the size and character of the expanded building. An increase in the number of pole signs is appropriate for the expanded building, which is spread over 11.93 acres. All of the proposed sign poles are relatively small, with 9 of the proposed 11 signs 7 feet in height, one sign 5 feet in height, and one sign 12 feet in height, notwithstanding the allowance in the Code to construct pole signs up to 42 feet in height, which would be inappropriate for a park setting. The majority of the pole sign would have a sign of approximately 3 feet by 7 feet, which is not much different from the signs frequently seen on light standards throughout the City announcing cultural events.

The location of the pole signs is also appropriate for the Project site. Four of the signs are located near the south property line and at least three of the signs are set back 300 or more feet from Western Heritage Way. Unlike many commercial signs in commercial areas, which are often installed by several different businesses at different times in a random fashion, all of the proposed signs would be thematic in design and presentation, adding a festive atmosphere to the Autry as is befitting a museum.

**2. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.**

Special circumstances apply to the Project site, including the need to provide reasonable visibility to the public and to effectively announce special exhibits. In this way, the large monument sign and additional pole signs would enhance the Autry's ability to market itself as a cultural institution to a wide range of City residents and visitors. The variance would allow signage that alerts the public to the presence of the Autry, but is yet respectful of the open space setting of the Park and does not overpower the senses. Such signage should be considered appropriate. More specifically, the Project site is located adjacent to a freeway on- and off-ramp to the north, which is convenient to persons traveling locally as well as long distance from the north. The site can also be approached from the south, which is convenient to travelers from Hollywood and Glendale. The adjacent area is frequented by a multitude of joggers, bicyclists, Zoo patrons, equestrians, and other visitors traveling to facilities throughout the Park, including Travel Town or one of the golf courses, among other sites. In short, there is considerable activity with each person or group having varying degrees of familiarity with the location of the Autry or

even its mere existence. A comprehensive, thematic signage program will serve to educate and excite passers-by about the possibility of visiting the museum in the Park.

The presence of two street frontages further distinguishes the site from most properties in the park and in the City, which enjoy only one street frontage. The request for six additional short, slender pole signs, several of which are set back the length of a football field from Western Heritage Way, is also unique. Additionally, as to the monument sign, the ability to communicate information with one sign is effectively doubled by the unique double-sided structure of the sign. The sign's dramatic setback from Western Heritage Way also serves the interests of the Park.

**3. The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

The Applicant seeks the right to inform the public as to its presence as a museum. Such identification becomes critical in light of the site's location in the midst of a large urban park frequented by visitors who are unfamiliar with the layout of the area. The signage program is necessary to inform the public as to the name of the facility and alert the public as to current and future attractions. The sign program will provide appropriate display and presentation areas for the public, enhance its research and education programs, to enhance the Campus as a cultural resource, and to create and further establish a setting that represents the history of the American West. With the exception of the requests made herein, the signage program meets all of the signage limitations set forth in LAMC Section 14.4. No other property owner is unfairly disadvantaged by granting this request, nor will the grant unfairly benefit the Applicant in relation to other property owners. For all of these reasons, the variance is necessary.

**4. The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

In the present circumstance, granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located. All of the proposed signs are on-site signs. The monument sign and pole signs that are proposed as part of this request serve important informational and arrival purposes tantamount to the existing signage on-site. No off-site advertising is proposed. The signs do not infringe on the desirability of the site as an attractive, usable open space. The signs would not present distractions to motorists or degrade the aesthetics of the Project site given the distance from the public way to the individual signs, the generally attractive and artistic nature of the proposed signage, and the masking effect of the building and associated signs by existing and proposed trees and other landscape elements.

**5. The granting of the variance will not adversely affect any element of the General Plan.**

The Hollywood Community Plan, a component of the Land Use Element of the General Plan, does not discuss signs, but does provide guidance in assessing signs. Objective 7 of the

Plan “encourage[s] the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.”

The size and location of the proposed signs are in keeping with this Objective. Monument signs near driveway entrances provide wayfaring assistance to new visitors. In this case, the double-faced monument sign is tastefully designed to complement the museum uses of the site. The proposed monument sign is set back substantially from Western Heritage Way. At least three of the proposed pole signs are set back more than 300 feet from Western Heritage Way and do not exceed 10 feet in height, and will be colorful and related to ongoing exhibitions at the Autry. None of the signs are therefore out of scale or intrusive to motorists and pedestrians. The majority of signs are small, narrow banner signs which provide a festive atmosphere and which are not unlike the many cultural banners installed in the public right of way on light standards throughout the City. The location and size of the monument sign is appropriate in light of the expanded building and the surrounding Park setting.

In addition, Policy 4 of the Plan states: “in the absence of public land, and where feasible, intensified use of existing facilities and joint use of other public facilities for recreational purposes [should] be encouraged.” The variance is consistent with this Policy. If Interstate-5 is treated as street frontage under the Municipal Code, the Applicant would seek no additional amount or number of signs.

The request is not in conflict with the policies of the General Plan Framework or the 1978 Griffith Park Master Plan, and relevant provisions of the Southern California Association of Government Regional Comprehensive Plan and Guide, the South Coast Air Quality Maintenance District Air Quality Management Plan, and the Metropolitan Transportation Authority Congestion Management Program.

## **VIII. PROPOSED FINDINGS FOR SITE PLAN REVIEW:**

Pursuant to LAMC Section 16.05.F, the following findings must be made for Site Plan Review:

### **1. The project complies with all applicable provisions of this Code and any applicable specific plan.**

The proposed Project will be consistent with the LAMC, as the requested museum use and height are permitted pursuant to conditional use approval. The conditional use request is being considered contemporaneously with the instant site plan review application and variance requests. All other features of the Project are consistent with the LAMC and allowed by right. There is no applicable specific plan.

Therefore, with affirmative findings as described herein and the granting of a conditional use, the Project will comply with all applicable provisions of the LAMC.

### **2. The project is consistent with the General Plan.**

As set forth in the findings for the conditional use, the vesting conditional use, and variances and restated here, the Project is consistent with the General Plan.

### **3. The project is consistent with any applicable adopted Redevelopment Plan.**

No redevelopment plan is applicable to the Project site.

### **4. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, which is or will be compatible with existing and future development on neighboring properties.**

The proposed Project will be compatible with existing and future development on neighboring properties. The Project site is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the Project site. The Campus is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east. Also located directly south of the Campus is the Los Angeles Zoo wastewater treatment facility, which is not located within the boundaries of the Project site. The Los Angeles Zoo and associated surface parking area is located directly west of the project site and Western Heritage Way. To the southwest of the Project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory. Also within the surface parking area southwest of the Project site is the 2.5-acre Los Angeles Unified School District's Zoo Magnet Center, which has an enrollment of approximately 300 students, and the Department of Water and Power Fuel Cell Demonstration Project. To the south of the Project site are the Woodrow Wilson and Harding Municipal Golf Courses, which are owned and operated by the Department

of Recreation and Parks. As noted above, I-5 is located to the east of the Project site, with the Los Angeles River located just east of I-5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses, equestrian uses, and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the Project site along the Los Angeles River. Whether considered individually or cumulatively, none of these adjacent uses will be at added risk of interference from the proposed expansion due to building distance and/or perimeter landscaping.

The OS Zone does not include front, side, or rear setback requirements, nor will the setbacks proposed as part of the Project be incompatible with neighboring properties. The front setback of the Campus Building to the curb at Western Heritage Way, as noted earlier, will approach or exceed 100 feet for Phase 1 and be a minimum of approximately 316 feet to the closest portion of the Institute Building to be constructed in Phase 2. These setbacks are proposed to consist substantially of landscape and bioswale. The proposed setbacks provide a sense of openness that complements the surrounding park setting.

Building heights of the proposed Project will generally reflect the height of the existing building. The existing building facade, when viewed from Western Heritage Way, is approximately 39 feet in height. The proposed building facade, when viewed from Western Heritage Way, will be approximately 43 feet in height. The South Lawn features a 15-foot downward slope to the rear; much of the parking proposed to be constructed during Phase 2 will be constructed into this slope and consequently “disappear” from sight. This provides for a lower building profile and also has a beneficial effect on lighting and noise.

Buses will be able to load and unload passengers along the east side of Western Heritage Way, thereby avoiding interference with automobile parking and incidental truck loading and unloading on site. The truck loading zone is located at the rear, away from the public entry and will provide ample area for food service delivery, trash removal and other incidental truck-related activities.

Outside lighting will be for security purposes and will not include wide-area floodlighting. Landscaped areas adjacent to the expanded building and various other landscaped courtyards, walkways, and gardens throughout the site would improve the visual quality of the developed Project.

**5. The project incorporates feasible mitigation measures when necessary, or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the project, and/or any additional findings as may be required by CEQA.**

As set forth in the associated EIR that has been prepared for the Project, as required by CEQA, the Project will incorporate all feasible mitigation measures identified which would lessen environmental effects. If feasible mitigation measures are not available for any identified

environmental effects of the project, a Statement of Overriding Considerations as required by CEQA will be adopted. The Project also includes a Mitigation Monitoring and Reporting Program. The mitigation measures identified therein will be incorporated as a part of Project approval.

**6. Any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.**

The Project contains no residential uses.