

Getty Center – Lower Tram Project
Attachment A: Project Description – Narrative

The J. Paul Getty Trust (“Getty”) requests approval of a modification to the Getty Center’s Conditional Use Permit (Case No. 84-441) pursuant to Los Angeles Municipal Code (“LAMC”) Section 13.B.2.3.H in connection with proposed renovations and improvements to an existing parking facility and security screening area at the Getty Center’s visitor entrance adjacent to the I-405 Freeway.

A. Project Summary

The Getty is proposing enhancements to the visitor entrance to the Getty Center to modernize site access, improve circulation, and enhance the visitor experience (“Project”). The Project is located on an approximately 3.8-acre area (“Project Site”), which is the northernmost portion of the larger, approximately 109.4-acre Getty Center parcel located at 1200 N. Getty Center Drive, Los Angeles, CA 90049 (“Getty Center” or “Center”). The image provided below depicts the Project Site in the context of the larger Getty Center parcel. The Project Site is currently developed with a seven-level parking garage with an associated security screening area and ancillary buildings located on a plaza on the roof of the garage (“North Entry Parking Facility”). Beneath an existing canopy on the North Entry Parking Facility’s roof, visitors board the Getty Center tram, which transports visitors to the “Top-of-Hill” where the Getty Research Institute, the Getty Conservation Institute, the Getty Foundation, and the Getty Museum are located.

The Project, designed by Gehry Partners, involves the demolition of certain portions of existing visitor-serving and support areas at the North Entry Parking Facility and the development of new visitor-serving and support buildings, a new shade canopy, and reconfiguration and improvements to existing landscaped and hardscaped areas including the addition of grand entry stairs and elevators. Once completed, the Project would include approximately 5,609 square feet of new building floor area comprised of staff and storage spaces, retail and a parking office, a café, and restrooms. The Project’s would add approximately 16,773 square feet of shade canopy and would improve the comfort level of visitors by providing shading from the sun and the elements where no such protection exists today, and create a strong visual identity for the visitor entrance to the Getty Center. The Project does not propose any changes to the Top-of-Hill.

The Getty Center will be closed to the public from spring 2027 to spring 2028 to allow the Getty to upgrade its tram system, which is regulated by the California Public Utilities Commission. Getty seeks to develop the Project during the planned closure to modernize and enhance the visitor entrance to the Getty Center in time for the Getty Center reopening and in anticipation of the LA 2028 Summer Olympics.

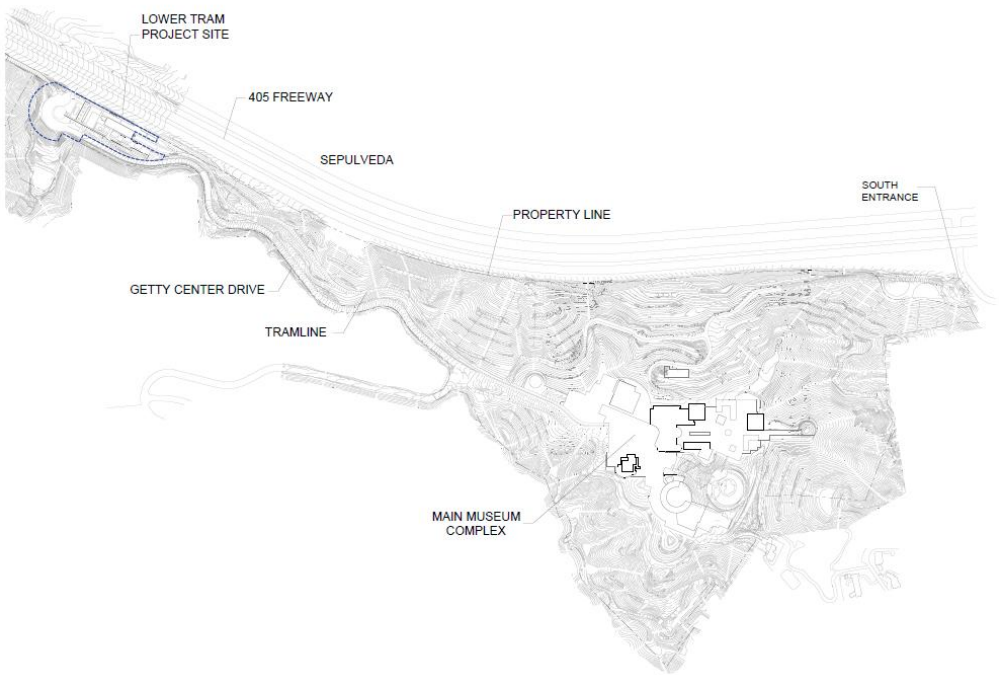
B. Project Site Location and Zoning Overview

1. Project Location and Surrounding Land Uses

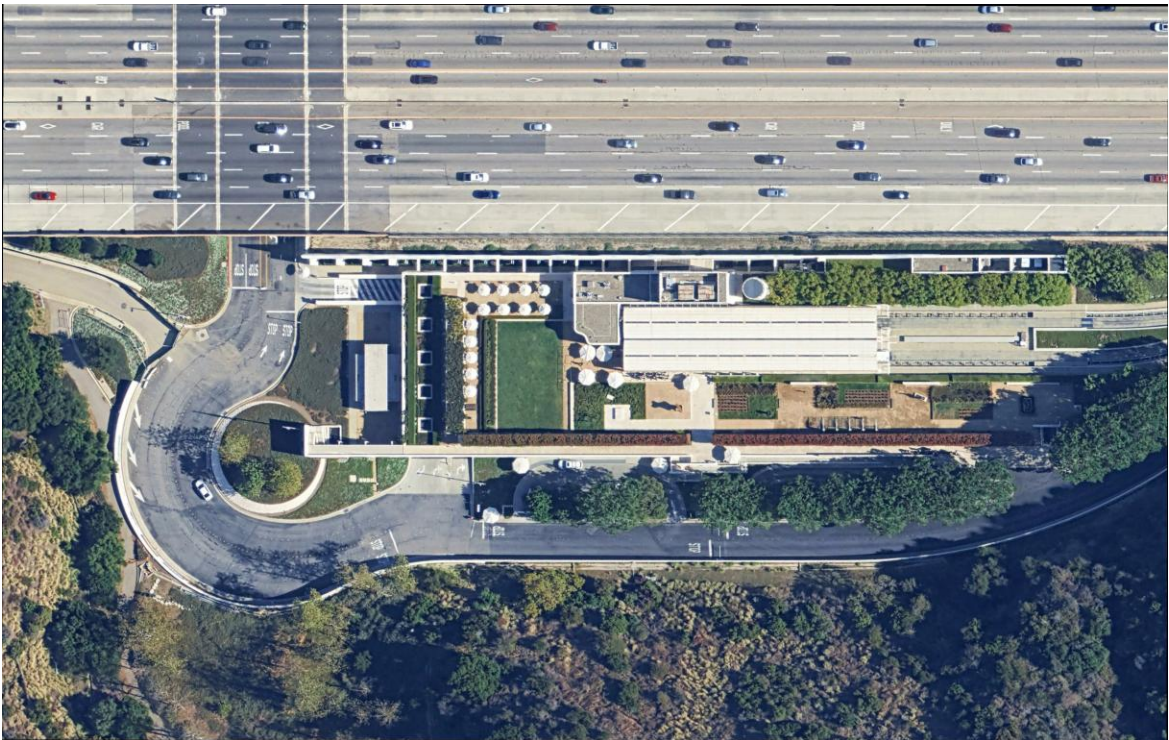
The Getty Center is located at 1200 N. Getty Center Drive in the Brentwood/Pacific Palisades area of the City of Los Angeles. The Center is within a hillside setting west of Sepulveda Boulevard and the I-405 corridor. Regional access to the Center is provided by the I-405 Freeway, Sepulveda Boulevard, and Getty Center Drive.

The Center is primarily located on APN 4429-037-025, which is approximately 109.4 acres (4,766,995.7 square feet). The Project Site is located within the northernmost portion of APN 4429-037-025 and is an approximately 3.8 acre (165,667 square feet) area generally adjacent to the I-405 freeway. More specifically, the Project Site is generally bound by Getty Center Drive to the north, the I-405 freeway to the east, the Getty Center and tram tracks to the south, and hillside to the west. The Project Site is currently developed with the existing North Entry Parking Facility, including seven levels of below-grade parking, a security screening area and tram station, and related ancillary facilities.

Project Site In Context



Project Site



2. Land Use and Zoning

The Getty Center, including the Project Site, is located within the Brentwood-Pacific Palisades Community Plan area. Under this Plan, the Getty Center is designated for Open Space, Public Facilities, and Minimum Residential land uses.

The Getty Center property includes the following zoning designations: A1-1-H, A2-1, PF-1XL, and RE40-1-H. The 3.8-acre Project Site includes RE40-1-H, PF-1XL, and A2-1 zoning designations, however, the proposed improvements to the North Entry Parking Facility building are located within the A2-1 zoned portion of the Project Site. Certain roadway-related improvements for the Project are located in the RE40-1-H and PF-1XL zone. Within the zoning designations applicable to the Getty Center property, museums and institutional uses require discretionary approval.

Project Area Zoning Map



3. Regional Access

The primary regional access to the Getty Center is provided by the I-405 Freeway, which is located adjacent to the Project Site and is accessible via Sepulveda Boulevard. Sepulveda Boulevard is the major arterial that connects to Getty Center Drive, providing regional access to the Project Site. The Getty Center entrance at Getty Center Drive and Sepulveda Boulevard is served by Metro bus service, including Metro Line 761, which provides a connection to the Metro E Line at the Expo/Sepulveda Station. The Getty Center is also accessible from the broader Metro rail system, including the D Line, via multiple,

connecting bus service lines. Late night/early morning service over the Sepulveda Pass is provided by Metro Line 233.

C. Getty Center Entitlement History

The Getty Center operates pursuant to Conditional Use Permit Case No. 84-441, approved March 11, 1985 ("Getty Center CUP"). Condition 8 of the Getty Center CUP provided that prior to the issuance of building permits for the Center, Detailed Development Plans would be submitted to the City Planning Commission to confirm that the Detailed Development Plans complied with the conditions of the 1985 Getty Center CUP. Following this Condition 8 process, in August 1987, the City Planning Commission approved Detailed Development Plans for the Center as being in conformance with the 1985 Getty Center CUP, and in February 1991 the City Planning Commission approved the Final Development Drawings for the Getty Center. The North Entry Parking Facility was approved by the City through a different permitting track than the majority of the Getty Center, and the final design and location of the North Entry Parking Facility was approved in November 1988 as part of the Final Design Development Drawings for that portion of the Getty Center site.

Through the Detailed Development Plan process, certain changes were made to the Center's original design and to the associated Conditions of Approval. In February 1997 the Center also obtained a conditional use permit for the sale of alcoholic beverages for on-site consumption ("Getty Center CUB"). (City Plan Case No, 96-0402-CUB.) The Getty Center opened to the public in December 1997.

Since opening in 1997, two Plan Approvals have been processed for modifications to the Getty Center. In 2005 the Director of City Planning approved the addition of a shuttle bus drop-off area, construction of new elevator and stairs to provide access to the Arrival Plaza at the Top-of-Hill, and widening of a portion of road to accommodate the shuttle bus turnaround. (CPC-1984-441-CU-PA, ENV-2005-3700-CE.) In 2006, the Director of City Planning approved the replacement of a landscape planter with 15 surface parking spaces at the Getty Center's South Building. (CPC 1984-441 CUP (PA3), ENV-2004-3700 CE.)

The Getty Center entitlements refer to "program areas" at the Getty Center, which are distinct from ancillary/accessory areas. As succinctly explained in the Getty Center CUB approval: "[t]he program areas include museum gallery space, library space, art conservation and education space, and administrative space. As an ancillary use to the program area and as a convenience to the visitors and staff at the Getty Center, there also is a restaurant, a cafeteria and a museum cafe with indoor and outdoor seating areas." (City Plan Case No, 96-0402-CUB, Findings p. 6.)

D. Proposed Project

Existing North Entry Parking Facility

The North Entry Parking Facility is approximately 444,314 gross square feet¹ and is an existing ancillary portion of the Getty Center campus that supports visitor arrival, parking, security screening, tram access, public waiting and related campus operations. It is the initial access point for public visitors to the Getty Center. Although the tram ride itself is a central part of the Getty Center experience, the existing lower arrival sequence has not been substantially modernized since the campus first opened in 1997, and now serves operational, security, accessibility, school-group, and visitor-flow needs that were not fully anticipated when the facility was originally opened nearly three decades ago.

Visitors access the North Entry Parking Facility by entering the property from Getty Center Drive, entering the parking garage and proceeding to the below-grade parking areas, and then proceeding by elevator or stair to the tram-level plaza area. From there, visitors pass through security screening and wait for the tram that provides access to the Top-of-Hill. Until visitors are through security and waiting for the tram

¹ Estimate based on drawings prepared by Meier Architects for the original development of the North Entry Parking Facility as well as drawings prepared by Fischer Architecture associated with a restroom structure developed in 2015.

under an existing canopy, there is limited shading on the plaza and in the security line, which is primarily provided by movable umbrellas.

School groups arriving by bus are directed to the bus drop-off area on the first subterranean (P1) level of the North Entry Parking Facility. Once a bus is parked, the school group is led through the parking garage to access the tram-level plaza security and waiting areas. Because school groups often arrive with multiple buses and move through the arrival sequence in large numbers, groups are often asked to wait on the bus until adequate security screening capacity is available for them to move through the parking structure to access security and the tram.

Proposed Project Overview

The Project is a strategic planning and architectural initiative developed by Gehry Partners to reimagine the Getty Center's visitor entrance. The Project seeks to transform the North Entry Parking Facility into a welcoming, organized, and memorable arrival experience that better reflects the Getty's mission, values, and identity. A central component of the Project design is a glass shade canopy that would provide continuous cover for visitors and students to improve their overall comfort level while also defining a strong visual identity for the Getty at the start of one's visit.

The Project proposes renovations and improvements to modernize the North Entry Parking Facility's existing functions by streamlining access, improving the security screening experience, upgrading public waiting areas, making the entry sequence more intuitive and welcoming, improving bus and ride-share circulation, and better accommodating school group access. The Project would include: a new shade canopy over security and public waiting areas; new grand entry stairs and elevators; a walk-up food and beverage stand with outdoor seating; a small retail structure; new landscaped and outdoor sculpture areas; back-of-house staff facilities; and reconfiguration and redesign of bus and vehicular circulation and parking spaces.

The Project would help address existing constraints related to queuing, wayfinding, seating, shade, group movement, and the transition from parking, bus, and ride-share arrival areas to the tram. These improvements are especially impactful for school and group access, which has blossomed since the Getty Center began operations. In less than three decades, the Getty Center's number of student group visitors has grown from approximately 10,000 students annually to approximately 75,000 students annually. The Project would improve the school group experience by allowing for more efficient unloading of buses, providing additional shaded space for congregation, and streamlining the security screening process. The Project proposes no changes to the Top-of-Hill at the Getty Center campus and the Center would continue to be used as a museum/cultural institutional facility.

Project Demolition

Project-related demolition and removal would be limited to the tram plaza level/T1 and the P1 level to allow for the proposed reconfiguration and renovations and would include the removal of approximately 1,620 square feet of building area. At the P1 level, demolition includes existing restrooms, the existing curb and island in the vehicle entry sequence, and certain curbs and ramps interior to the parking garage. An above grade staircase and bridge connecting the P1 level to the tram plaza level/T1 would also be demolished. At the tram plaza level/T1 area, demolition includes an existing office/breakroom space and landscape and hardscape areas.

Project New Construction

The Project proposes the development of new visitor-serving and support buildings on the tram plaza level/T1, new restrooms on the P1 level, a new shade canopy, and reconfiguration and improvements to existing landscaped and hardscaped areas including the addition of grand entry stairs and elevators. Once completed, the Project would include approximately 5,609 square feet of new building floor area.

With the demolitions proposed, the improvements reflect an increase of approximately 3,078 square feet of building floor area.

The Project would modify the tram plaza level/T1 area that contains the main congregation areas and security screening to include an additional, approximately 16,773 square feet of shade canopy over security and public waiting areas, and related circulation improvements. The tram level/T1 improvements would also include new staff and storage facilities totaling approximately 2,010 square feet, for a total of 2,755 square feet of staff and storage areas, an approximately 1,397 square foot retail store, an approximately 130 square foot parking office, a walk-up food and beverage stand of approximately 751 square feet with outdoor seating for 52 persons, and approximately 452 square foot visitor of new restrooms, for a total of 1,118 square feet of restrooms. The tram plaza level/T1 changes would include re-landscaping and outdoor sculpture areas, including improvements to the existing Stark Garden to extend the existing sculpture garden beyond its current footprint and incorporate new sculptural pieces. The improvements would also include a bridge from the plaza level over Getty Center Drive to existing open space areas at the Getty Center for potential future trails.

The Project's P1 level improvements include a new, approximately 869 square foot restroom building and targeted circulation enhancements, including modifications to the curbs and parking ramps, restriping of bus parking to improve bus drop-off, pick-up, and circulation, and an adjustment to the entry for ride-share vehicles.

The Project would also restripe the parking garage on the P2-P7 levels to improve utilization.

The Project would maintain the Getty Center's existing museum/cultural institutional use and improve existing ancillary spaces serving the larger campus. The proposed retail, food and beverage, waiting, circulation, back-of-house, parking, and tram-related improvements would support that use by improving the functionality, accessibility, circulation, and visitor-serving quality of the existing North Entry Parking Facility.

Landscape Improvements

The Project would modify landscaping and outdoor sculpture areas at and around the tram plaza level/T1 arrival area designed by OLIN, the original landscape architects for the Getty Center. The updated design includes improvements to the existing Stark Garden and surrounding arrival spaces, as well as modifications to the hardscaped and landscaped areas throughout the Project Site. The existing Stark Garden would be reconfigured to extend beyond the security screening area to the pre-screening entry areas and level P1. The existing sculptures would be reoriented to expand the Garden's footprint and new pieces would be added to fill the expanded garden, enhancing visitor access to the collection's sculptures. The landscaping would modify planting areas, irrigation, and related hardscape improvements, with specific planting types and species further identified in the Project's landscape plans.

The Project includes the removal and replacement of certain existing landscaping and non-protected trees as necessary to implement the proposed improvements. The Project would retain 93 existing trees, remove five existing trees, and plant 66 new trees, resulting in a total of 159 trees at the Project Site after completion. The proposed landscaping improvements would not remove or substantially affect any protected trees or shrubs and would not remove protected species or street trees in the adjacent public right-of-way.

The Tree Disclosure Statement identifies three California sycamores in the vicinity of the Lower Tram project area and notes that those trees were planted as part of a planting program and are not naturally occurring.

The Project would comply with applicable Low Impact Development and stormwater requirements.

Signage

Existing signage at the Getty Center includes a “The Getty Center” sign along Sepulveda Boulevard. The Getty Center does not include any other signage that is visible from a public right of way. Any new or modified signage would be limited to visitor wayfinding, directional, information, and operational signage within the Getty Center campus and would not include new signage visible from the public right-of-way.

Anticipated Construction Schedule

Project construction is anticipated to span approximately 12 months and is planned to be completed by the reopening of the Getty Center in spring 2028 and prior to the LA 2028 Olympics.

E. Additional Project Details and Conformance with CUP

Parking

The Project proposes modifications to the parking and circulation on level P1-P7 of the North Entry Parking Facility. On Level P1 the Project proposes to restripe certain bus and vehicular parking spaces to improve bus drop-off, pick-up, and circulation. In addition, the Project proposes restriping of vehicular parking spaces on levels P2-P7 to increase the number of standard stalls and thereby decrease the number of compact parking stalls. The existing compact stalls in the garage are not well utilized; therefore, increasing the number of standard stalls (while reducing compact) would improve the functionality of the North Entry Parking Facility. With these proposed changes the number of vehicular parking spaces would be reduced from the existing 1,171 to 1,056. While the bus parking spaces would be rearranged on the P1 level, the number of bus parking spaces would remain at 10.

The Getty Center CUP provides that the Getty Center include a minimum of 1,300 vehicle parking spaces and a maximum of 1,550 vehicle parking spaces. (Getty Center CUP Condition 17; see also August 1987 City Planning Commission Action Finding 10.F.) The Getty satisfies its vehicle parking space requirement with parking spaces within the North Entry Parking Facility as well as a parking lot that is located at the Top-of-Hill. The parking facility at the Top-of-Hill includes 363 parking spaces. Therefore, with the restriping proposed as part of the Project the Getty Center would continue to maintain 1,419 vehicle parking spaces and would remain in compliance with Getty Center CUP Condition 17.²

The Getty Center CUP explains that the parking requirement was derived by requiring that “the property shall provide off-street parking on the basis of two parking spaces for each 1,000 square feet of gross floor area enclosed within the walls of the Fine Arts Center buildings, **exclusive of floor area devoted to off-street parking and accessory areas.**” (Getty Center CUP Condition 17, emphasis added.) No additional parking is required under the Getty Center CUP for the Project’s proposed modifications including the addition of retail and cafe areas because these areas are accessory to the primary Getty Center use and are being provided as a convenience to the visitors and staff. The Project would not result in any increase in “program areas” associated with museum gallery space, library space, art conservation and education space, or administrative space. Therefore, consistent with Getty Center CUP Condition 17, no parking is required for the Project.

Height

Of the new structures proposed as part of the Project, the shade canopy would extend highest above the existing tram plaza level/T1, with a maximum height of approximately 24 feet, 7 inches as measured from the tram plaza level/T1. The existing structures at the North Entry Parking Facility have a maximum height of approximately +708.952 feet above sea level. The proposed shade canopy would reach a

² In addition to the parking spaces provided on the Getty Center site, the Getty also maintains 217 vehicle parking spaces in two landscaped surface parking lots located to the north of the Getty Center and accessible via Getty Center drive. (DIR-2019-1665-PUB.)

maximum height of approximately +698.813 feet above sea level, which is more than ten feet below the maximum height of existing structures to remain.

The Getty Center CUP generally limits height of structures to 45 feet above finished grade with some structures permitted to be 65 feet. (Getty Center CUP Condition 2.) The limitations on height provided in Getty Center CUP Condition 2 were further refined as part of the August 1987 Detailed Development Plans. As explained therein the Planning Commission established a “finished grade” from which to measure the height of buildings at +896 feet above sea level. (See e.g. 1987 Commission Action at pages 2, 4 - 6.) For instance, a building that was 941 feet above sea level would be consistent with the 45 feet height limit because it extends 45 feet above the prescribed finished grade of +896 feet. The data point of +896 feet above sea level related to the “entry and arrival level” at the Top-of-Hill and did not consider the North Entry Parking Facility; therefore all existing and proposed structures at the North Entry Parking Facility are less than +896 feet above sea level. In approving the North Entry Parking Facility in 1988, the approval focused on the height of the structure from the I-405 Freeway noting that “[f]rom the San Diego Freeway, the sound wall will abut 17 feet in height and the height of the structure will be about 30 feet in height.” (November 1988 Final Design Development Drawings as condition in Director of Planning decision from September 13, 1988 at page 2.)

The proposed Project would be below both the prescribed maximum height for structures at the Getty Center and the maximum height of the existing structures at the North Entry Parking Facility to remain. As such, the height of the Project’s proposed structures is consistent with the Getty Center CUP Condition 2 and related approvals from the City.

Additional Floor Area

The existing North Entry Parking Facility is approximately 444,314 gross square feet, inclusive of the seven levels of parking and associated support uses. The existing support uses, including staff and storage spaces, a parking office, and restrooms, total approximately 2,531 square feet and the existing tram shade canopy covers approximately 7,735 square feet. The Project would include approximately 5,609 square feet of new building floor area, with the demolitions proposed this will result in an increase of approximately 3,078 square feet of building floor area, along with approximately 16,773 square feet of shade canopy, for a total shade canopy of 24,508 square feet.

The Getty Center CUP Condition 3 provided that “[a]ll buildings constructed on the site shall have a total floor area not to exceed 450,000 square feet excluding areas excepted by the Code (Los Angeles Municipal Code Section 12.21.1.B4) and vehicular parking areas.” This Condition was modified by the August 1987 Detailed Development Plans, which increased the square footage of development at the Getty Center site and developed a concept of “includable and excludable square footage.” As explained in the 1987 approvals, the “450,000 square feet was an approximation of the Center’s program area described in the Final EIR and was not intended to restrict the floor area of food service facilities, service/maintenance facilities, vehicle parking areas, the excludable areas identified on Exhibit 8H . . . or areas excepted by Los Angeles Municipal Code Section 12.21.1.B1.” (August 1987 Findings page 3.) Accordingly, the August 1987 approval determined that “[i]ncludable square footage shall not exceed 505,000 square feet.” (See e.g. 1987 Commission Action at page 4.)

The North Entry Parking Facility was not included in the 505,000 square foot maximum as that number related to structures at the Top-of-Hill. The November 1988 Final Design Development Drawings for the North Entry Parking Facility approved the plans for the North Entry Parking Facility but did not condition the building and related development at a specific square footage. The entirety of the North Entry Parking Facility was excluded from the square footage maximum because that maximum was associated with program areas and specifically excluded vehicular parking areas. Therefore, the size of the North Entry Parking Facility continues to be excluded from the maximum floor area provided for in the Getty Center CUP and related approvals. While the Project would include the addition of an approximately 1,397 square foot retail store and an approximately 751 square foot walk-up food and beverage stand these uses are accessory to the primary Getty Center use and are being provided as a convenience to the

visitors and staff. Therefore, the additional 2,148 square feet associated with retail and food service uses is consistent with the Getty Center CUP and associated approvals. The additional Project square footages associated with staff and storage space, a parking office, restrooms, and shade canopy areas are all existing uses at the North Entry Parking Facility and increases in these areas remain consistent with the intended function of the building for which the Getty Center CUP and associated approvals included no maximum square footage.

Setbacks

The Project Site is bound on the east by the I-405 Freeway and is generally set back from the property line on the north, south, and west boundaries. The Project would be developed within the footprint of the existing North Entry Parking Facility and would not encroach into any currently undeveloped space. The Getty Center CUP requires a 350 foot setback from boundaries of all abutting residential properties not owned by the Getty. (Getty CUP Condition 7.) The portion of the Getty Center property that contains the Project Site does not abut any residential property. Thus, the Project is consistent with the Getty Center CUP Condition 7.

F. Categorical Exemption

The Project is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15301 and 15302. The Project consists of renovation, replacement, and reconfiguration of existing ancillary Getty Center facilities, with no change to the Getty Center's existing museum/cultural institutional use and no new independent primary use.

The Project is exempt from CEQA pursuant to the Class 1 categorical exemption for existing facilities because it would involve the repair, maintenance, and minor alteration of existing structures and facilities, with negligible or no expansion of existing use. (CEQA Guidelines Section 15301.) Specifically, the Project would renovate and improve existing parking, circulation, security-screening, tram-access, public waiting, back-of-house, visitor-serving, and campus-support facilities that currently serve the Getty Center's approved museum/cultural institutional operations. The Project involves minimal demolition and construction activities and would retain the existing seven-level parking garage and tram infrastructure currently at the Project Site. As such, the Project consists of the repair, maintenance, and minor alteration of existing structures and facilities, with negligible or no expansion of the existing use and is exempt from CEQA pursuant to CEQA Guidelines Section 15301.

The Project is also exempt from CEQA pursuant to the Class 2 categorical exemption for replacement or reconstruction because the proposed improvements would replace, reconstruct, and reconfigure existing facilities on the same site and would have substantially the same purpose and capacity as the existing facilities being improved. (CEQA Guidelines Section 15302.) The Project involves the reconfiguration of the existing North Entry Parking Facility to improve the area to better support the same approved visitor-entry, parking, tram, circulation, security-screening, and campus-support functions and would not create a new use or materially expand existing operations. The Project's proposed new buildings and shade canopy would serve the same purpose and function as the existing facilities to be reconfigured and replaced. Because the North Entry Parking Facility is accessory to the Top-of-Hill uses, the Project would not expand the larger museum/cultural institutional use or increase overall campus capacity. Therefore, because the Project involves the replacement and reconstruction of existing facilities on the same site and with the same purpose and capacity as the existing facilities, the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15302.

In addition, there is no applicable exception to the use of a categorical exemption for the Project. The Project would not result in cumulative impacts associated with successive projects of the same type and in the same place both because of the unique nature of the Getty Center facilities and the Project Site's relatively remote location. There is not a reasonable probability that the Project would result in a significant environmental impact based on the limited scope and scale of proposed demolition and construction activities, and because the Project would replace existing facilities and serve the same

function. The Project would not damage scenic resources within a designated scenic highway, the Project Site is not included on any list compiled pursuant to Gov. Code Section 65962.5, and the Project would not cause a substantial adverse change in the significance of a historical resource. As none of the enumerated exceptions to Categorical Exemptions apply to the Project, the Project is exempt from CEQA.

G. Requested Permits and Approvals

The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Modification to Conditional Use Permit Case No. 84-441 pursuant to LAMC Section 13.B.2.3.H; and
- Other discretionary, administrative, or ministerial permits and approvals that may be deemed necessary to implement the Project.

Getty Center – Lower Tram Project Findings

The Getty is proposing enhancements to the visitor entrance to the existing North Entry Parking Facility, lower tram arrival area, security-screening area, and related visitor-serving and campus-support facilities at the Getty Center to modernize site access, improve circulation, and enhance the visitor experience (“Project”). These findings were prepared in connection with the requested approval of a modification to Conditional Use Permit Case No. 84-441 for the Getty Center pursuant to Los Angeles Municipal Code (“LAMC”) Section 13.B.2.3.H in connection with the Project.

1. The Project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that essential or beneficial to the community, city, or region.

The J. Paul Getty Trust (“Getty” or “Trust”) is one of the world’s largest cultural and philanthropic institutions dedicated to the visual arts. Getty was established by businessman and art collector J. Paul Getty (1892–1976). Mr. Getty viewed art as a civilizing influence in society and in furtherance of his goal to provide broad access to the arts, Mr. Getty made a significant bequest that enabled the creation of the Trust. Drawing upon Mr. Getty’s vision, early leaders of the Trust sought to establish an institution that served all facets of the art world, including research, display, conservation, publishing, grants, and education. The Trust developed the Getty Villa in Pacific Palisades and the Getty Center in Brentwood, expanded the collections of the Getty Center, and created the Getty Conservation Institute, the Getty Research Institute, and the Getty Foundation, forming the organization we now call Getty.

The Getty Center, which opened to the public in 1997, is a museum, cultural, educational, and international visitor-serving institution that serves the community, City, and region. The Getty funds a variety of research and conservation initiatives, including funding and grant programs, sponsored research tools and hosted databases, and free arts education resources. The Getty Center is perched upon the hillside in Brentwood, providing spectacular viewsheds and a one-of-a-kind cultural experience. The Getty Center draws 1.9 million people per year, including local school groups, and partners with nonprofits and community groups throughout the City. The Getty Center provides free admission to all visitors, offering unmatched access to the arts for both local visitors and global travelers. The existing North Entry Parking Facility, which serves as the main entrance to the Getty Center, has not been substantially updated since the Getty Center opened nearly 30 years ago. The Project would enhance the built environment and support the Getty Center’s public-serving function by modernizing the existing North Entry Parking Facility and lower tram arrival area.

The Project would improve the functionality of the North Entry Parking Facility and improve the visitor experience by addressing current arrivals, waiting, security-screening, circulation, wayfinding, bus, ride-share, school-group, and visitor-comfort needs. By reconfiguring the current access and security screening patterns and developing a more modern security system, the Project would create a more efficient entry scheme and improve school group access and group-arrival access. The Getty Center provides unparalleled access to the arts for approximately 75,000 students annually, representing a more than sixfold increase in annual student visitors since opening. The Project’s proposed improvements are particularly important for school group visitors, as the improvements to the North Entry Parking Facility would provide additional shaded areas for congregation while facilitating more efficient access to the Top-of-the-Hill facilities. The Project’s new restrooms and retail and café uses would provide important amenities to visitors and improve the experience of accessing the Getty Center via the existing tramway.

Additionally, the proposed hardscape and landscape improvements and new shade canopy would enhance the built environment, by creating new visitor congregation areas, developing additional shade and protection from the elements for visitors waiting to access the Center, and improving the existing sculpture garden to showcase art and make it a more integral part of the arrival experience at the North Entry Parking Facility. These improvements would help to bring the Getty Center experience “down the

hill” and create a more welcoming arrival experience while supporting the Getty Center’s existing museum/cultural institutional use.

2. The Project’s location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The Project would be located within an approximately 3.8-acre portion (“Project Site”) of the larger approximately 110-acre Getty Center site. The Project Site includes the existing North Entry Parking Facility. The Project would renovate and improve existing visitor-entry, parking, tram-access, security-screening, waiting, circulation, and campus-support facilities within an already developed ancillary portion of the Getty Center. Because the Project proposes improvements to existing facilities, it would not create a new primary access point, materially alter the Getty Center access framework, or introduce a new land use.

The Project’s improvements would be compatible with and ancillary to the existing Getty Center and surrounding area because they would occur within an already developed portion of the Getty Center site and would support the same museum/cultural institutional operations previously approved under the Getty Center CUP. The proposed retail and cafe components are consistent with existing uses at the Getty Center and would be ancillary visitor-serving functions within the existing entry/tram plaza. The retail and café components would not create a separate destination or use independent of the Getty Center and would not expand the Getty Center’s approved museum/cultural institutional use.

The Project would remain subject to the applicable Getty Center CUP conditions. Those conditions regulate, among other things, height, floor area, access, parking, circulation, hours, events, landscaping, lighting, security, and related operations. The Project would also maintain the existing overall campus function and would include landscaping, outdoor sculpture areas, circulation, and operational improvements designed to support visitor wayfinding, safety, security, screening, public waiting, and campus operations.

The Project also would remain consistent with the Getty Center’s approvals in terms of size and height. The existing North Entry Parking Facility is approximately 444,314 gross square feet, inclusive of the seven levels of parking and associated support uses. The Project would include approximately 5,609 square feet of new building floor area and an approximately 16,773 square feet of shade canopy. Therefore, the Project reflects an approximately 1 percent increase in gross square feet of building area at the North Entry Parking Facility. Further, the proposed new buildings and shade canopy would not exceed the Getty Center’s approved height and all new structures proposed would be lower than the existing maximum height for the North Entry Parking Facility. The Project would continue to support the Top-of-Hill facilities and would comply with the conditions of approval imposed by the Getty Center’s approvals. As such, the Project would not alter the existing North Entry Parking Facility size, height, and other significant features in any meaningful way.

Accordingly, because the Project would modernize existing, approved ancillary facilities within the Getty Center, would not change the Getty Center’s established museum/cultural institutional use, and would remain subject to the applicable Getty Center CUP and related approval conditions, the Project would be compatible with adjacent properties and the surrounding neighborhood and would not adversely affect or further degrade public health, welfare, or safety.

3. The Project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable Community Plan, and any applicable Specific Plan.

The Getty Center is located within the Brentwood-Pacific Palisades Community Plan (“Community Plan”) area. The Community Plan designates the Getty Center property for land uses including Minimum Residential, Open Space, and Public Facilities, and the Getty Center has long operated as an approved

museum/cultural institutional facility pursuant to the Getty Center CUP. The Getty Center's existing museum/cultural institutional use is consistent with these designations because it provides a public cultural, educational, and visitor-serving facility within an established hillside campus setting.

The Project would substantially conform with the purpose and intent of the General Plan and Community Plan because it would improve an existing public museum/cultural institutional facility while preserving the established land use and function. The Project would not expand the Getty Center into a new primary use or materially alter the North Entry Parking Facility's primary function as the main entry point to the Getty Center. Instead, it would improve the existing lower tram arrival area and related parking, security, waiting, circulation, and visitor-serving functions within the already developed Getty Center, thereby supporting the continued operation of the Getty Center as an existing public cultural and educational institution.

The Project is also consistent with Community Plan policies supporting public facilities and recreation and park facilities. The Project Site is generally located within the Community Plan's Public and Institutional Land Use designation, which acknowledges the continuing need to modernize public facilities to improve services and accommodate changes, while also protecting community amenities and environmental quality. (Brentwood-Pacific Palisades Community Plan, Public and Institutional Land Use, page III-11.) The Project would further this policy direction by modernizing an existing Getty Center facility to improve the visitor experience while maintaining the Getty Center's existing museum/cultural institutional use and concentrating improvements within an already developed portion of the Getty Center campus.

While the Getty Center is not a recreation and park facility, the Getty Center outdoor spaces are often used for recreation and park uses. The Project would be consistent with the following Community Plan objectives for Recreation and Park Facilities:

Objective 3-1 To conserve, maintain and better utilize recreational areas and facilities which promote the recreational experience.

Objective 3-2 To ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

The Project includes significant enhancements to the landscaping and outdoor sculpture areas at and around the tram plaza level/T1 arrival area, including improvements to the existing Stark Garden and surrounding arrival spaces. These enhancements are designed to promote the outdoor recreation experience at the lower tram level of the Getty Center. The expanded shade canopy would offer additional protection from the elements, enhancing the visitor experience by providing additional shaded spaces to enjoy the North Entry Parking Facility's outdoor art collection. The Project's rideshare drop-off area and new elevators providing access from the P1 level to the tram plaza level/T1 would improve accessibility for visitors being dropped off at the north end of the North Entry Parking Facility as well as visitors with limited mobility and families using strollers. In addition, the Project's enhancements to circulation and security screening are specifically designed to improve accessibility for student visitors.

Accordingly, the Project substantially conforms with the purpose, intent, and provisions of the General Plan and the Brentwood-Pacific Palisades Community Plan.



FOR IMMEDIATE RELEASE
May 28, 2026

Getty Unveils First Details of Its Campus-Wide Modernization

The Suite of Projects Will Enhance the Arrival Journey to the Getty Center



Under Canopy view of Lower Tram design at Getty. Credit: Gehry Partners

LOS ANGELES – Following the April 2026 announcement of investments to elevate visitor experience, enhance accessibility, strengthen energy resilience, and support long-term stewardship, Getty has revealed plans to improve the arrival journey to its iconic Getty Center campus. It includes upgrades to the arrival/parking area (Lower Tram), replacement of the tram itself, and renovation of the Center's Welcome Hall at the top of the hill, all integrated seamlessly and respectfully into the existing design by Richard Meier and Partners.

Visitors arriving at the Getty Center will experience a more gracious and efficient entry experience designed by Gehry Partners, reflecting the needs of today's audiences—more than 1.4 million visitors annually, and nearly six times the number of school visits anticipated when the Center opened in 1997. Landscaping designed by OLIN will be expanded throughout the Lower Tram and arrival areas, creating a welcoming green space that will feature a new sheltered stairway, reinstalled outdoor sculptures, contemporary art commissions, a garden café, and a retail space. A

reconfigured circulation plan and security checkpoint will also ease tram departures and arrivals.



Exterior view of Lower Tram design at Getty. Credit: Gehry Partners

The Getty tram itself, which has carried millions of visitors from the arrival point off Interstate 405 to the Center's hilltop campus, has been in use since 1997 and is showing its age. It will be replaced with a newly designed and more comfortable model with increased visitor capacity to help reduce wait time. The new tram, including its cars and propulsion system, is manufactured by Doppelmayr, among the world's leading designers and suppliers of automated shuttles used in airports and transit centers in cities including London, Venice, Toronto, Oakland, and Mexico City.



New Getty tram design. Credit: Doppelmayr

Upon reaching the top of the hill at the Getty Center, visitors will enter a significantly upgraded Welcome Hall designed by WHY Architecture, with enhanced wayfinding to orient them for their journeys across the campus and amenities that encourage them to linger and relax. Features of the Welcome Hall will include a large information screen and desk that will greet visitors, and an expanded bookstore that opens onto a new full-service café.



Welcome Hall Bookstore and Cafe design. Credit: WHY Architecture

Tim Whalen, John E. and Louise Bryson Director of the Getty Conservation Institute and Vice President of Institutional Planning for the J. Paul Getty Trust, said, “Since its opening in 1997, the Getty Center has become an enduring cultural landmark in Los Angeles. This comprehensive program of campus-wide upgrades will strengthen the site’s sustainability and accessibility, reaffirming our long-term commitment to its stewardship through sustained investment in maintenance, while elevating the quality, comfort, and depth of our visitors’ experience.”

The first phase of the Getty Center’s modernization has already begun, with some gallery closures to accommodate upgrades to the campus HVAC system, among other gallery improvement projects. These upgrades will improve Getty’s energy efficiency and advance its broader sustainability commitments. Additional enhancements will be detailed at a later date.

To complete these projects, the Center will temporarily close to the public beginning March 15, 2027, with reopening planned for spring 2028. During the closure, Getty will continue to collaborate on programs with partners across Los Angeles, the United States, and internationally, while offering more ways for audiences to engage with art at the Getty Villa.

The Villa will continue to present a full schedule of exhibitions, public programs, and events, inviting visitors to connect with Ancient Greek and Roman art while enjoying the Villa’s architecture, tranquil gardens, and scenic views. During this period, the

Villa will also introduce new offerings for visitors, including a gallery featuring a selection of the museum's collection at the Getty Center, giving visitors the opportunity to experience beloved works of art in a new context while improvements at the Center are underway.

As these modernization efforts unfold, follow along with the latest updates and announcements: <https://www.getty.edu/about/building-gettys-future/>.

###

Getty advances art's meaning and impact—bringing people together to preserve the past, inspire the present, and shape the future.

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480.239.4324



Department of City Planning
3055 West Valley Boulevard
Alhambra, CA 91803

Notice of Public Hearing

Aviso de Audiencia Pública • 公開聽證會通知
공청회통지 • Abiso ng Pagdinig sa Publiko
Հանրային լսումների մասին ծանուցագիր

Wednesday September 16 2026
11:00 AM

Renovations and improvements to the existing North Entry facility and tram level facilities.

Project Located at:

1200 North Getty Center Drive

Hearing Conducted by:

Hearing Officer

This public hearing will be conducted entirely virtually and will allow for remote public comment.

Options to Participate:

By phone: (669) 900 - 9128 or (213) 338 - 8477
When prompted, enter the Meeting ID: 889 6264 1583 #

With a PC, MAC, iPad, iPhone, or Android, click on this URL:
<https://planning-lacity-org.zoom.us/j/88962641583>
Enter Meeting ID: 889 6264 1583 and Passcode: 075678

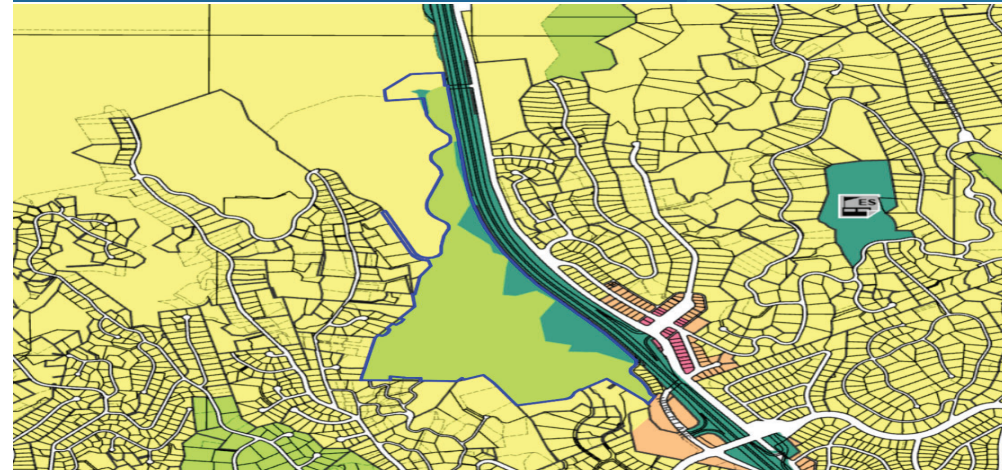
You will be auto-muted when entering the meeting. To comment on an agenda item, click the raise hand icon (Webinar) or press *9 (Phone) to "raise your hand" virtually following staff calling the item.

The meeting's agenda will be provided no later than 72 hours before the meeting at planning4la.org/hearings. Please note that virtual meeting instructions will be provided on the meeting agenda.



Notice of Public Hearing

Aviso de Audiencia Pública • 공청회통지 • 公開聽證會通知
Abiso ng Pagdinig sa Publiko • Հանրային լսումների մասին ծանուցագիր



Project Address

1200 North Getty Center Drive, Los Angeles, CA 90049

Sitio de Proyecto
프로젝트 주소 • 項目地址
Address ng Proyekto
Ժրագրի Հասցե

Proposed Project

Proyecto Propuesto
프로젝트 제안 • 擬議項目
Iminungkahing Proyekto
Առաջարկվող ծրագիր

The proposed project involves renovations and improvements to modernize the Getty Center North Entry Parking Facility including renovations and improvements to the tram plaza level/T1 area that contains the main congregation areas and security screening to include shade canopy over security and public waiting areas, and related circulation improvements. The tram level/T1 improvements would also include new staff and storage facilities, a retail store, a parking office, a walk-up food and beverage stand with outdoor seating, and new restrooms. The tram plaza level/T1 changes would include re-landscaping and outdoor sculpture areas, including improvements to the existing Stark Garden to extend the existing sculpture garden beyond its current footprint and incorporate new sculptural pieces. The improvements would also include a bridge from the plaza level over Getty Center Drive to existing open space areas at the Getty Center for potential future trails.

Actions Requested

Acciones solicitadas • 요청 된 작업 • 所要求の事項 • Humiling ng Mga Pagkilos • Հայցվող գործողությունները

The Hearing Officer will take public testimony for the Director of Planning on behalf of the City Planning Commission:

1. An Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15301 (Class 1), 15302 (Class 2), and 15303 (Class 3) and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. Pursuant to Los Angeles Municipal Code Section 13B.2.3.H a Plan Approval to allow renovations and improvements to the North Entry Parking Facility of the existing Getty Center Campus located in the A2-1, RE40-1-H, PF-1XL, and A1-1-H Zones.



Case Information

Información del caso • 케이스 정보 • 案例資訊 • Impormasyon sa Kaso • Տեղեկություններ գործի վերաբերյալ

Case Number(s):
CPC-1984-441-PA4

Environmental Case Number(s):
ENV-2026-2654-CE

Related Case Number(s):

Overlay(s):
N/A

Zone:
A2-1; RE40-1-H; PF-1XL; A1-1-H

Land Use Designation:
Open Space, Public Facilities, Minimum Residential

Community Plan Area:
Brentwood - Pacific Palisades

Council District:
11

Assigned Staff Contact Information:

Applicant:
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Los Angeles, CA 90012

Representative:
Lauren Paull, Paul Hastings LLP

Who's Receiving This Notice

Quién recibe este aviso • 본통지를받은사람들 • 誰會收到此通知
Sino ang Tumatanggap ng Paunawang Ito • Սույն ծանուցագիրը ստացող կողմը

You are receiving this notice either because you live on or own property that is on a site within 500 feet of where a project application has been filed with the Department of City Planning, are the Certified Neighborhood Council for the subject property, or because you requested to be added to the interested parties list, or you are otherwise legally required to receive this notice. You are invited to attend this hearing to learn more about the proposed project and offer feedback. If unable to attend, you may contact the planner to provide written comment, obtain additional information, and/or review the project file.

General Information - Visit our website at planning4la.org/hearings for general information about public hearings and the exhaustion of administrative remedies.

Accommodations - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability.

To request a reasonable accommodation, such as translation or interpretation, please email and/or call the assigned planner or email per.planning@lacity.org a minimum of 3 days (72 hours) prior to the public hearing. Be sure to identify the language you need English to be translated into and indicate if the request is for oral interpretation or written translation services. If translation of a written document is requested, please include the document to be translated as an attachment to your email.