

CITY OF LOS ANGELES  
CALIFORNIA

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DEPARTMENT OF  
CITY PLANNING  
OFFICE OF  
ZONING ADMINISTRATION

381 CITY HALL  
LOS ANGELES 12  
MADISON 4-5211

August 4, 1960

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Board of Public Works  
City of Los Angeles  
Attn.: Arch L. Field, Pres.  
Room 173, City Hall  
Los Angeles 12, California

Re: Z. A. CASE NO. 15430  
Dodger Baseball Stadium  
Site - Chavez Ravine Area

Los Angeles Dodgers, Inc.  
Attn.: Walter O'Malley, Pres.  
930 Wilshire Boulevard  
Statler Hotel  
Los Angeles, California

Department of Building and Safety

Greetings:

In the matter of the joint application of the City of Los Angeles and the Los Angeles Dodgers, Inc., for Conditional Use approval on a site comprising an approximately 275-acre area of land located in the Chavez Ravine area northeasterly of the complicated intersection of Elysian Park Avenue, Chavez Ravine Road, Lilac Terrace, and Boylston Street, and classified in the C2-1, P-1, and P-O-1 Zones, to permit the construction, maintenance and operation on said site of a Major League baseball stadium having a seating capacity of 56,000 persons instead of the maximum 3,000-seat stadium automatically permitted on the C2 zoned portion thereof, together with incidental automobile and transportation vehicle parking facilities and various appurtenant and accessory structures and uses, please be advised that the Chief Zoning Administrator has made the following finding of facts and determination and has conditionally granted the request.

FINDING OF FACTS AND DETERMINATION

After thorough consideration of the statements contained in the application and the various exhibits, maps and plans accompanying the same, the report of the City Planning Engineer thereon, the statements made at the public hearing before the Chief Zoning Administrator on July 5, 1960, correspondence with the applicants with respect to the tentative determination and suggested terms and conditions and the proceedings and reports and documents attached to the files in the following matters:

1/17/62 - (Planning) etc. etc.  
plans cond used mass capacity  
Approved H.E.S.  
cond. permit for  
50,000 seat stadium  
general plat plan approved  
H.E.S.

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Ordinance No. 110,204 authorizing and approving the contract between the City of Los Angeles and the Los Angeles Dodgers which was sustained by referendum election and adjudicated by the Courts;

City Plan Case No. 9908, Council File No. 78067, and Ordinance No. 114,949 which resulted in the reclassification of the subject property to the present C2 and P Zones;

Tentative Tract No. 25130 and Council File No. 96293 which on appeal affirmed the Director of Planning and Planning Commission's conditional approval of the tentative tract map for the involved property;

Vacation File Nos. 807 and 1277 involving vacation of numerous former streets within the Stadium area;

Council File Nos. 91802, 91908, and 96194, all of which include various reports of the City Administrative Officer, the General Manager of the Department of Traffic and the City Engineer analyzing various traffic and access road problems incidental to the proposed Stadium development including map Exhibit "A" accompanying the City Engineer's report showing proposed access roads to the site to be financed from funds allocated by the County Board of Supervisors and private roadways within the site area to be financed and operated by the Los Angeles Dodgers organization;

The Stanford Research Institute's report to the Friends of the Zoo regarding the proposed World Zoo in Elysian Park; and

The "Definitive Statement" issued by Walter O'Malley, President of the Dodgers, when the zone change matter was before the City Council;

all of which are by reference made a part hereof, as well as conferences with the Director of Planning, City Planning Engineer, the City Engineer, the President of the Board of Public Works, the General Manager of the Departments of Traffic and Recreation and Parks, the City Attorney, several high-level technical staff members of the various involved City departments, and representatives of the Los Angeles Dodgers organization, and personal inspection of all portions of the Stadium site area and the immediately adjacent and surrounding areas, I find that the requirements for authorizing a Conditional Use under the provisions of Section 12.24-C of the Municipal Code for the proposed Stadium project have been established by the following facts:

1. The legislative bodies of both the City of Los Angeles and the County of Los Angeles through encouragement, appropriation of funds, and by contract have caused the former Brooklyn National Baseball Club (now known as the Los Angeles Dodgers) to move its franchise to and make Los Angeles its home. This move was premised upon the opportunity of constructing in the City of Los

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Angeles and near the central business district of a modern baseball stadium to seat a minimum of 50,000 persons with ample offstreet automobile parking facilities for patrons. The area here in question located in Chavez Ravine has for several years been considered and discussed as the site for such a stadium and was the subject of a contract between the City of Los Angeles and the Los Angeles Dodgers, which contract upon referendum was approved by a considerable majority of the citizens of Los Angeles. The City Planning Commission, by official action, and the City Council, through enactment of ordinances, have both given official endorsement to this particular area as the most desirable site considering all circumstances for the construction of the proposed modern baseball stadium. The area has been rezoned from former residential classifications to commercial and parking classifications so that there would be authority for the consideration of a Conditional Use permit for this development as herein contemplated. The record is clear that the area was purposely not reclassified to an M1 Zone which would have automatically permitted construction of the Stadium so that various conditions, controls and limitations could be placed upon the development of the Stadium area and the operation of the Stadium and its various appurtenant facilities, and furthermore, so that other commercial or industrial uses would not be permitted to occupy the area under consideration.

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2. The Comprehensive Zoning Ordinance under Section 12.24 recognizes that there are certain special types of land uses which are necessary to provide a well-rounded community plan but sites for which cannot be contemplated in advance and set forth on the Comprehensive Zoning Plan but which because of their unusual characteristics or the large parcels of land needed for their operation require special consideration under the procedure set up by said sections. Stadiums, arenas, auditoriums and the like having seating capacities of more than 3,000 persons, due to the traffic generated and other considerations which are readily understood, are among these special uses and are permitted in the commercial and CM Zones only if the location is first approved and conditions devised under the Conditional Use procedure. Considering the dominant position of the City of Los Angeles within the rapidly developing metropolitan area and the interest evidenced by a majority of the citizens in clean, wholesome sports which has given this area the title of "The Sports Capital of the World", it is inevitable that a modern Major League baseball stadium must be constructed in the community. The subject site is unique in that it is the only large undeveloped parcel of land close to the central section of the City and in essentially a common ownership which has sufficient area to provide a site for the Stadium and the extensive and essential automobile parking facilities incidental thereto.

It is near the confluence of the freeway network serving the metropolitan area. Engineering and Traffic Department studies have shown that access roads can be constructed under the appropriation made by the Board of Supervisors for this purpose so that it will be accessible to the existing Pasadena and Hollywood Freeways, Sunset Boulevard, North Broadway, Glendale Boulevard, and Riverside Drive and also to the Golden State and Glendale Freeways now under construction. The State Highway Department is also studying means of improving off-ramp facilities from the Pasadena Freeway to the Stadium access roads. The topography of the general area is such that the site is well-buffered and screened from all but a few of the surrounding residential properties. The planned access roads are such that only short stretches of a few local residential streets will be directly utilized and hence fewer residential property owners will be inconvenienced by traffic during events at such a stadium on this site than on any other conceivable and conveniently located site in the community. Considering all of the above factors and previous negotiations with respect to the Stadium site, the granting of the requested Conditional Use under proper conditions and limitations would be in harmony with the general purpose and intent of the Comprehensive Zoning Plan and permit a community center landmark and economic asset on this presently dormant close-in section of the City.

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3. Granting the request and permitting the development of the subject property with a stadium having even considerably less than the seating capacity here proposed would be materially detrimental to public welfare and to the character of the existing and potential development in the immediate neighborhood unless detailed conditions and limitations are imposed governing among other things the following matters:
    - (a) Approval of plans, plot plans, and landscaping plans for the Stadium, various buildings and development of the site;
    - (b) Provision of adequate offstreet automobile parking facilities and public transportation facilities;
    - (c) The recording of Tentative Subdivision Tract No. 25130 including dedication and improvement of certain boundary streets, the installation of various public utility and drainage facilities and the opening and widening of access roads to the Stadium site as recommended by the City Engineer and Traffic Department for handling generated traffic, all prior to utilization of the Stadium for public assembly purposes;

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- (d) Relieving the City police and traffic officials of responsibility for directing and controlling pedestrian and vehicular traffic on the private streets and roads within the Stadium facility;
  - (e) The control of lights, public address systems, and signs so as to prevent annoyance to occupants of adjacent properties;
  - (f) Control over the frequency of large crowd events in the Stadium, other than baseball, and control over the timing of events to reduce conflict with the peak evening traffic rush on weekdays and anticipated weekend and holiday traffic during the daytime if the World Zoo is built in Elysian Park; and
  - (g) Retention of essentially the entire property as the site for the Stadium and its accessory and appurtenant structures;

however, under the detailed conditions and limitations hereinafter set forth, granting the request will not be materially detrimental but will assure for Los Angeles a modern Major League baseball stadium of which it can be proud as a home for its "Dodgers". Furthermore, development of this property as proposed will return this dormant area to the tax rolls and provide a "paying partner" for other taxpaying citizens of the community.

Therefore, by virtue of authority contained in Section 98 of the City Charter and Section 12.24-C of the Municipal Code, the development and use of that approximately 275-acre area of land described as Parcels 1 through 7, inclusive, in Exhibit "A" attached to the application and as depicted on the 300-ft. radius map marked Exhibit "B", attached to the application, both of which are by reference included in and made a part hereof, and which, when recorded, will include all of the land constituting Tentative Tract No. 25130, except for the area depicted thereon as Lots 2, 3, 4, 10, the northeasterly 85 ft. of Lot 13, any additional land adjacent to Lot 2 necessary to provide the full 40-acre recreation area in compliance with Condition No. 16 of the subdivision tract approval, and portions thereof to be dedicated or reserved for public streets or public ways; and all located in that general area known as "Chavez Ravine" and located northeasterly of the complicated intersection of Elysian Park Avenue, Chavez Ravine Road, Lilac Terrace, and Boylston Street, as a site for the construction, maintenance and operation of a Major League baseball stadium having a seating capacity of not to exceed 56,000 persons instead of the maximum 3,000-seat stadium automatically permitted, together with automobile and transportation vehicle parking facilities and the following appurtenant and accessory structures and uses:

1. Staff Quarters buildings,
2. Hall of Fame museum type building,

3. Will Call and advance ticket sales buildings,
4. "Knot Hole" gang clubhouse,
5. Ticket and parking booth structures including souvenir sales facilities and security guard gate houses,
6. Automobile service and filling station,
7. Greenhouses and maintenance yard facilities,
8. "Mule Train" Depot,

is hereby authorized as far as zoning regulations are concerned, all upon the following terms and conditions:

1. That the baseball stadium herein authorized shall have a maximum seating capacity of 56,000 persons and shall be constructed and located on the C2 zoned portion of the site in substantial conformity with the plot plan (Exhibit "M"), the architectural rendering (Exhibit "K"), and the architectural plans (Exhibits F-1 and 2) submitted with the application. Furthermore, that complete plans for the Stadium building together with general plot plan for developing the site showing location and arrangement of offstreet automobile parking areas, on-site roadways and other details be first submitted to and approved by the Chief Zoning Administrator before any building permit for the Stadium development is issued or construction work thereon is started.
2. That all accessory and appurtenant buildings and structures shall be of attractive design to harmonize with the general stadium atmosphere, not exceeding two stories in height, and all located on the C2 zoned portion of the site and at least 75 ft. from the exterior boundary of the site area. Furthermore, that plans for each of these buildings and uses together with plot plan showing the location on the site shall be first submitted to and approved by the Chief Zoning Administrator before building permit is issued for the particular building or construction thereof if started.
3. That automobile parking facilities for a minimum of one (1) automobile for each 3.6 seats provided in the Stadium shall be provided and maintained on the site generally as shown on Exhibit "G" (1). Furthermore, that the parking facility shall be so laid out and improved that each parking space is readily accessible for self-parking and removal purposes in full compliance with the regulations of Section 12.21-A, 4 and A, 6 of the Municipal Code, except that not to exceed 15 per cent of the minimum parking spaces required above may be designed and arranged to accommodate the modern "compact" automobile,

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with such spaces having minimum dimensions of 7.5 ft. x 16 ft., provided such spaces are arranged in groups to which only drivers of such compact cars may be directed.

4. That in addition to the above required automobile parking facilities, ample space shall be provided for loading and unloading of public transit busses, taxicabs and other mass transportation devices. Furthermore, the operators of the Stadium facility shall collaborate with the Metropolitan Transit Authority and other transportation agencies as well as the Traffic Department in devising mass transportation service to the Stadium site which will be sufficiently efficient to encourage patronage thereof and thus reduce the number of private automobiles driven to the Stadium events.
5. That the area around the Stadium building and parking areas, together with all portions of the site not utilized for buildings, parking area, driveways, streets, and maintenance yards shall be attractively landscaped and maintained in first-class condition at all times, said landscaping to include the space not used for paved sidewalks or driveways between the property line and curb along all public streets within the site or bordering on the site. The areas around the borders of the immediately to be developed portions of the site and which are held for future expanded parking facilities shall be kept free of weeds and debris with slopes created by grading operations covered with lawn, ivy, or other green ground cover. Furthermore, that a professionally prepared landscape plan for the entire site shall be first submitted to and approved by the Chief Zoning Administrator after rough grading is completed and prior to final grading and surfacing of the parking areas.
6. That prior to the issuance of a Certificate of Occupancy for the use of the Stadium or the use thereof for any spectator event or any public assembly purpose:
  - a. The street dedications and improvements, the relocation and/or reconstruction of utilities, etc., required in connection with the approval of Tentative Tract 25130 be completed in a manner satisfactory to the concerned agencies and that Final Map of said Tract be recorded;
  - b. That the access roads to the site be in an opened, widened and improved condition satisfactory to the City Engineer subject to the limitations of the \$2,740,000 being provided by the County of Los Angeles to finance said improvements; it being understood that the City Engineer will consult with the General Manager of the Department of Traffic

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concerning the adequacy of such access roads and that the use of any existing roads or opening of new roadways through adjacent Elysian Park shall be subject to approval of the Department of Recreation and Parks;

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- c. That the general site improvements including appearance of buildings, landscaping, lighting, and interior circulation and arrangements be reviewed and approved by the Chief Zoning Administrator.
  7. That responsibility for the direction and control of both pedestrian and vehicular traffic on the private streets, roadways, and walks within the Stadium site area shall rest with the operators of the Stadium facilities subject to correlation with traffic control measures of the Police Department and the Traffic Department on the public streets providing access to the Stadium area.
  8. That all lights installed in connection with the Stadium and the incidental automobile parking areas shall be so designed and deflected as to prevent annoyance to occupants of adjoining properties or interference with passing traffic. Furthermore, considering the predominant night use of the Stadium area and the elevated nature of most of the automobile parking areas, a hedge row of compact evergreen shrubs or a solid ornamental fence or wall having a height of approximately 42 in. shall be installed and maintained where necessary for the purpose of diffusing automobile headlight beams which otherwise would be disturbing and objectionable to existing or future residential developments on adjacent properties.
  9. That all loudspeaker and public address systems utilized on the site shall be so modulated and directed that the sound emanating therefrom will not be detrimental to occupants of adjacent properties.
  10. That considering the proximity of the immediately planned facilities to the homes along the easterly side of Boylston Street and the Barlow Sanitarium properties, special attention shall be given in the over-all landscaping plan to the planting and maintenance of hedge rows of broadleaf evergreen trees or dense evergreen foliage of sufficient height to screen the Stadium and related activities from these properties and to give the occupants thereof reasonable protection from noises, reflected lights, etc., emanating from the Stadium site. Furthermore, when the parking areas for expanded seating along the easterly and northerly portions of the site as indicated on Exhibit "G" (1) are developed, additional landscaping similar to that discussed above shall be installed to protect the adjoining residential property in the Yale Street-Lookout Drive area, the Figueroa Terrace-White Knoll Drive area,

the Amador-Solano Canyon area, and the adjacent Elysian Park areas, with the landscaping adjacent to Elysian Park meeting the approval of the Department of Recreation and Parks.

11. That the use of the Stadium and accessory and appurtenant facilities shall be limited primarily to the conduct of baseball games and activities incidental and accessory thereto. Any other use of the Stadium or premises for public assemblage events or spectacles which could attract in excess of 3,000 persons shall be limited to an average throughout the calendar year of not exceeding four (4) such events per month but under no circumstance shall there be more than two (2) such events in any one (1) week except on infrequent occasions when first approved by the Chief Zoning Administrator. Provided, however, that if, as, and when a zoo is developed in adjacent Elysian Park, consideration should be given to making the automobile parking facilities on the Stadium site available for automobile parking by visitors to the zoo. The Chief Zoning Administrator reserves jurisdiction to modify the provisions of this condition and to authorize an increase in the number of other events permitted throughout the year or in each week, if after actual observation of and experience with the Stadium in operation under varied crowd conditions, it is ascertained from reports of other concerned public agencies that a serious traffic problem would not result from such increased use.
12. That in order to avoid conflicts with the evening traffic rush hours, reasonable endeavor shall be made to avoid the scheduling of games or events which would begin earlier than 7:00 p.m. on weekdays Monday through Friday (legal holidays excluded); it being understood that some daytime games would be necessary to comply with League rules and schedules. Furthermore, that if, as, and when the proposed World Zoo is constructed and opened in adjacent Elysian Park, reasonable endeavor shall be made to avoid scheduling daytime games or other daytime events on Saturdays, Sundays or holidays unless in the opinion of the City Department of Traffic ingress and egress roads designed to be used jointly for those patronizing the Stadium area and the World Zoo area, are adequate to prevent the creation of a serious traffic problem or adequate traffic control systems are set up and enforced to prevent traffic conflicts between groups attending both installations; provided, however, that when necessary to hold daytime baseball games or other events on a Saturday, Sunday, or holiday, the operators of the Stadium shall cooperate with the Departments of Police, Traffic and Recreation and Parks in devising and enforcing traffic control systems which will minimize traffic conflicts between persons attending the game and those visiting such a World Zoo.

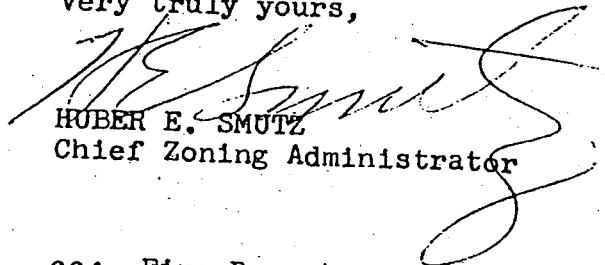
13. That the entire site described in Exhibit "A" attached to the application and which is the subject of this Conditional Use, except for such areas as may be dedicated for public streets, easements, or ways, the minimum five-acre oil drilling site referred to in the contract and sufficient land to provide the 40-acre recreational area also referred to in the contract, shall be utilized as a site for the Stadium development, the offstreet automobile parking areas and the accessory and appurtenant structures and uses, all as herein authorized; provided, however, that if and when approval is first obtained in each instance from the Chief Zoning Administrator, sliver and residue parcels resulting from the grading and development of the property may be utilized for other purposes permitted under the applicable zoning regulations.
14. All signs established and maintained on the property and which can be seen from outside of the Stadium shall be limited to identification or directional signs or a sign to identify a sponsor of Stadium broadcasts, all of a conservative nature and in harmony with the site development. Furthermore, that the design, nature, and location of all such signs except nonilluminated directional type signs shall be first submitted to and approved by a Zoning Administrator before being placed on the property.
15. That in view of the extensive grading operations to yet be performed on the site and difficulty of visualizing the final grade level of the various portions of the property with that of adjoining properties in both public and private ownership and the effect the use of final graded property might have upon these adjoining properties, the Chief Zoning Administrator reserves the right to specify additional conditions such as provision of additional landscaping or enclosing fixtures or to require corrective measures to be taken if he finds after actual observation or experience with the finished development and its operation that such additional conditions are necessary to afford more effective protection to surrounding property or to better integrate the use with that of adjacent property.
16. That the landscaped areas on the property shall be equipped with a well-designed watering or irrigation system which shall be installed prior to the issuance of any certificate of occupancy. Furthermore, that all the landscaped areas and the grounds, structures and improvements on the site shall be maintained in a first-class, attractive and safe condition at all times.
17. That the maintenance yard for the development shall be so located in a depressed area of the property or so enclosed and screened as to provide no unsightly appearance to adjacent properties including Elysian Park, with

the details of the location and enclosures approved by the Chief Zoning Administrator.

18. The use hereby authorized is conditional upon the privileges being utilized within one hundred-eighty (180) days after the effective date hereof, and if they are not utilized or construction work is not begun within said time, and carried on diligently to completion of at least one usable unit, this authorization shall become void, and any privilege or use granted hereby shall be deemed to have lapsed, unless a Zoning Administrator has granted an extension of the time limit, after sufficient evidence has been submitted that there was unavoidable delay in taking advantage of the grant. Once any portion of the privilege hereby granted is utilized, the other conditions thereof become immediately operative and must be strictly complied with. Furthermore, that this Conditional Use approval shall be subject to revocation in the same manner as provided under Section 12.27-B, 7 of the Municipal Code for revocation of zone variances, if the conditions herein contained are not strictly complied with.

The applicants' attention is called to the fact that this grant is not a permit or license, and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, that if any condition of this grant is violated, or if the same be not complied with in every respect, then the applicants or their successors in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code. In the event the property is to be sold, leased, rented, or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. The Chief Zoning Administrator's determination in this matter will become effective after an elapsed period of ten (10) days from the date of this communication, unless an appeal therefrom is filed with the Board of Zoning Appeals.

Very truly yours,



HUBER E. SMUTZ  
Chief Zoning Administrator

HES:at

cc: Director of Planning  
City Attorney  
City Engineer  
Department of Traffic  
Department of Recreation  
and Parks  
Health Department

cc: Fire Department  
Councilman Edward R. Roybal  
Councilman John Holland  
Press Reporters  
Phill Silver  
Joe Astier