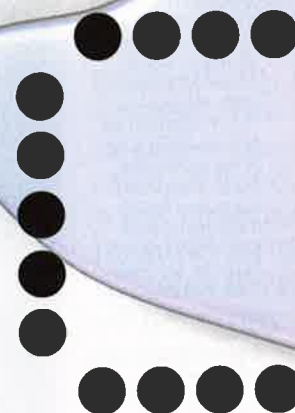


# MID-CITY BOOSTS ITS MIRACLE MILEAGE

→ WITH AN AMBITIOUS REDO OF LACMA, A SUBWAY STOP, AND OTHER DRAMATIC CHANGES ON THE AGENDA, L.A.'S ORIGINAL CRUISING STREET IS LEAVING A LACKLUSTER MIDDLE PERIOD IN ITS REARVIEW MIRROR



CRUISE THE TIME line of the Miracle Mile, and you'll roll from prehistoric mastodons to turn-of-the-century oil derricks to elegant 1930s retail monuments with parking in the back to glassy 1960s high-rises above deep concrete garages. The stretch of Wilshire Boulevard between La Brea and Fairfax was made to be driven, but in the last few decades the view through the windshield has gotten dusty, and there's always a guy behind you leaning on his horn. ¶ The Miracle Mile is finally getting out of the car, though. The first big sign

is, ironically, the transformation at the Petersen Automotive Museum, which is having its formerly finned midcentury exterior wrapped in speedy metal ribbons. Across the street Renzo Piano, who created the Los Angeles County Museum of Art's red-accented western campus in the aughts, plans to add a huge spherical theater to the 1939 May Company Building for the new

Academy Museum of Motion Picture Arts and Sciences. And LACMA is prepping to replace four of its old buildings with Peter Zumthor's design for an elevated blob that will ooze over

Wilshire. The museum is talking to Frank Gehry, too, about putting up a museum/hotel/condo tower next door to the Petersen.

Los Angeles has many cultural districts, but in a few years the Miracle Mile's assortment of glamorous buildings will have museums devoted to cars and movies and art and fossils; it will be the best place to go to understand L.A. as it understands itself, its past, its potential, and this moment right now. There

will be something radically new running beneath it all, too. After decades of arguments and failure and the occasional small explosion, the Purple Line subway extension is under construction. Sometime around 2023, riders will emerge aboveground on either end of the Mile—at La Brea, by the outcropping of stucco apartment buildings that has formed in recent years, and at Fairfax, almost across from LACMA's *Urban Light* lampposts. From there it's a short walk to the museum's backyard monolith, *Levitated Mass*, which will one day be the only reminder for future generations or space aliens that the people who lived in this place did crazy, impossible things, for very little reason at all, and it was really something to see.

> ADRIAN GLICK KUDLER

NEXT STOP: WILSHIRE



THE GROVE



FAIRFAX + WILSHIRE

..... PURPLE LINE



## A STREET-CAR TO DESIRE

"WE HAVE MILLIONS of people using it, and that trolley doesn't go anywhere," says mall developer **Rick Caruso**

of the trolley that runs all day through the uncanny village of the Grove. So now he's on to phase two: Make

it go somewhere. He sees a streetcar gliding down Fairfax Avenue to Wilshire Boulevard, then maybe up

to West Hollywood or west to the Beverly Center (he has a luxury apartment building next door to that mall and is

planning to construct another). Caruso thinks the city of Los Angeles could have "the most popular streetcar system

in the world," starting with the Fairfax line. "Once I get one portion of this built," he says, "it'll take off." > A.G.K.



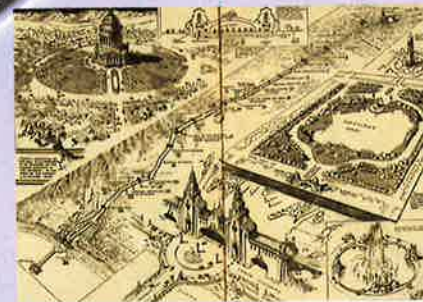
## THE BLOB THAT ATE LACMA

> Echoing the tar pit beside it, the fluid structure that Peter Zumthor has drawn up for the Los Angeles County Museum of Art has earned approval—and 21 percent of the project's \$600 million price tag—from county supervisors. Demolition of the two main structures (the Japanese pavilion stays) could begin in 2018. "We want the building to be completed by the time the subway opens in 2023," says Miranda Carroll, director of communications at the museum. Now all that LACMA head Michael Govan needs to do is raise hundreds of millions in private funds.



## WILSHIRE BOULEVARD

In the first stab at making Wilshire great, Bel-Air's landscape designer, Aurele Vermeulen, unfurled the Archway Plan in 1922. The scheme would have broadened Wilshire, lining it with arches, fountains, and statues similar to the National Poets Monument, but the project never obtained approval from cities like Beverly Hills and Santa Monica.



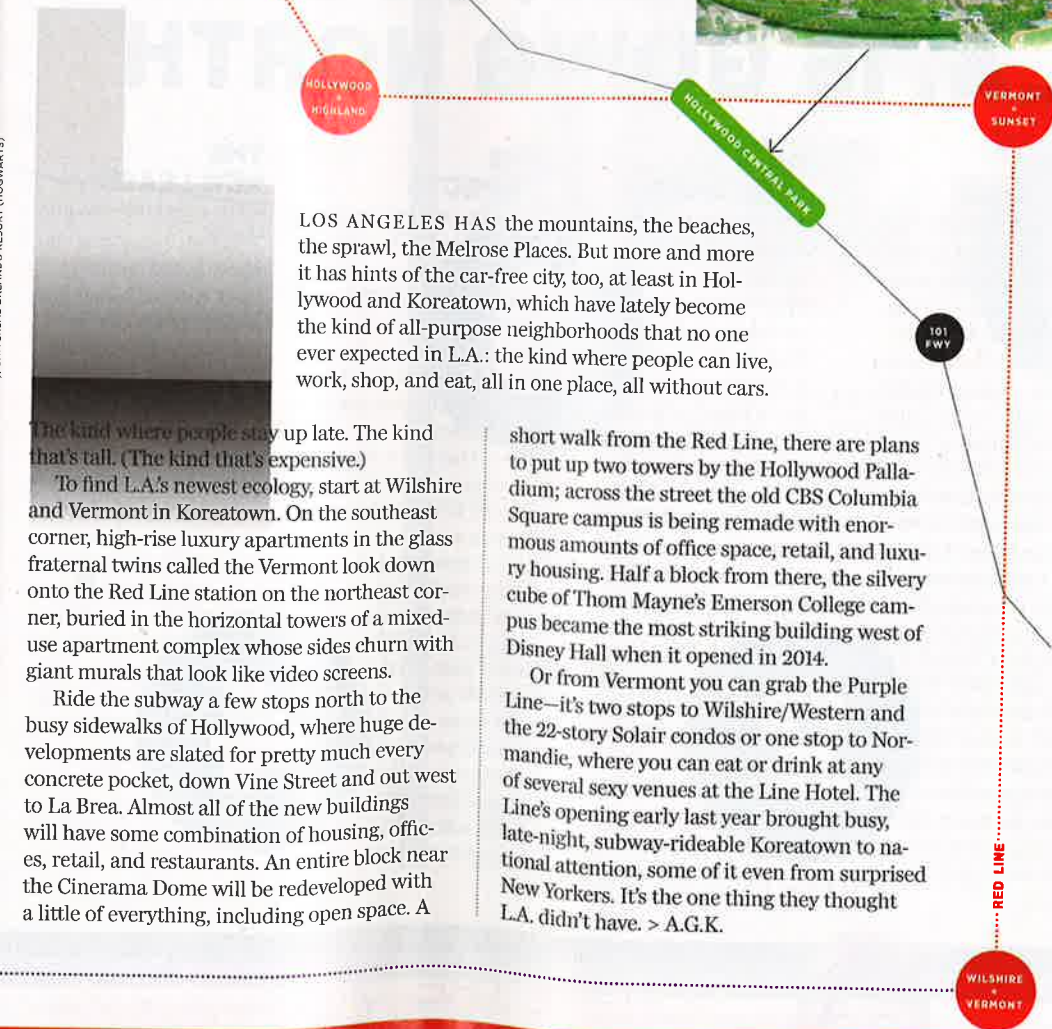
NORTH HOLLYWOOD

101 FWY

UNIVERSAL CITY

# KOREATOWN NEVER STOPS

→ AND NEITHER DOES NEIGHBORING HOLLYWOOD, TWO PARTS OF TOWN THAT OFFER A SWIG OF THE MORE TIGHTLY PACKED SKYWARD CITYSCAPE TO COME



The kind where people stay up late. The kind that's tall. (The kind that's expensive.)

To find L.A.'s newest ecology, start at Wilshire and Vermont in Koreatown. On the southeast corner, high-rise luxury apartments in the glass fraternal twins called the Vermont look down onto the Red Line station on the northeast corner, buried in the horizontal towers of a mixed-use apartment complex whose sides churn with giant murals that look like video screens.

Ride the subway a few stops north to the busy sidewalks of Hollywood, where huge developments are slated for pretty much every concrete pocket, down Vine Street and out west to La Brea. Almost all of the new buildings will have some combination of housing, offices, retail, and restaurants. An entire block near the Cinerama Dome will be redeveloped with a little of everything, including open space. A

LOS ANGELES HAS the mountains, the beaches, the sprawl, the Melrose Places. But more and more it has hints of the car-free city, too, at least in Hollywood and Koreatown, which have lately become the kind of all-purpose neighborhoods that no one ever expected in L.A.: the kind where people can live, work, shop, and eat, all in one place, all without cars.

short walk from the Red Line, there are plans to put up two towers by the Hollywood Palladium; across the street the old CBS Columbia Square campus is being remade with enormous amounts of office space, retail, and luxury housing. Half a block from there, the silvery cube of Thom Mayne's Emerson College campus became the most striking building west of Disney Hall when it opened in 2014.

Or from Vermont you can grab the Purple Line—it's two stops to Wilshire/Western and the 22-story Solair condos or one stop to Normandie, where you can eat or drink at any of several sexy venues at the Line Hotel. The Line's opening early last year brought busy, late-night, subway-rideable Koreatown to national attention, some of it even from surprised New Yorkers. It's the one thing they thought L.A. didn't have. > A.G.K.

WILSHIRE BOULEVARD AND VERMONT AVENUE

WHICH HOLLYWOOD DEVELOPMENTS ARE SURE THINGS AND WHICH ARE PURE FANTASY?

## LEVITATING WIZARDS

> When the gates to the Wizarding World of Harry Potter at Universal Studios Hollywood clatter open next year (possibly in the spring), millions of tourists will magically appear in L.A. Two rides—the Flight of the Hippogriff coaster and Harry Potter and the Forbidden Journey—will debut first, along with ample spending opportunities in Hogsmeade.

## LEVITATING PARK

> The idea of capping the Hollywood Freeway with a 38-acre park may seem like movie magic, but the scheme is getting serious consideration. A draft environmental impact report should be out this summer.

## LEVITATING TOURISTS

> It's one way to keep Hollywood sign gawkers out of Beachwood Canyon: Build an aerial tram. Floated at a 2011 public meeting, the proposal involved transporting people by gondola from the Travel Town parking lot in Griffith Park for a glimpse atop Mount Lee. But the nays had it when city councilman Tom LaBonge took an informal vote. > M.S.

