

F. LAND USE

This section is divided into two subsections:

1. **Land Use Compatibility.** This subsection assesses the Project's compatibility with adjacent uses (i.e., whether or not the Project's physical characteristics or activities will prevent or substantially impair the functioning of those uses) and its consistency with land use patterns in the surrounding area.
2. **Consistency with Land Use Plans and Policy.** This section (a) describes the requested amendments to the Westwood Village Specific Plan and the General Plan Circulation Element, and (b) assesses the Project's consistency with applicable planning goals and policies.

Additional materials related to this analysis (and referred to herein) are included in **Appendix H** of this EIR.

1. Land Use Compatibility

Existing Conditions

Existing Land Use

On-Site Land Use

The Proposed Project site is comprised of two main parcels along the east and west side of Glendon Avenue as shown in **Figure V.F-1**, Local Land Use. The east side of Glendon Avenue is primarily developed with a surface parking lot totaling approximately 118,649 square feet, and providing 401 parking spaces. The surface parking lot is in operation and is part of the Village Validation System. Other uses include a 42-unit, 27,000 square foot apartment building located at 1070 Glendon Avenue, and commonly referred to as Glendon Manor. This building had one remaining tenant at the time of the prior Draft EIR (dated February 21, 2002), and is now vacant.

At the time of the prior Draft EIR, the portion of the site on the west side of Glendon Avenue included a retail/commercial building (which provided 29,400 square feet of retail and commercial space and 94 garage spaces), a surface parking lot with 59 spaces, and the Mann Plaza theater. Since then, the retail/commercial building and the surface parking lot have been vacated and removed. The 652-seat, 12,000 square foot Mann Plaza motion picture theater remains on the site and is in use.

Adjacent and Surrounding Land Uses

The site is surrounded by commercial and multi-family residential uses as shown in **Figure V.F-1**. North of the site, along the north side of Weyburn Avenue, Westwood Marketplace (former Bullocks/Macy's Department Store) provides 293,000 square feet of retail space on three levels. The project includes four tenants: Expo Design Center, Ralph's Fresh Fare market, Best Buy, and Long's Drug Store. Adjacent to Westwood Marketplace is the Westwood Horizons, a 14-story senior citizens' residential apartment community (formerly a UCLA student housing facility). To the west, across the alley, the site abuts two- and three-story retail stores and restaurants located along Westwood Boulevard. Across Tiverton Avenue, on the east side of the site, is a mix of two- to five-story multi-family residential buildings. To the south, along the west side of Glendon Avenue, the site abuts the building containing Moustache Café restaurant and Westwood Flower Garden. The Westwood Village Specific Plan (Specific Plan) identifies this building as a cultural resource. On the east side of Glendon to the south is the newly remodeled 22-story, 313,000 square foot Westwood Center office building (formerly known as the Monty's Building). Also to the south, located on the west side of Tiverton Avenue, is the Verizon switching station building.

Insert Figure V.F-1 – Local Land Use

In terms of land use, the Westwood Community Plan Area is one of the smallest and yet most diverse plan areas in the City. Predominant land uses within the larger surrounding area include the University of California at Los Angeles (UCLA) campus to the north, the Westwood Village Center to the west, the Wilshire Boulevard high-rise commercial and multi-family residential corridor to the south, a major open space area (Los Angeles Country Club) to the east, various highly diverse residential neighborhoods to the east and south, and a large federal government Veteran's Administration complex to the west. See **Figure V.F-2, Surrounding Area Land Use**.

The west Village is characterized by several small, mostly historic buildings. The east Village is characterized by several large scale projects proximate to the Proposed Project, which include the 293,000 square foot Westwood Marketplace retail to the north, the 313,000 square foot Westwood Center office building to the south, the 114,000 square foot Westwood Plaza office building to the northwest, and the 200,000 square foot Westwood Horizons senior housing to the northeast.

Land uses in the Village have evolved to meet the needs of the UCLA student and faculty population, nearby residential areas, and those who seek an entertainment-oriented environment (theaters, restaurants, etc.). Over the past 20 years, many land uses in the Village have shifted in market orientation from community and student-serving uses to those that are more tourist-oriented. Recent trends have shown a shift back toward more neighborhood serving-retail uses locating in the Village.

Existing uses in the Village consist primarily of retail and office uses. An inventory of uses and activities within the Village conducted in 1987 indicated the presence of over 250 separate types of retail and service activities, totaling 893,000 square feet. According to the Westwood Village Community Alliance directory of businesses, the following represents changes to the retail mix of uses and activities between the 1987 survey and August 2002. The largest proportion of these activities can be classified as general merchandise and food-related.

	<u>1987</u>	<u>2002</u>	<u>Variance</u>
Movie theaters	7	7	0
Restaurants / fast food	80	78	+2
Clothing and shoe stores	50	18	-32
Jewelry stores	10	7	-3
Bookstores	3	4	+1
Florists	3	4	+1
Personal Services	21	33	+12
Hair salons	11	18	+7
Dry cleaners	3	3	0
Camera stores/film processing	2	4	+2
Copy center	2	5	+3
Travel agencies	3	3	0
Supermarkets	0	2	+2
Convenience food stores / markets	3	2	1
Gas stations	3	3	0
Assorted other uses	<u>55</u>	<u>70</u>	<u>+15</u>
TOTAL BUSINESSES	235	241	+6

Insert Figure V.F-2 - Surrounding Area Land Use

The trend toward replacing grocery stores, drugstores, and the like with such uses as movie theatres, t-shirt shops, and novelty retail is apparently reversing. The Village is now served by Westwood Marketplace, which includes a Ralph's market and Long's Drug neighborhood uses. The Village is also served by Rite Aid drugs and will soon be served by Whole Foods to be located on Gayley Avenue.

Within Westwood Village there are two major office buildings: the 22-story Westwood Center (313,000 square feet) and the 10-story Westwood Plaza building (114,000 square feet). The Westwood Center high-rise is located immediately adjacent to the proposed site to the south, and the Westwood Plaza building is located approximately one-half block to the northwest. In addition, there is office space above retail in many locations throughout the Village. The tenant mix in the smaller buildings consists primarily of banks and bank offices, doctors, dentists, lawyers, architects, UCLA facilities and other small space users.

There are two multi-family residential buildings in the Plan area: the 14-story Westwood Horizons senior housing located adjacent to the proposed site to the north at Tiverton and Weyburn Avenues, and the vacant 4-story apartment building located on Glendon Avenue, which is part of the Proposed Project and designated as a redevelopment "Receiver Site" in Figure 3 of the Specific Plan.

Thresholds of Significance

The LA CEQA Thresholds Guide states that the determination of significance with regard to land use compatibility shall be made on a case-by-case basis, considering the following factors:

- The extent of the area that will be impacted, the nature and degree of impacts, and the type of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses will be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that will result from implementation of the Proposed Project.

Project Impacts

The Proposed Project, Palazzo Westwood, is a mixed-use project featuring a 350-unit residential apartment community above ground floor retail and subsurface parking. The five-story development will provide 115,000 square feet of retail space and 413,490 square feet of residential use. The retail space will be designed to accommodate a variety of neighborhood-serving shops and services, including uses such as drug stores, markets, clothing stores, home furnishing stores, and other similar types of retail establishments. The Project will also include one or more restaurants. The Project will provide 1,452 parking spaces on three below-grade levels. Existing uses on the site will be removed.

Land use compatibility issues for the Proposed Project are related to the site's location within Westwood Village, its proximity to residential communities to the east, and its immediate adjacency to Village retail uses. These considerations are examined in the following analysis with respect to the issues of consistency with land use patterns in the area and compatibility with adjacent uses.

Consistency with Land Use Patterns

As shown in **Figure V.F- 2**, the Proposed Project site is situated within Westwood Village, just east of the central core of Westwood Village and west of a residential community comprised of multi-family residences along Tiverton Avenue and single-family residences further east.

The proposed mixed-use Project is consistent with the area's existing land use patterns because it creates an arrangement of uses that function as a transition between the retail/commercial uses and the residential uses existing in the surrounding area. Currently, the vacant and surface parking lots on the site do not contribute to the "neighborhood" feel of the area; the vacant and parking lots also provide no continuity between the residential uses along Tiverton Avenue and the retail/commercial uses in the Village. The elimination of the vacant and surface parking lots will create an appropriate transition between residential uses to the east and the retail/commercial uses to the north, south and west. The Proposed Project's retail element will extend the pattern of retail use from the Village Center, Weyburn and Glendon Avenues and will help, revitalize an under-utilized area of the Village. Its focus on neighborhood-serving uses will also create a functional relationship between the Village and the residential community to the east. The Proposed Project will eliminate the existing physical separation between the area's retail and residential communities, create a structural and functional pedestrian transition between these areas, and provide a mix of uses appropriate to the area. Therefore, the Project will not result in significant adverse impacts with regard to land use patterns.

Compatibility with Adjacent Uses

This analysis examines whether the Project will create a significant land use incompatibility impact on adjacent land uses. Such an impact would occur if the Proposed Project's physical characteristics or associated activities prevent or substantively impair the existing function of adjacent land uses. The analysis considers impacts such as noise and aesthetics only to the extent that they substantially impair the ability of adjacent land uses to continue their existing function. (A noise or aesthetic impact is not, by itself, considered a land use compatibility impact unless that impact substantially impairs the function of adjacent uses. For a full discussion of aesthetic and noise impacts, see Sections V.A and V.G, respectively.)

As described above, the Project proposes a mixed-use development with ground floor retail and residential apartments above. Although retail and residential uses surround the Project site, in some locations the Project will introduce residential uses adjacent to retail uses and retail uses across the street from residential uses. This analysis focuses on the compatibility of these adjacencies.

The Project proposes four floors of apartment units, located on the second through fifth floors. On the west side of the Project, an existing alley separates the Proposed Project from the rear of one-to four-story retail buildings that front along Westwood Boulevard. Activities in the alley will primarily include vehicular and truck activities and loading associated with both existing and proposed retail uses. The introduction of the proposed apartment units will not cause a change in the permitted operational activities of the commercial uses along Westwood Boulevard. Although the level of activity in the alley may increase as a result of the Proposed Project, the Project will not constrain the retail-servicing activities permitted in the alley. Conflicting activities, such as automobile parking for the residential units, will not be allowed in the alley. Therefore, the introduction of the proposed residential use will not substantially impair the function of the adjacent retail uses to the west of the site. As a result, the Proposed Project will not result in significant compatibility impacts on the adjacent retail uses and alley functions to the west.

Similarly, the Project proposes residential uses on the second through fifth floors adjacent to the Moustache Café, the Westwood Center, and the Verizon building on the south. The adjacent office uses operate primarily during daytime hours and generate little activity during the evening and nighttime. The Moustache Café, located at the Project's southerly boundary on the east side of Glendon Avenue, and the restaurant in the Westwood Center, located at the Project's southerly boundary on the west side of Glendon Avenue, serve patrons throughout the evening, and conduct activities similar to those associated with the proposed restaurant uses within the Project. The introduction of the Proposed Project is not expected to create pressures to reduce the hours of operation or otherwise substantially impair the function of surrounding commercial uses. The co-existence of the proposed residential units with commercial activity is an inherent feature of mixed-use development. Therefore, the Proposed Project's adjacency to commercial uses to the south will not result in significant compatibility impacts.

The Specific Plan provides that commercial development shall be permitted on lots fronting Glendon Avenue, and the lots fronting on Tiverton Avenue shall be limited to residential uses only.¹ The Project Applicant has requested an amendment to the Specific Plan to allow ground floor commercial uses on the portion of the Project fronting on Tiverton Avenue. The Applicant agrees that no access to these uses, or the use of display windows signs or storefronts, will be allowed along Tiverton Avenue, except emergency life safety egress and fire department access. As a result, the proposed retail uses will not result in increased pedestrian or vehicular activity on Tiverton Avenue. In addition, the Project's façade on Tiverton Avenue will be detailed to resemble the parking level of a residential development. Although the proposed residential uses are consistent with the existing apartment buildings located across the street on Tiverton Avenue, the proposed structure will obstruct views of the west side of Glendon Avenue and certain parts of the Village from residences along the east side of Tiverton (see Section V.A1., Visual Qualities for further discussion of impacts on views). However, any potential aesthetic impacts will not substantially impair the function of these apartment buildings. Therefore, the Proposed Project will not result in significant land use compatibility impacts with respect to the existing residential uses to the east of the site.

The Project site is bounded to the north by Weyburn Avenue. Existing uses on the north side of Weyburn Avenue across from the Proposed Project site are a retail shopping center known as the Westwood Marketplace (the recent reoccupancy of the former Bullocks/Macy's department store added an Expo Design Center, Ralph's supermarket, Best Buy and Longs Drug Store) and the high rise Westwood Horizons seniors apartment building. The Proposed Project buildings may result in shade impacts on the Westwood Horizons buildings. As described in Section V.A3. Shading, these impacts are considered less than significant because the shading only affects a small portion of the buildings and for a short period of time, such that thresholds of significance are not exceeded. Further, no Project driveways will be located on Weyburn, so impacts to the north will be minimized. The Proposed Project is not expected to result in any impacts that will substantially impair the function of the Westwood Horizons residential complex or the Westwood Marketplace. Therefore, the Proposed Project will not result in significant impacts on adjacent uses to the north.

Mitigation Measures

The Proposed Project will not result in significant land use compatibility impacts, and, therefore, mitigation measures are not required.

¹ Westwood Village Specific Plan, Section 5 B 14 b, 1991.

Significant Project Impacts After Mitigation

The Proposed Project will not result in significant land use compatibility impacts. Therefore, it will not result in significant unavoidable impacts.

Cumulative Impacts

Chapter IV provides a list of projects that are planned or are under construction in the Project area. Most of the non-UCLA projects will develop commercial office or retail space; two residential projects will develop a total of 280 condominium units. North of the site, along the north side of Weyburn Avenue, the building formerly occupied by Macy's Department Store has been reoccupied with retail uses, including an Expo Design Center, Ralph's supermarket, Best Buy and Longs Drug Store. Since the Proposed Project and other developments planned for or new to the area are consistent with the overall existing and planned land use patterns in the area, cumulative impacts in this regard are not expected. These uses will, along with the Proposed Project, increase the economic vitality of Westwood. As discussed above, the Proposed Project is compatible with existing uses immediately surrounding the site. Moreover, the Project will remain compatible with other proposed and recent developments in the area, such as the Westwood Marketplace (the only related project in the immediate vicinity of the site). The Project's driveways/access points will not conflict with those of the adjacent Westwood Marketplace project and no other compatibility problems are anticipated. Therefore, cumulative land use impacts are not expected.

2. Consistency with Land Use Plans and Policy

This subsection evaluates the consistency or compliance of the Proposed Project with the goals and policies of the Westwood Village Specific Plan, Westwood Community Plan, and the General Plan and its elements, including the Framework Element, as well as the City's Planning and Zoning Code.

City actions on most discretionary approval projects require a finding that the action is consistent or in conformance with the General Plan. Discretionary approval projects in the Westwood Community Plan area require the decision maker to refer to additional programs and policies of objective in Chapter III of the Westwood Community Plan, including the Westwood Village Specific Plan and other applicable Specific Plans. The City Planning Commission has the authority for making recommendations for amendments to specific plans.

Existing Conditions

The City Planning Department is charged with the responsibility of preparing, maintaining and implementing a General Plan for the development of the City. The General Plan consists of the Framework Element, which provides overall guidance for the future of the City, various other city wide elements including the state mandated elements such as the Transportation, Open Space and the Land Use Elements among others. The Land Use Element is largely made up of the community plans which depict a range of allowable land uses and intensities of uses as well as other matters relating to the use of land unique to each of the City's many communities.

The Planning Department implements the General Plan utilizing a variety of tools mainly through the application of zoning regulations and the division of land into separate parcels. Traditional zones, specific plans, overlay districts, special use permits such as conditional uses and a variety of other instruments all regulate the use of land. The zoning portion of the Los Angeles Municipal Code (the Zoning Code), specific plans and other regulatory tools establish development standards applicable to such matters as heights of structures, set backs, lot coverage, open space, parking, design and the like. The division of land into separate lots is generally regulated in accordance with the State Subdivision Map Act by the Department of City Planning in conjunction with other City Agencies.

Land use planning designations and policies specific to the Proposed Project site, as contained in the Zoning Code, the Westwood Community Plan, and the Westwood Village Specific Plan (Specific Plan or WVSP) are described below.

Existing Zoning

The Proposed Project site is zoned C4-2D-O. The C4 Commercial Zone allows for a range of commercial and residential uses, subject to certain use restrictions. The "D" Development Limitation Classification restricts zoning as set forth in the Westwood Village Specific Plan. The "2" designation indicates that the site is within Height District 2 which is not applicable within the Specific Plan area. The "O" designation refers to an Oil Drilling District, a supplemental use district that allows for oil or gas drilling or production.

The land uses surrounding the Project site to the west, north, and south are similarly zoned C4-2D-O, allowing for the same range of uses as the Project site, and subject to the similar Specific Plan development limitations. To the east of the Project site, across Tiverton Avenue, the properties are zoned [Q] R3-1-O. The R3 zone is a multi-family residential zone, subject to "Q" development limitations as set forth in the Westwood Community Multiple-Residential Specific Plan.

Westwood Community Plan

The Westwood Community Plan sets forth general planning objectives for the area, as well as policies, standards and criteria for various land uses, circulation and service systems. The Westwood Community Plan designates the Proposed Project site as Community Commercial. Corresponding zones for this general district are C2 (Commercial), C4 (Commercial), P (Automobile Parking) and PB (Parking Building) zones.

The Westwood Community Plan designates the land uses surrounding the site to the west, north and south as Community Commercial. Land uses to the east are designated Multi-Family Residential.

Westwood Village Specific Plan (Ordinance 164,305)

Specific objectives and development specifications for the Westwood Village area are set forth in the Westwood Village Specific Plan (WVSP or Specific Plan), as described below. The Specific Plan area is bounded by Le Conte Avenue on the north, Lindbrook Drive on the south, the eastern boundary of the UCLA West Campus on the west, and Tiverton Avenue on the east, as shown in **Figure V.F-3**. The purposes of the Specific Plan as set forth in Section 2 of the ordinance are as follows:

- A. *To permit, encourage and facilitate a balanced mix of uses and an environment attractive to a cross-section of the community (in particular, nearby residents, office employees and UCLA students and staff), so that Westwood Village continues to function as a retail center that primarily serves the surrounding community and secondarily serves the broader regional and tourist market.*
- B. *To permit, encourage and facilitate the preservation, renovation and ongoing maintenance of historically and architecturally significant buildings.*
- C. *To limit the amount of new development at intensities and heights that are:*
 1. *Compatible with the predominant character and pedestrian scale of the Village and the capacity of the Village street system;*
 2. *Adequate to encourage the preservation of historically and architecturally significant buildings through the transfer of unused permitted floor area from those significant buildings to potential development sites;*
 3. *Adequate to encourage the provision of neighborhood-serving uses, residential uses above the ground floor, and additional public parking through the floor area bonus program of the Specific Plan; and*
 4. *Adequate to encourage the provision of streetscape improvements and additional public parking directly by developers and through the assessment of all developed properties in the Village.*
- D. *To locate new development strategically in order to attract new uses and users.*
- E. *To permit, encourage and facilitate the provision of basic services and amenities (in particular, short-term daytime parking and pedestrian amenities) that will permit the Village to function as a shopping area.*

Figure V.F-3 - Westwood Village Specific Plan

F. To encourage and facilitate non-automobile access to the Village by:

1. Facilitating pedestrian and shuttle access from UCLA, Wilshire Boulevard offices and surrounding residential areas;
2. Providing sufficient parking to serve the Village without encouraging excessive automobile trips to the Village; and
3. Developing programs to encourage car pooling and the use of public transit.

G. To mitigate the impacts of Village development on nearby residential areas.

The Specific Plan sets forth development requirements for Westwood Village, including allowable uses, floor area ratios, building heights, yard and setback requirements, parking requirements, and signage. Development within the Specific Plan area is subject to review by the Design Review Board to assure conformance with the Specific Plan and maintenance of its goals for aesthetic quality.

The regulations contained in the Specific Plan are in addition to the City's zoning regulations. However, the Specific Plan supercedes the Zoning Code in cases where it is more restrictive, while the Zoning Code supercedes the Specific Plan where it is more restrictive, unless the Specific Plan states otherwise. If the Specific Plan is silent, the Zoning Code applies.

Thresholds of Significance

The LA CEQA Thresholds Guide states that the determination of significance for land use plan consistency be made on a case-by-case basis, considering the following factors:

- Whether the proposal is consistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- Whether the proposal is consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Project Impacts

The purpose of this impact analysis is to assess the consistency of the Proposed Project with applicable land use plans and policy. Prior to that assessment, this section also provides further description of the Specific Plan and General Plan amendments that the applicant has requested as part of the entitlements for the Proposed Project. This discussion is provided in response to NOP commentors who have specifically requested a summary of the applicable zoning regulations as set forth in the Westwood Village Specific Plan and Zoning Code; and a comparison of the Project's proposed amendments and discretionary requests to these development regulations.

Overview of Proposed Specific Plan Amendments

The proposed Specific Plan amendments are requested in order to facilitate primarily residential/mixed-use development of the site. **Table V.F-1** provides an overview of the requested amendments and their development implications. (See **Appendix H**, Table App. H-1 for proposed Specific Plan text changes associated with each of the requested amendments.)

Table V.F-1
Summary of Specific Plan Amendments Requests

Proposed Specific Plan Amendment	Result Based on Proposed Project	Current Specific Plan Language	Result Based on Current Specific Plan
1) Add Section 3 E to exempt all projects within the Specific Plan from the commercial corner, mini-shopping center requirements.	Project can be designed as a Mixed-Use project and not be subject to the commercial corner, mini-shopping center requirements	Specific Plan is silent.	All properties are currently subject to the commercial corner ordinance.
2) Add definitions of Mixed-Use and Unified Development to Section 4, Definitions.	The Specific Plan will recognize Mixed-Use and Unified Development projects and Specific Plan regulations could be applicable to these types of projects.	Specific Plan is silent.	NA
3) Amend Figure 1 in the Specific Plan to include the portion of the Project site on the west side of Glendon Avenue in Subarea 2.	The entire Proposed Project will be located within the same subarea.	The west side of Glendon Avenue is currently not included in a subarea.	The west side of Glendon Avenue would be part of the "Specific Plan Area" as defined in Figure 1.
4) Amend Section 5 B 13 to reduce the required lot area per unit in Subarea 2 from 800 to 400 sq. ft. so long as the total number of units within a project does not exceed 350.	The Project will provide 350 units.	The permitted density for residential units in the Specific Plan area is 800 sq. ft. per unit.	The Specific Plan, which contemplates a hotel with 350 rooms on the east side of Glendon in subarea 2, permits a total of 236 residential units.
5) Amend Section 5 B 14 to permit mixed-use projects in Subarea 2 to have commercial uses on lots fronting on Tiverton with limitations.	The Project will have commercial uses on the lots fronting on Tiverton Avenue on the ground floor, but pedestrian access, signs or retail display windows will continue to be prohibited.	The Specific Plan permits commercial uses along Tiverton Avenue for hotels. The Specific Plan prohibits pedestrian access, signs and retail display windows.	The Specific Plan does not permit any type of commercial uses on the lots fronting on Tiverton Avenue unless the uses are part of a hotel.
6) Amend Section 7 B 6 to allow floor area averaging / reallocation for unified developments within Subarea 2 of the Specific Plan, in lieu of the Zoning Administrator Conditional Use procedure.	If the Project is designed as a unified development, FAR averaging is permitted between the lots along the west and east sides of Glendon Avenue. The FAR on the east side of Glendon will be 2.66:1; the FAR on the west side of Glendon will be 3.32:1. The average of both sites will be 2.85:1.	The Specific Plan is silent on FAR averaging. Floor area averaging would be allowed subject to the Zoning Administrator Conditional Use procedure.	The permitted FAR on the east side of Glendon is 3:1. The permitted FAR on the west side of Glendon is 2.5:1. The average FAR of both sites is 2.85:1.

Table V.F-1 (Cont.)
Summary of Specific Plan Amendment Requests

Proposed Specific Plan Amendment	Result Based on Proposed Project	Current Specific Plan Language	Permitted Project Without Requested Amendments
<p>7) Amend Section 8 B 1 to permit buildings in Subarea 2 that are located on one or more acres to be 65 feet in height as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below that point of measurement, provided that the buildings shall not exceed 55 feet as measured to the top of the habitable space.</p>	<p>The highest point of the building, will be 65 feet as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below that point of measurement. The Proposed Project will thus be a maximum of 65 feet and may have unoccupied towers up to 20 or 40 feet as permitted in the Specific Plan. The habitable space of the buildings shall not exceed 55 feet.</p>	<p>The maximum permitted height in the Specific Plan is 55 feet (excluding roofs, roof structures, and unoccupied towers), with Director of Planning approval. In general, the height is measured per the LAMC methodology, which measures height from the lowest point on the site and does not account for grade differentials of less than 20 feet. The Specific Plan also contains an exception for projects on sites with slopes in excess of five feet that permits buildings to exceed the permitted height by not more than the difference between the elevation of the highest adjoining public sidewalk and grade, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is immediately below that point of measurement. Roofs and roof structures may be erected up to 10 feet above the prescribed height. Unoccupied towers may extend an additional 20 to 40 feet above the permitted height.</p>	<p>The maximum permitted height of a building within Subarea 2 would be 55 feet, excluding roofs, roof structures and unoccupied towers. Under the exception for sloping sites, buildings would be permitted to exceed the 55 foot height by the grade differential, which reaches a maximum of 19 feet. Ten additional feet may be added to that for roof structures for a total of 65 feet (plus slope) and an additional 20 to 40 feet for unoccupied towers for a total of between 75 and 95 feet (plus slope).</p>

**Table V.F-1 (Cont.)
 Summary of Specific Plan Amendments Requests**

Proposed Specific Plan Amendment	Result Based on Proposed Project	Current Specific Plan Language	Permitted Project Without Requested Amendments
8) Amend Section 8 C 1 to allow unified developments in Subarea 2 to be 65 feet to the highest point of the roof structure or parapet wall without a building setback above 40 feet. Allow roof structures along the building's perimeter.	The proposed project will be a maximum of 65 feet in height along the frontage without a building setback at 40 feet.	Portions of buildings that exceed 40 feet must be setback from the building line or lot line at a 45 degree angle.	The project would be setback from the building line or lot line at a 45 degree angle above 40 feet.

The subsequent sections explain the requested Specific Plan amendments as they pertain to each section of the Specific Plan and the proposed General Plan Amendment. They are organized as follows:

- Permitted Uses and Residential Density (Specific Plan Section 5) – Amendments 4 and 5
- Preservation of Cultural Resources (Specific Plan Section 6) – Discussion explains why no amendments are required
- Building Intensity (Specific Plan Section 7) – Amendments 2, 3, and 6
- Building Height and Setback (Specific Plan Section 8) – Amendments 1, 7, and 8
- Parking (Specific Plan Section 9) – Demonstrates the compliance with automobile parking requirements and discusses Amendment 9, which is related to bicycle parking
- General Plan Circulation Amendment

The impact assessment follows these discussions.

The analysis provided in this EIR section relies on information contained within the EIR prepared for the 1989 Westwood Village Specific Plan Amendments, State Clearinghouse Number 86040206, Case Number 12142, which is on file with the City of Los Angeles Planning Dept., 200 N. Spring Street, Room 763.

Permitted Uses and Residential Density (Specific Plan Section 5)

The Proposed Project requires two amendments to the use and residential density restrictions as set forth in Section 5 of the Specific Plan:

- Proposed Amendment 4 – Amend Section 5 B 13 to reduce the required lot area per in unit in Subarea 2 from 800 to 400 sq. ft. so long as the total number of units within a project does not exceed 350.
- Proposed Amendment 5 – Permit commercial uses on Tiverton Avenue, provided commercial ingress, egress, and pedestrian access and retail windows and signs are not permitted.

The following discussion reviews relevant existing Specific Plan text related to permitted uses and describes the justification for and development implications of the two proposed amendments related to this text. This section also discusses how the Proposed Project will conform with existing Specific Plan use restrictions related to restaurants.

Existing Permitted Uses

Westwood Village is primarily a retail, commercial office and entertainment center. In order to achieve a broader mix of patrons within the Village and better service the community, the Specific Plan encourages ground-floor neighborhood-oriented uses. The Specific Plan also restricts the number and location of certain uses, including bars, fast food establishments, restaurants, convenience food stores, financial services, and sidewalk cafes. The intent of the Plan is to improve neighborhood retail and services for the large number of residents and students adjacent to Westwood Village.

The Village has a small residential population of approximately 336 multi-family dwelling units located within the Specific Plan area (Westwood Horizons and 1070 Glendon Avenue). Outside of this, the population of the Village is transient, consisting of daytime office workers, retail employees, shoppers, UCLA students and faculty, and tourists. Within one mile of the Specific Plan area is the UCLA campus with numerous residential dormitories, as well as multiple family housing in the North and East Village areas.

The Specific Plan provides incentives to develop additional housing within the Plan area. The Plan encourages residential uses by granting a floor area density bonus for the development of residential units above ground floor commercial. One square foot of additional permitted floor area is allowed for each square foot of residential use.

Permitted uses on the site are determined by the site's zoning along with restrictions as set forth in the Specific Plan. As described above, the site is zoned C4-2D-O. The C4 commercial zone permits a wide range of commercial retail and office uses, subject to the Specific Plan restrictions. Residential use is also a permitted use in the C4 commercial zone.

Section 5 A of the Specific Plan sets forth permitted uses. Any use permitted in the C4 commercial zone, except for the restrictions enumerated in Sections B and C of the Specific Plan, is permitted. Section 5.B of the Specific Plan allows certain uses subject to specific limitations. The following are limitations on use that are relevant to the Proposed Project, as set forth in this Section:

- *Bars, only in conjunction with restaurants or hotels.*
- *Fast food establishments, provided the total number of fast food establishments along any public street does not exceed one for every 400 feet of lot frontage along that street. Fast food establishments need not be spaced at said intervals, provided that the total number along any public street does not exceed the above ratio.*
- *Restaurants, provided the total number of restaurants on any public street does not exceed one for every 200 feet of lot frontage. Restaurants need not be spaced at said intervals, provided that the total number along any public street does not exceed the above ratios.*
- *Convenience food stores, provided that the total number of convenience food stores on any public street does not exceed one for every 1,000 feet of lot frontage. Convenience food stores need not be spaced at said intervals, provided that the total number along any public street does not exceed the above ratio.*

- *Financial services, provided that the total number of businesses providing financial services located along the ground floor on any public street does not exceed one for every 1,000 feet of lot frontage. Such businesses need not be spaced at said intervals, provided that the total number along any public street does not exceed the above ratio.*
- *Sidewalk cafes within a public street right-of-way, provided a minimum of 10 feet of sidewalk width shall remain for pedestrian circulation on all streets.*
- *Residential dwelling units, provided that density shall be limited to 800 square feet of lot area per dwelling.*

The following restrictions apply in Subareas 1 and 2 on Figure 1 of the Specific Plan (See Figure V.F-3 of this DEIR for identification of Subareas):

- Only residential or hotel uses are permitted, except that if Subarea 2 is developed as a hotel, retail uses are allowed as part of that hotel, up to a maximum floor area ratio of 0.75:1.*
- If Subarea 2 is not developed with a hotel, commercial development shall be permitted on the lots fronting Glendon Avenue provided the uses are permitted in this section, and the lots fronting on Tiverton Avenue shall be limited to residential uses only.*

Section 5.D of the Specific Plan further limits uses along the ground floor building frontage.

Residential Density Currently Permitted on Project Site

The Specific Plan permits one residential dwelling unit for every 800 square feet of lot area. The City also allows areas to the centerline of adjoining alleys to be included in lot area for purposes of determining the maximum number of residential units.

The alley located midway between Glendon Avenue and Westwood Boulevard adjoins the site along the western boundary. The western property line is 435.52 feet and the distance to the centerline of the alley is 10 feet. For purposes of determining residential density, the total lot area is 185,119 square feet plus the area to the centerline of the alley of 4,355 square feet, which totals 189,474 square feet. The total number of permitted residential dwelling units is 189,474 square feet divided by 800 square feet of lot area per dwelling unit, which equals 236 permitted dwelling units.

Proposed Amendments to Residential Density (Amendment 4)

The proposed Specific Plan text change referred to as Amendment 4 would increase the number of allowable residential units from 236 to 350, and reduce the required residential lot area per dwelling unit from 800 to 400 square feet within Subarea 2. It would effectively facilitate the transfer of otherwise permitted bonus floor area from commercial to residential use by increasing the number of units.

The Specific Plan currently permits the development of 236 dwelling units on the site. Although the Specific Plan encourages mixed-use development by granting the density bonus, it does not provide a corresponding increase in the permitted number of dwelling units. This proposed amendment would rectify this anomalous result and permit the bonus floor area to be used to increase the number of residential units. The proposed amendment would not create additional permitted floor area on the overall site or permit new uses on the site.

Table V.F-2 illustrates the proposed transfer of otherwise permitted floor area from commercial to residential use, and the corresponding proposed increase to the number of permitted residential dwelling units and decrease to proposed commercial floor area.

Table V.F-2
Floor Area Transfer Between Uses

GLENDON AVE.		WEST	EAST	TOTAL
PERMITTED	Residential Floor Area	-	159,499 sf	159,499sf
	Commercial Floor Area	134,336 sf	234,656 sf	368,992sf
	Total Floor Area	134,336 sf	394,154 sf	528,490sf
	Maximum Density	72units	164units	236units
	Lot Area per Dwelling Unit	807sf/ du	801sf/ du	803sf/ du
PROPOSED	Residential Floor Area	137,043 sf	276,448 sf	413,490sf
	Commercial Floor Area	44,000 sf	71,000 sf	115,000sf
	Total Floor Area	181,043 sf	347,448 sf	528,490sf
	Maximum Density	116 units	234units	350units
	Lot Area per Dwelling Unit	463sf/ du	561SF/DU	529SF/DU
TRANSFER	Residential Floor Area	137,043sf	116,949 sf	253,992sf
	Commercial Floor Area	(90,336)sf	(163,656) sf	(253,992)sf
	Additional Density	44 units	70units	114units

The proposed amendment results in a residential density consistent with the underlying zoning designation. As discussed above, the site has a C4 zoning designation. If the prevailing Specific Plan lot area requirements no longer apply to the Project site, R4 Zone residential density requirements would allow the following minimum lot area per dwelling unit to be:

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

(The above requirements are not part of the Specific Plan; they are requirements of the underlying zoning.)

R4 Zone density would permit 420 dwelling units. Proposed Amendment 4 limits the number of residential units to a maximum of 350. (See **Appendix H**, Table App. H--2 for an illustration of residential density otherwise permitted in the R4 Zone.)

Proposed Amendment to Permitted Use (Amendment 5)

The proposed Specific Plan text change referred to as Amendment 5 would permit commercial uses fronting on Glendon Avenue to encroach upon the rear of the lots fronting Tiverton Avenue, provided that no commercial frontage is located on Tiverton Avenue and commercial ingress, egress, and pedestrian access and retail windows and signs are not permitted.

The Specific Plan currently limits uses on lots fronting Tiverton Avenue to residential and hotel uses with accessory retail uses. The Proposed Project includes 5 lots that front Tiverton Avenue.

The Proposed Project includes ground floor retail along the Project's Glendon Avenue frontage that will extend through to the lots fronting Tiverton Avenue. If the Project on these lots were a hotel, retail uses would be permitted to front Tiverton Avenue up to a maximum FAR of .75:1. Proposed Amendment 5 recognizes that, if commercial uses are appropriate as accessory to a hotel, they should likewise be appropriate when accessory to a mixed-use project. Accordingly, Proposed Amendment 5 would permit commercial uses on Tiverton, provided that the retail frontage is located along Glendon and Weyburn Avenues, and further provided that all commercial access, storefronts, and signage along Tiverton Avenue are prohibited in order to preserve the residential character of the street.

Conformance with Permitted Use Requirements Pertaining to Restaurants

The Proposed Project will include a maximum of three restaurants located along the Glendon Avenue or Weyburn Avenue frontage. The exact number of restaurants will be determined when the Project is leased, according to the tenant mix and the needs of the community.

According to the Specific Plan, the total number of restaurants on any public street may not exceed one for every 200 feet of lot frontage. Lot frontage along Glendon Avenue totals 1,940 feet, which would permit a total of 9 restaurants along Glendon Avenue. Five restaurants are currently located along Glendon Avenue. Therefore, four additional restaurants along Glendon Avenue would be reasonably feasible for planning purposes because they would not exceed the Specific Plan limitations.

Lot frontage along Weyburn Avenue totals 2,688 feet, which would permit a total of 13 restaurants along Weyburn Avenue. Three restaurants are currently located along Weyburn Avenue. According to the Specific Plan requirements, a total of ten additional restaurants could be located along Weyburn Avenue; the Proposed Project may have a maximum of three restaurants, which could be reasonably accommodated along Weyburn Avenue.

Project Impacts Related to Permitted Uses and Residential Density

The Proposed Project does not introduce new or incompatible uses on the site within the Specific Plan area, as described in Section V.F.1, above. Mixed-use is currently a permitted land use within Westwood Village; it consists of a residential component above commercial. Therefore, the proposed amendments would not create a significant impact on permitted uses.

The proposed residential unit density will be consistent with the Community Plan land use capacity of the adjacent multi-family residential area. The areas designated for High Medium Multiple Family include North Westwood Village, East Westwood Village, and an area south of Wilshire Blvd. (WCP, p. III-2). High Medium multi-family residential includes densities in the range of 55-109 dwelling units per acre, with an average density of 82 units per acre. (WCP, p. III-3, see **Appendix H**, Figure App.H-1). The Proposed Project will provide 350 dwelling units

located on a total of 4.25 acres, or an average density of 82 units per acre, which is consistent with the planned density for the adjacent multi-family residential area under the Community Plan. Additionally, the proposed amendment effectively transfers otherwise permitted floor area from commercial uses to residential uses. Thus, the proposed amendment to permit an increase in the number of apartment units does not create a significant impact on residential density.

The success of the Proposed Project's retail component is linked to the ability to provide appropriate storefront depths with larger floor plates, which is expected to attract retailers to come to the Village and locate in a mixed-use project, as opposed to traditional freestanding centers. Proposed Amendment 5 would permit the storefront depth along the Glendon Avenue frontage to be increased from 160 feet to approximately 235 feet, which would facilitate design flexibility and permit larger floor plates. Proposed Amendment 5 includes restrictions to prevent potential impacts on the residential character and uses along Tiverton Avenue (no commercial ingress or egress, pedestrian access, or retail windows would be allowed along Tiverton Avenue). In addition, as described in Section V.F.1, above, the Proposed Project is not expected to result in significant land use compatibility impacts on adjacent or surrounding uses, or the overall land use pattern within the Specific Plan area. Therefore, amending the use restriction on the Tiverton lots would not result in a significant land use impact.

Preservation of Cultural Resources

Section 6 of the Specific Plan sets forth the designation and preservation incentives for cultural resources located within the Specific Plan area. This section addresses only those buildings identified and designated within Table 1 of the Specific Plan (See **Appendix H**, Figures App. H-2 and App. H-3), and therefore does not address the Glendon Manor apartment building located at 1070 Glendon Avenue. For further discussion of the status of Glendon Manor, see Section V.C, Cultural Resources, of this EIR.

Existing Cultural Resources

The structures listed on Table 1 of the Specific Plan, located on the sites delineated as such on Figure 2 of the Plan, are designated by the Plan as "Locally Significant Cultural Resources." A "Cultural Resource" is defined by the Plan as "[a] structure determined to have local significance or potential national significance with respect to its architectural and/or historical characteristics and which is designated as such in Section 6 of this Specific Plan." Any portion of unused permitted floor area on a cultural resource site may be transferred to any receiver site identified on Figure 2 of the Plan. A "Receiver Site" is defined as a lot to which unused permitted floor area may be transferred.

Project Impacts Related to Cultural Resources

The removal of a potential cultural resource nominated through a separate procedure to the California Register is a significant impact of the Proposed Project as described in Section C, Cultural Resources, of this EIR. Notwithstanding the eligibility of the 1070 Glendon Avenue apartment building on the California Register, the building is not listed on Table 1 of the Specific Plan as a designated cultural resource. Figure 2 of the Specific Plan designates the proposed site as a potential redevelopment "Receiver Site," suitable for redevelopment. Thus, no change to the Specific Plan permits the proposed removal of the building, and a Certificate of Appropriateness is not required under the Specific Plan provisions because the building is not listed in Table 1 of the Plan. Additionally, the Westwood Village Specific Plan designates the Proposed Project site as a potential redevelopment "Receiver Site."

For further analysis of significant environmental impacts to cultural resources, see Section V.C, Cultural Resources, of this EIR.

Building Intensity (Specific Plan Section 7)

Section 7 of the Westwood Village Specific Plan sets forth permitted building intensity for the proposed site. Three amendments to the building intensity provisions set forth in this section are proposed:

- Proposed Amendment 2 - Add definitions for “Mixed Use Project” and “Unified Development” to Section 4, Definitions.
- Proposed Amendment 3 - Amend Figure 1 in the Specific Plan to include the portion of the Project site on the west side of Glendon Avenue in Subarea 2
- Proposed Amendment 6 – Amend Section 7 B 6 to allow floor area averaging/reallocation within Subarea 2 in conjunction with a unified development.

The following discussion reviews applicable Specific Plan and zoning regulations related to floor area ratios, applies these to the Proposed Project site, and describes the proposed amendments and their implications in terms of allowable floor area ratios.

Existing Permitted Building Intensity

Floor Area Ratio

Section 7 of the Westwood Village Specific Plan sets forth permitted building intensity (Floor Area Ratio, FAR) for the proposed site. Floor area ratio is the floor area of the building divided by the buildable area of the lot upon which it is located. Floor area ratio is a constant that limits overall development.

Existing intensity levels vary substantially within the Village. For example, Westwood Center, the tallest building in the Village located immediately south of the Proposed Project, has a floor area ratio of approximately 5.3:1 FAR. Westwood Horizons, located immediately north of the Proposed Project, has a floor area ratio of approximately 5.7:1 FAR. Westwood Plaza, located to the northwest, has a floor area ratio of approximately 2.7:1 FAR. Westwood Marketplace, located to the north, has a floor area ratio of approximately 1.7:1 FAR, which includes the large surface and structured parking areas located along Le Conte Avenue.

Base permitted floor area within the Specific Plan area is two times the buildable area of the lot, or 2.0:1 FAR. The total permitted floor area may be increased on designated receiver sites up to the maximum of two and one-half times the buildable area of the lot west of Glendon Avenue (2.5:1 FAR), and three times the buildable area of the lot east of Glendon Avenue (3.0:1 FAR), as shown on Figure 3 of the Specific Plan (see **Figure V.F-3**).

The Specific Plan provides for transitional density between the Village Center (base 2.0:1 FAR) and the multi-family residential zone to the east of Tiverton Avenue (3.0:1 FAR). Accordingly, the site area west of Glendon Avenue permits a maximum of 2.5:1 FAR, and the site area east of Glendon Avenue permits a maximum of 3.0:1 FAR (base plus additional).

Section 7 B of the Specific Plan sets forth requirements for additional (bonus) floor area. The total permitted floor area of a site shown on Figure 3 of the Specific Plan as a shaded area may be

increased up to the maximum shown through one or a combination of the following relevant provisions:

1. *The transfer of unused permitted floor area from donor sites.*
2. *The provision of neighborhood retail or neighborhood services on the site. One square foot of floor area may be added for each square foot of ground floor neighborhood retail or neighborhood services. "Neighborhood Retail" includes the retail sale of goods needed by residents and students on a regular basis. "Neighborhood Services" are services used by residents and students on a regular basis, as set forth in Section 4 of the Specific Plan.*
3. *The provision of parking spaces for public use which are in excess of those required for uses on the site. One hundred square feet of floor area may be added for each additional parking space so provided.*
4. *The provision of dwelling units above the ground floor of a commercial building. One square foot of floor area may be added for each square foot of floor area contained within such dwelling units and corridors adjacent thereto, provided that the continued use of that floor area for residential use is guaranteed by covenant.*
5. *A Village-wide total of 35,000 square feet of additional floor area, not to exceed an additional one half times the buildable area on any one lot, shall be permitted in exchange for provision of Village improvements as set forth in the Specific Plan.*
6. *Additional permitted floor area may be transferred from any site in a shaded area on Figure 3 to any other site in a shaded area on Figure 3.*
7. *The amount of additional floor area permitted pursuant to Subdivisions 2, 3, 4 and 5 above and Section 9 H below (equivalent to the floor area devoted to neighborhood retail, neighborhood services, dwelling units or new public parking on sites not designated as receiver sites) may be transferred to a receiver site.*

The Proposed Project qualifies for bonus floor area under provision 4, residential units above ground floor commercial use.

As described above, the Specific Plan permits a base floor area ratio of two times the buildable area of the lot (2.0:1 FAR) for the Specific Plan area. The proposed site is a designated as a "Receiver Site" under Figure 3 of the Specific Plan. Thus, bonus floor area is permitted up to a maximum of 0.5:1 bonus FAR west of Glendon Ave., and 1.0:1 bonus FAR east of Glendon Avenue. The total permitted floor area on the proposed site may be increased up to the maximum of two and one-half times the buildable area west of Glendon Avenue (2.5:1 FAR), and three times the buildable area east of Glendon Avenue (3.0:1 FAR). The maximum permitted floor area ratio averaged over the entire proposed site is 2.85:1 FAR, calculated by dividing the total permitted floor area by the total buildable lot area. See **Table V.F-3**.

Table V.F-3
Permitted Floor Area on Individual Parcels and Averaged over the Entire Project Site

FLOOR AREA RATIO			
Description	Floor Area Ratio [□]	Buildable Area ² [□]	Floor Area [□]
Lots West of Glendon Ave.	2.5:1 FAR	53,734.4 sf	134,336 sf
Lots East of Glendon Ave.	3:1 FAR	78,218.6 sf	234,656 sf
Lots Fronting Tiverton Ave.	3:1 FAR	53,166.3 sf	159,499 sf
TOTAL	2.85:1 FAR	185,119 sf	528,490 sf

Buildable Lot Area

Buildable area is all that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses. For the purpose of computing the height district limitations on total floor area in buildings of any height, the buildable area that would apply to a one-story building on the lot is used.

Yard requirements are determined by the zoning designation. Commercial uses have no yard requirements, and therefore, buildable area equals lot size. Residential uses on commercially zoned lots have side and rear yard requirements, which do not reduce the buildable lot area. In those cases where buildings combine residential and commercial uses and the first floor of such buildings at ground level (first story) is used for commercial purposes or access to the residential portions of such buildings, the Buildable Area calculation is the same as for a one story building used entirely for commercial purposes. (See **Appendix H** for Zoning Engineer Interpretations, Developments Combining Residential and Commercial Uses – Determination of Buildable Area) For the purpose of calculating permitted floor area in a commercial zone, buildable area equals lot area. Lot area was determined by the project survey prepared by HMK Engineering Inc., Mark D. Hardy Licensed Land Surveyor No. 5440, dated 7/19/2000. Lot areas for individual parcels, and recorded lot tie agreements that allow certain groups of lots to be treated as one for planning purposes, are set forth in **Appendix H**, Table App. H-3). A lot tie agreement is a property owner’s right to file a covenant and agreement with the City to hold the entire property as one parcel. The agreement is executed for the purpose of creating a single site for development purposes, and allows lot-based planning and zoning standards to apply to the entire parcel.

The Specific Plan restriction on commercial uses fronting Tiverton Avenue does not otherwise change the yard requirements of the C4 commercial zone. None of the lots on Tiverton have recorded building lines, or areas that may only be used for accessory commercial buildings. Thus, the buildable area of the proposed site would equal the lot area. **See Appendix H**, Table App. H-4.

The Specific Plan requires a 15-foot wide, landscaped setback from the building line along Tiverton Avenue. However, this area would not reduce the buildable area of the site because it

² See **Appendix H, Table H-3**, for the calculation of total lot areas west and east of Glendon Avenue.

does not fall within one of the three enumerated reductions: (1) the area is not defined as a yard; (2) is not a building line itself because it is set back *from* the building line; (3) and the landscape area may not be used for accessory buildings or uses.

Maximum Permitted Floor Area

The permitted floor area may be developed for commercial use, residential use, or a mix of commercial uses. This discussion and supporting tables in **Appendix H** illustrate two development scenarios that utilize all the 528,490 square feet of allowable floor area. The first maximizes the allowable commercial space (**Appendix H**, Table App.H-5) and the second illustrates a mixed-use project with maximized residential space over ground floor commercial space **Appendix H**, Table App.H-6).

The proposed site is zoned for commercial development, subject to the residential use restriction on the lots fronting Tiverton Avenue. Thus, the maximum permitted commercial floor area is calculated by multiplying the applicable floor area ratio by the lot area of the Glendon Avenue fronting lots. Permitted commercial development is 368,992 square feet, as shown in **Appendix H**, Table App.H-5. The maximum commercial floor area assumes that additional density is granted for providing one or a combination of the bonus density provisions set forth in the Specific Plan.

The Specific Plan grants a density bonus for providing residential over a commercial building, which may be used for additional residential floor area. The Specific Plan permits a maximum residential density for the proposed Project of 236 dwelling units, and limits the lots fronting Tiverton Avenue to residential only. Thus, a project encouraged under the Specific Plan would provide 263,906 square feet of commercial floor area on the lots fronting Glendon Avenue, with 105,086 square feet of residential floor area. The lots fronting Tiverton Avenue would provide 159,499 square feet of residential floor area. The total permitted residential floor area would be 264,585 square feet, or approximately 1,121 square feet per unit, as shown in **Appendix H**, Table App. H-6.

Proposed Amendment to Floor Area Averaging (Amendments 6)

Proposed Amendment 6 would allow floor area averaging/reallocation for unified developments within Subarea 2 of the Specific Plan, in lieu of the Zoning Administrator Conditional Use procedure.

Proposed Amendment 6 adopts the floor area averaging procedure permitted in the Zoning Code, which would otherwise be permitted for unified developments within the Specific Plan area. The averaging of floor area ratios is permitted for buildings that will comprise a unified mixed use development in the C Zone, even if buildings on each individual parcel or lot would exceed the permitted floor area ratio. Before granting an approval, the decision maker must find that the development, although located on separate parcels or lots of record, is a unified development as defined by the Municipal Code. Additionally, floor area averaging is permitted only if the floor area ratio for the unified development when calculated as a whole does not exceed the maximum permitted floor area ratio. If the decision maker approves the floor area ratio averaging, then the applicants are required to file a covenant running with the land with the Department of Building and Safety prior to the issuance of any building permits, guaranteeing the requirements set forth in the Zoning Code. These same requirements are included in the proposed amendment. This amendment simply incorporates the zoning conditional use

procedure into the Specific Plan. It would streamline the review of projects within Subarea 2, without reducing Zoning Code restrictions.

Proposed Amendment to Definitions (Amendment 2)

Amendment 2 adopts a definition for mixed use which originates in the Zoning Code Mixed-Use District standards, "Mixed Use Overlay District," City of Los Angeles Ordinance 172,171, CF No. 96-1461, CPC No. 93-0287, effective August 27, 1998. The Proposed Project is not currently zoned as a Mixed Use District, and the Applicant is not requesting such a designation.

Amendment 2 adopts the definition for a "Unified Development" contained in the Zoning Code, which correlates with the floor area averaging procedure to be adopted as per Amendment 6 (see above):

- (a) *A combination of functional linkages, such as pedestrian or vehicular connections;*
- (b) *In conjunction with common architectural and landscape features, which constitute distinctive design elements of the development;*
- (c) *Is composed of two or more contiguous parcels, or lots of record separated only by a street or alley;*
- (d) *And when the development is viewed from adjoining streets appears to be a consolidated whole.*

Proposed Amendment to Expansion of Subarea 2 (Amendment 3)

Proposed Amendment 3 expands Specific Plan Subarea 2 to include the entire proposed site, as shown in **Figure V.F-3**, above. The Proposed Project is designed as one fully integrated development, including a subterranean parking structure that spans the entire site beneath Glendon Avenue. Buildings on each side of Glendon Avenue are designed to function and be managed as a single project. The proposed amendment would simplify discretionary review by permitting uniform application of the proposed mixed-use standards to the project site as a whole.

The Specific Plan includes flexible zoning standards for three Subareas defined in Figure 1 of the Plan. Although the entire Proposed Project is located within the boundaries of the Specific Plan, only that portion of the site east of Glendon Avenue is located within Subarea 2. Thus, the Proposed Project currently has two sets of applicable planning standards because of the customized Specific Plan provisions that apply only to Subarea 2.

Customization of a Subarea to encourage certain types of development is consistent with the purpose of the Specific Plan subareas. The expansion of Subarea 2 would ensure that the proposed amendments would be site-specific, and therefore, would not create unintended consequences for the remainder of the Plan area. For example, the 1989 Specific Plan amendments customized Subarea 2 to permit the development of a proposed hotel project. The proposed amendments would permit similar customization of the Specific Plan to allow mixed-use development.

Residential and hotel land uses share similar design characteristics in terms of building massing, open space, and lot coverage. The Specific Plan provides customized hotel development standards for the site area east of Glendon Avenue (currently Subarea 2), which include specialized use, density, floor area, height, setback, and parking provisions all related to the proposed hotel project. Specific provisions include use and density restrictions in Sec. 5 B 1, Sec. 5 B 8 (a)-(d), and Sec. 5 B 14 (a)-(f); ground floor frontage requirements in Sec. 5 D 1 (b); density

bonus floor area in Sec. 7 B 8; height and setback provisions in Sec. 8 A 3; and parking requirements in Sec. 9 A and D. The proposed amendments would be similar in scope, including dedicated commercial floor area accessory to the primary use:

	<u>Proposed Project</u>	<u>Hotel Development</u>
Density	350 dwelling units	350 guest rooms
Minimum Lot Area	529 sf lot area / DU	325 sf lot area / room
Height	65 feet (including roof structures)	70 feet on 25% of lot
Commercial Floor Area	115,000 sf	98,540 sf
Commercial FAR	0.62:1 FAR	0.75:1 FAR
Total Floor Area Ratio	2.85:1 FAR	3.0:1 FAR

Project Impacts Related to Building Intensity

As described above, amending the Plan to allow floor area averaging (Amendment 6) would not increase the maximum permitted floor area (base plus bonus density) allowed under the Specific Plan on the Project site as a whole. The Project will exceed the maximum floor area ratio west of Glendon Avenue, but this will be offset by averaging the total floor area ratio over the entire proposed site. The Proposed Project will exceed the permitted floor area for residential uses, but this will be offset by an equivalent reduction in the allowable commercial floor area. The proposed maximum floor area and correlating floor area ratios are provided in **Table V.F-4**. Amendment 6 would simply incorporate the zoning conditional use procedure into the Specific Plan, which would streamline the review of projects within Subarea 2 without reducing Zoning Code restrictions. Therefore, the amendment allowing for the floor area averaging procedure would not result in a significant land use impact.

Amendment 2 incorporates definitions for “Mixed Use Project” and “Unified Development” into the Specific Plan to ensure that interpretations of the Specific Plan would be consistent with current citywide standards. The adoption of these definitions would not result in land use impacts.

Amending the Plan to include the entire project in Subarea 2 would allow the Proposed Project to be designed as one fully integrated development, including a subterranean parking structure that spans the entire site beneath Glendon Avenue. Buildings on each side of Glendon Avenue are designed to function and be managed as a single project and will visually appear integrated in terms of architectural style. Because of the relative size of the proposed site and integrated design of the project, incorporating the entire site into a single Subarea would facilitate the creation of a single set of standards that apply uniformly to the entire property, avoiding conflicts between provisions of the same Specific Plan. Therefore, amending the Plan to include the entire project in Subarea 2 would not result in significant land use impacts.

**Table V.F-4
 Building Intensity Summary**

		PERMITTED FAR Westwood Village Specific Plan		PROPOSED FAR Proposed Project		NET CHANGE TO PERMITTED FLOOR AREA
		FAR	Square Feet	FAR	Square Feet	Square Feet
PERMITTED FLOOR AREA	BASE FAR					
	East of Glendon	2.0:1	262,770 sf	2.0:1	262,770 sf	0 sf
	West of Glendon	2.0:1	107,469 sf	2.0:1	107,469 sf	0 sf
	ADDITIONAL FAR					
	East of Glendon	1.0:1	131,385 sf	0.66	87,228 sf	44,156 sf
	West of Glendon	.5:1	26,867 sf	1.32	71,023 sf	(44,156) sf
	TOTAL FAR					
	East of Glendon	3.0:1	394,154 sf	2.66:1	349,998 sf	44,156 sf
	West of Glendon	2.5:1	134,336 sf	3.32:1	178,492 sf	(44,156) sf
	TOTAL	2.85:1	528,490 sf	2.85:1	528,490 sf	0 sf
PROPOSED FLOOR AREA	<i>Commercial</i>		263,274 sf		115,000 sf	148,274 sf
	Residential		236 units* 265,216 sf		350 units** 413,490 sf	114 units*** (148,274) sf
	TOTAL	2.85:1	528,490 sf	2.85:1	528,490 sf	0 sf
	Lot Area Per Dwelling Unit	*800 sf lot area per dwelling unit		**529 sf average lot area per dwelling unit		***Reduction of 271 sf average lot area per dwelling unit
Based on buildable areas as shown on Table V.F-3.						

Building Height and Setbacks (Specific Plan Section 8)

The Proposed Project proposes three amendments to the building height and setback provisions set forth in Section 8 of the Westwood Village Specific Plan.

- Amendment 7 – Amend Section 8 B 1 to permit buildings in Subarea 2 that are located on one or more acres to be 65 feet in height as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below that point of measurement, provided that the buildings shall not exceed 55 feet as measured to the top of the habitable space.
- Amendment 8 – Amend Section 8 C 1 to allow unified developments in Subarea 2 to be 65 feet to the highest point of the roof structure or parapet wall without a building setback above 40 feet. Allow roof structures along the building’s perimeter.
- Amendment 1 – Add Section 3 E to exempt all projects within the Specific Plan from the Mini-Shopping Centers and Commercial Corner Development Regulations, LAMC 12.22 A 23.

Existing and Permitted Height and Setbacks

Existing Heights in the Specific Plan Area

Existing buildings in the Village range from 12 feet to 218 feet. See **Figure V.F-4, Heights of Surrounding Buildings**. Predominant building heights along the street frontages are:

- Between 30 and 40 feet on Westwood Boulevard;
- Between 20 and 30 feet on Broxton and Gayley Avenues;
- No predominant height on Glendon Avenue.

The East Village has no definitive prevailing building height along Glendon Avenue. Existing buildings located north and south of the proposed site vary from 3 to 22-story modern high-rise structures, which range in height from 40 to 225 feet. Existing building located east and west of the proposed site include 1 to 2-story cultural resources and multi-family residential buildings ranging from 20-54 feet.

Permitted Height

Section 8.A of the Specific Plan sets forth permissible building heights within the Specific Plan area. Different height limits apply to buildings located in the “shaded and stippled areas” of Figure 3 of the Plan (also shown in Figure V.F-3, above) and those buildings that are not in the shaded or stippled areas. Projects located within the shaded or stippled areas may be built to a maximum height of 55 feet, with approval by the Director of Planning pursuant to the standards set forth in Section 8.A.4 of the Plan. The Proposed Project is located within this area. Projects that are located outside of the shaded or stippled areas may be built to a maximum height of 40 feet. These height limits exclude roofs, roof structures, and unoccupied towers as described below under “Exceptions to Height Requirements.”

Permissible building height is the maximum permitted vertical distance above “grade” measured to the highest point of the building, which is subject to certain exceptions and limitations. The Zoning Code defines “grade” as “the lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and property line, or when the property line is more than 5 feet from the building, between the building and a line 5 feet from the building.” *Section 12.03.*

The permissible building height is modified by allowing certain exceptions for roofs and roof structures, and for architectural towers, which are allowed to exceed the permissible height. Other Specific Plan limitations include setback requirements above a prescribed height along the building frontage and when adjacent to cultural resources.

Exceptions to Height Requirements

Section 8.B of the Specific Plan sets forth three procedures for commonly occurring situations, which include additional height for sloping sites, and exceptions from height for roofs and roof structures and unoccupied towers.

Buildings on sites that have a slope greater than five feet are allowed to exceed the height limit by the difference between the highest adjoining sidewalk and grade, provided no such additional height shall cause the building to exceed 45 feet as measured from the highest point of the roof structure to the grade vertically below that point of measurement. The grade differential is measured as the difference between the elevation of the highest adjoining public sidewalk along the perimeter of the building and “grade.” “Grade” is defined as the lowest point on the site.

Insert Figure V.F-4, Heights of Surrounding Buildings

This procedure is referred to as the “plumb line” method of measurement, because the building is measured from the top of the roof to the sidewalk that is vertically below that point of measurement. The Code interpretation is set forth in Information Bulletin/Public-Zoning Code P/ZC 2001-08 “Determination Of The Zoning Code “Height Of A Building Or Structure,” Section III, subsection d, effective 12/31/01, see **Appendix H**.

Roofs and roof structures are allowed to exceed the height limit. Roofs, and roof structures for the purposes specific in Section 12.21.1 B 3 of the Zoning Code may be erected up to ten feet above the prescribed height limit, provided that any roof structures are screened from view at street level.

Unoccupied towers are defined in the Specific Plan as “a structure, attached to a building, which is solely an architectural feature, which is taller than its diameter and which is designed so that it may not be occupied by individuals, goods, materials or equipment and is not used for warehousing or office purposes.” Section 8.B.3 of the Specific Plan permits unoccupied towers as follows:

- a. *If located at a corner on the frontage of the building, the tower may not exceed an additional 40 feet above the permitted height.*
- b. *If located elsewhere on a lot, the tower may not exceed an additional 20 feet above the permitted building height.*

The Planning Department has set forth an interpretation for use by the Design Review Board for incorporating towers into projects within the Specific Plan area. An unoccupied tower is that part of a tower that is not used or occupied and is solely an architectural feature. Both occupied and unoccupied portions of the tower must comply with the height and floor area provisions in the specific plan. The portion of the tower which is unoccupied must comply with height provision of the specific plan. Elevator equipment and other building operating equipment and machinery is permitted in the unoccupied portion of the tower. (see **Appendix H**, Director of Planning Specific Plan Interpretation, February 15, 1991 and November 1, 1991.

See **Figure V.F-5, Height and Setback Requirements**.

Existing Height and Setback Requirements along Building Frontage

Section 8.C of the Specific Plan sets forth regulations for height and setback along the building frontage. The “Building Frontage” is defined as that portion of the perimeter of a building or structure which fronts on a public street or on a courtyard that is accessible from a public street.

- The Specific Plan sets forth frontage setback requirements. The height of a building, including roofs, roof structures, but excluding unoccupied towers, shall not exceed 40 feet within a five foot horizontal distance of any building line or any lot line parallel to a public street if there is no building line. Above 40 feet, the building, roof and roof structures must be set back from the building line or lot line at a 45 degree angle.
- The Specific Plan sets forth regulations for projects located directly adjacent to cultural resources on the same block frontage. For these projects, buildings must step back at a 45-degree angle from the lot line above a height that is within five feet of the average height of the adjacent cultural resource or 30 feet, whichever is greater. According to the Planning Dept., setbacks for buildings adjacent to cultural resources are required only along the street frontage. (*Director of Planning Specific Plan Interpretation, October 25, 1991, See Appendix H*).

- The Specific Plan sets forth maximum yard requirements along the building frontage, commonly referred to as a “build-to-line.” At least 80 percent of the exterior wall along the building frontage shall be located no more than five feet from any building line or any lot line parallel to a public street if there is no building line, up to a height of 30 feet or the top story, whichever is less.

See **V.F-5, Height and Setback Requirements.**

Director of Planning Specific Plan Interpretations of Building Height Regulations

The City Planning Department previously interpreted the Specific Plan building height regulations for the proposed site area located east of Glendon Avenue. The EIR for a previously proposed hotel project on the proposed site (Westwood Village Hotel and Mixed-Use Development, EIR No. 89-825-SUB(CUB)(VAC)) was measured as follows:

- *With the exception of the hotel and unoccupied towers, the project shall not exceed 55 feet. Heights exceeding 40 feet shall be approved by the Director of Planning acting on the recommendation of the Design Review Board.*
- *The central wing of the hotel would be up to 70 feet above the elevation of Weyburn Avenue over no more than 25 percent of the buildable lot area. This height shall be approved by the Director of Planning acting on the recommendation of the Westwood Community Design Review Board.*
- *Roofs and roof structures may be erected up to no more than ten feet above the prescribed height limit, provided that all roof structures are screened from view.*
- *Unoccupied towers shall be permitted, but may not exceed an additional 40 feet above the permitted building height if located at a corner and shall not exceed an additional 20 feet if located elsewhere on the lot.*

The height of a building, including roofs, but not unoccupied towers, shall not exceed 40 feet within a five foot horizontal distance of any building line or any lot line parallel to a public street if there is no building line. Above 40 feet, the building and roof shall be set back from the building line at a 45 degree angle.

These permitted heights were approved by the Director of Planning in accordance with plan interpretations by the City Attorney (Director of Planning Specific Plan Interpretation, October 25, 1991, See **Appendix H**). (**Appendix H** also includes excerpted responses to comments from the Final EIR for the Westwood Village Hotel project for additional discussion about the Director of Planning’s interpretation of building height regulations.)

Proposed Amendment to Permitted Height (Amendment 7)

Amendment 7 would permit buildings in Subarea 2 that are located on one or more acres to be 65 feet in height as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below that point of measurement, provided that the buildings shall not exceed 55 feet as measured to the top of the habitable space.

The Specific Plan permits projects located in the shaded or stippled area of Figure 3 of the Specific Plan (these are shown as light and dark shaded areas in **Figure V.F-3**, above) to be 55 feet excluding roofs, roof structures and unoccupied towers if approved by the Director of Planning. The Proposed Project site is in this area. (Projects that are located outside of the shaded or stippled areas may be built to a maximum height of 40 without Director of Planning approval.)

Insert Figure V.F-5, Height and Setback Requirements

The proposed site slopes 19 vertical feet from the highest point of elevation at the northeast corner to the lowest point of elevation at the southwest corner. Section 8.B.1 of the Specific Plan specifies an exception to the height restriction for sites with a grade differential over five feet. This section permits buildings on such sites to exceed the permitted height in number of feet by not more than the difference between the elevation of highest public sidewalk along the perimeter of the building and “grade,” which is the lowest point on the site (see elevation 324 in Alta Survey Map, Figure III-3A). Although this exception allows a maximum height of only 45 feet, it has been interpreted to apply equally to projects with a 55 foot permitted height, thereby permitting buildings to exceed 55 feet accounting for the grade differential. (See **Appendix H**, Westwood Village Hotel and Mixed-Use Development, EIR No. 89-825-SUB(CUB)(VAC) Response to Comments Excerpts Addressing the Director of Planning’s Interpretation of Building Height Regulations).

Figure V.F-6 shows the proposed building elevations in relation to these Specific Plan height limits. The maximum proposed building height as measured from the highest point of the roof (including roof structures) to the elevation of the ground surface below that point of measurement is 65 feet in accordance with the proposed Specific Plan amendment. The maximum proposed building height as measured from the highest point of the roof (including roof structures) to “grade” (defined as the lowest point on the site) is 82 feet along the Weyburn frontage. At this location, the ground surface is 19 feet above grade and the building measures 63 feet above the ground surface.

Proposed Amendment to Building Frontage Setback Requirements (Amendment 8)

Amendment 8 would allow unified developments within Subarea 2 to be 65 feet (including roof structures) without a building setback above 40 feet along the frontage. This would remove the existing requirement set forth in Section 8 C 1 of the Specific Plan, which requires that above 40 feet, a building, roof and roof structures must be set back from the building line or lot line at a 45 degree angle.

The amendment would not change the “build-to-line” requirement under the Specific Plan, which requires that at least 80 percent of the exterior wall along the building frontage shall be located no more than five feet from any lot line parallel to a public street, up to a height of 30 feet or the top story, whichever is less.

Proposed Amendment to Exemption from the Commercial Corner Ordinance (Amendment 1)

Proposed Amendment 1 would exempt development projects within the Specific Plan area from the Mini-Shopping Centers and Commercial Corner Development Regulations, LAMC 12.22 A 23. This Ordinance applies to commercially zoned properties adjacent to residential areas. The Ordinance was intended to regulate areas of the City where no specific plans are in place, but not to overlay existing specific plans. The application of generalized, Citywide standards to site specific standards adopted under a specific plan often creates conflicts. It also creates conflicts between the two sets of regulations and redundancies as well as duplicative entitlement requests. The proposed amendment would resolve these issues by exempting the entire Specific Plan area from the requirements of the Ordinance.

The proposed amendment would not interfere with the purpose of the Commercial Corner Ordinance, which is to buffer residential areas from the impacts of commercial development along the City’s major boulevards. The Specific Plan includes detailed, locally specific design standards implemented to buffer the commercial zones from the multi-family zones across

Figure 6a Proposed Building Height in Relation to Specific Plan Height Limits

Figure 6b Proposed Building Height in Relation to Specific Plan Height Limits

Figure V.F-6c Proposed Building Height in Relation to Specific Plan Height Limits

Figure V.F-6d Proposed Building Height in Relation to Specific Plan Height Limits

Figure V.F-6e Proposed Building Height in Relation to Specific Plan Height Limits

Tiverton Avenue to the east, and elsewhere within the Specific Plan area. Thus, the Commercial Corner Ordinance is unnecessary in the Specific Plan area.

Project Impacts Related to Building Height and Setbacks.

The Specific Plan permits additional height for sloping sites with a grade differential of greater than 5 feet. Amendment 7 would clarify that this procedure applies equally to the discretionary additional height otherwise permitted under the Specific Plan. The Proposed Project is consistent with the height of development anticipated under the Specific Plan, which allows building heights up to 65 feet including roof structures. See **Figure V.F-6**, above. Section V.A, Aesthetics, of this EIR assesses the visual impacts, including shading effects, of the proposed building heights.

Setbacks for mixed-use projects on infill sites located on established retail streets are typically added at the prevailing building height along the street frontage. This treatment allows density increases for the residential uses above the ground floor, while preserving the physical character of the prevailing retail storefronts below. Glendon Avenue has no prevailing street frontage height because it is mostly vacant, and therefore, the proposed site has no contextual height to preserve. The opportunity exists to create a site-specific façade treatment and street environment. The Proposed Project will employ articulated roof lines and building massing consistent with the Mediterranean/Spanish Colonial Revival style, in lieu of setbacks above 40 feet.

Parking (Specific Plan Section 9)

This section demonstrates the Project's compliance with Specific Plan and Zoning Code automobile parking requirements and discusses proposed Amendment 9, which permit bicycle parking at a ratio of one bicycle parking space for every twenty required vehicle parking spaces (the current requirement is one bicycle parking space for every five required vehicle parking spaces).

Existing Parking Regulations

Section 9 of the Westwood Village Specific Plan sets forth automobile and bicycle parking space requirements for various uses. Parking for uses that are not listed in Section 9 are set forth in the applicable provisions of the Los Angeles Municipal Code. The Village relies to a greater extent than other areas of the City on public transportation and on foot traffic from UCLA and the Wilshire corridor office buildings. The intent of the Community/Specific Plan is to rely on public transportation, increase the potential for foot traffic from the surrounding community, and thereby minimize the increase in traffic congestion. There is also a parking shortage on the west side of the Village where the architecturally significant buildings without parking are located.

The Village is one of the most intensively used pedestrian areas in the City. However, many areas of the Village lack pedestrian amenities such as wide sidewalks, special paving, benches, and sidewalk cafes. The Specific Plan addresses the need to provide sidewalk and streetscape improvements in order to promote pedestrian activity.

The Proposed Project is subject to the following parking ratio requirements as set forth in Section 9 of the Specific Plan and Section 12.21 A of the Zoning Code (in cases where these requirements differ, the stricter requirement applies):

- Retail, office and other commercial uses shall be provided with at least four spaces for each 1,000 square-foot of floor area. (Specific Plan Section 9.A)

- Restaurants shall be provided with at least one parking space for each 100 square feet of floor area. (Zoning Code Section 12.21 A.4 (c) (3))
- Dwelling units shall be provided with at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking space for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. (Zoning Code Section 12.21 A.4 (a).
- Guest parking is proposed to be provided at a ratio of one-quarter space for every dwelling unit. The proposed guest parking ratio is based on the Westwood Community Multi-family Specific Plan, which begins across Tiverton Avenue. Although this Specific Plan does not apply to the proposed site, it is consistent with the baseline standard for multi-family guest parking near the proposed site.

The Specific Plan sets forth additional parking requirements with regard to subsurface parking, location of parking, employee parking, the Village Validation System, and replacement parking.

- Section 9 B of the Specific Plan prohibits subsurface parking to extend into a public right of way when that parking provides replacement parking for a demolished cultural resource.
- Section 9 C requires that parking must be provided on site, outside the Village Center within the Specific Plan area, or within 1,000 feet of the project.
- Section 9 D requires that, of the total parking spaces provided for commercial uses, one space per 1,000 square feet of floor space may be reserved for employee use. The remainder must be available for public use and included by covenant in the Village Validation System.
- Section 9 E of the Westwood Village Specific Plan sets forth replacement parking requirements. If a project results in the removal of any parking spaces which do not serve an existing building or buildings, 50-percent of such parking spaces shall be replaced. Such replacement parking shall be in addition to the number of spaces otherwise required for the project and for any existing building or buildings on any other lot or lots. Replacement parking shall be made available for public use. The Planning Dept. has set forth a methodology to determine the number of "replacement" parking spaces that must be included (see Director of Planning Specific Plan Interpretation, October 25, 1991, contained in **Appendix H**).

Project's Compliance with Existing Vehicle Parking Regulations

The Proposed Project will include 1,452 automobile and 73 bicycle parking spaces, as shown on **Tables V.F-5** through **V.F-9**. The proposed parking calculation assumes a worst-case scenario of up to 15,000 square feet of restaurant uses and uses the higher ratio of one space per 100 square feet of space. While the actual tenant mix may change the required parking because of the different ratios applied to various uses, the Proposed Project will in any event meet Code requirements for each use. It should be noted that no motion picture theater use is planned for the Proposed Project, although the use is permitted on the site.

Table V.F-5
Total Off-Street Parking

<input type="checkbox"/>	Residential Parking	702	<input type="checkbox"/>
<input type="checkbox"/>	Commercial Parking	550	<input type="checkbox"/>
<input type="checkbox"/>	Public Replacement Parking	215	<input type="checkbox"/>
<input type="checkbox"/>	<i>Subtotal Required Automobile Parking</i>	1467	(1)
<input type="checkbox"/>			<input type="checkbox"/>
<input type="checkbox"/>	Bicycle Parking Reduction	(15)	(2)
<input type="checkbox"/>	<i>Total Proposed Automobile Parking</i>	1452	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>
<input type="checkbox"/>	Residential Bicycle Parking	35	<input type="checkbox"/>
<input type="checkbox"/>	Commercial Bicycle Parking	28	<input type="checkbox"/>
<input type="checkbox"/>	Public / Replacement Bicycle Parking	11	<input type="checkbox"/>
<input type="checkbox"/>	<i>Total Proposed Bicycle Parking</i>	73	<input type="checkbox"/>

(1) Fractional Space: When the application of these regulations results in the requirement of a fractional automobile parking space, any fraction up to and including one-half may be disregarded and any fraction over one-half shall be construed as requiring one automobile parking space.

(2) Commercial and Industrial Buildings: In the case of buildings where bicycle parking spaces are required by Subdivision 16 of this subsection, the minimum number of required automobile parking spaces may be reduced by the same number as the number of bicycle spaces required for the building. LAMC 12.21 A 4 (c).

The proposed parking, which will be contained in a three-level subterranean structure, will meet all applicable parking ratio requirements (the stricter of the Specific Plan or the Los Angeles Zoning Code requirements), without any reductions for shared parking. The proposed parking structure will span the subsurface area beneath Glendon Avenue; the spaces within the subsurface structure beneath Glendon Avenue have been included to satisfy the Project's parking requirements. For estimating purposes, the gross site area within Glendon Avenue is approximately 34,000 square feet, which allows approximately 80 automobile parking spaces on each of the three levels. The applicant has filed a Parcel Map for the Merger and Resubdivision of the proposed site in order to vacate the subterranean area below Glendon Avenue. See Section V.L for further discussion of the subsurface vacation procedure and related issues.

**Table V.F-6
Residential Parking**

One Bedroom - Three Habitable Rooms	172	units @	1.5	spaces/unit =	258 (1)
Two Bedroom - Three+ Habitable Rooms	178	units @	2.0	spaces/unit =	356 (1)
Residential Guest	350	units @	0.25	spaces/unit =	88 (2)
Total Residential Parking					702 (3)

(1) Dwelling Units: The ratio of parking spaces required . . . shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. LAMC 12.21 A 4(a). □

(2) Prevailing Multi-family Guest Parking Standard: Of the parking spaces required, guest parking shall be provided at a ratio of 1/4 space for every dwelling unit. Westwood Community Multi-family Specific Plan, Section 5.B.3.

(3) Tandem Parking: Each required parking stall shall be individually accessible, except that automobiles may be parked in tandem in the following instances: (2) In a private garage serving an apartment house . . . , where said tandem parking is not more than two cars in depth, and provided that at least one parking stall per dwelling unit . . . [is] individually and easily accessible. LAMC 12.21 A 5(e). □

**Table V.F-7
Commercial Parking**

<input type="checkbox"/>	General Retail	100,000	SF @	4/1000	spaces/sq. ft. =	400 (1)
<input type="checkbox"/>	Restaurant	<u>15,000</u>	SF @	10/1000	spaces/sq. ft. =	<u>150</u> (2)
<input type="checkbox"/>		115,000				550 (3)
<input type="checkbox"/>	Total Commercial Parking					550 (4)

(1) Number of Spaces Required: The following parking requirements are applicable to the uses listed below. Parking requirements for other uses are set forth in applicable provisions of the Los Angeles Zoning Code. WVSP Section 9 A.
Retail & Other Commercial Uses: 3.25 spaces for each 1,000 square feet of floor area. WVSP Section 9 A.
Retail Stores: Retail establishments selling to the general public, shall provide at least four automobile parking spaces for each 1,000 square feet of gross floor area. LAMC 12.21 A 4(c)(5)

(2) Restaurants & Bars: There shall be at least one automobile parking space for each 100 square feet of gross floor area included within the total square footage of any restaurant, café, coffee shop, tea room, fast food establishment, bar, night club, or any similar establishment, which dispenses food or refreshments or provides dancing or live entertainment. LAMC 12.21 A 4(c)(3).

(3) Tandem Parking: Each required parking stall shall be individually accessible, except that automobiles may be parked in tandem in the following instances: (1) In a public garage providing attendants to park vehicles at all times said garage is open for use. LAMC 12.21 A 5(e). □

Employee Parking and Village Validation System: Of the total required parking spaces for commercial uses, no more than one space per 1,000 square feet of floor area may be reserved for employee use. The remaining spaces shall be made available for public use in connection with a Village-wide validation system. Such availability shall be guaranteed by covenant. WVSP Section 9 D.

The proposed parking structure will include tandem parking in accordance with the Los Angeles Zoning Code. The Zoning Code allows tandem parking in the following instances:

- (1) *Commercial/Retail Tandem Parking: In a public garage or public parking area providing attendants to park vehicles at all times said garage or area is open for use.*
- (2) *Residential Tandem Parking: In a private garage or private parking area serving an apartment house, where said tandem parking is not more than two cars in depth, and provided that at least one parking stall per dwelling unit are individually and easily accessible.*

Assuming the provisions of the Commercial Corner Ordinance would be exempt from the Specific Plan area (see discussion of Amendment 1, above), the Project proposes that approximately 25% of the its required automobile parking spaces be tandem, which will include 356 tandem spaces for the two-bedroom residential units. A portion of the commercial parking may also be operated as tandem parking, which may include up to 150 spaces for restaurant uses to be served by attendant parking.

The Proposed Project does not include Specific Plan density bonuses for providing additional parking over Code required parking.

Public Replacement Parking

The Proposed Project will meet “replacement” parking requirements, in accordance with the methodology set forth by the Planning Department (see **Appendix H**). As shown on **Table V.F-8**, the Proposed Project will replace 50 percent of the public parking spaces that existed at the time the Specific Plan was adopted (the number of public spaces equals the total number of on-site parking spaces minus parking provided for on-site uses and covenanted parking for off-site uses). It will also provide 100 percent of on-street parking that will be removed as a result of the Proposed Project and 100 percent of existing covenanted parking.

The on-street parking that will be lost includes six spaces associated with traffic mitigation (restripping) at intersections; 29 on-street parking spaces removed from Glendon Avenue due to the proposed street improvements; and 5 on-street parking spaces removed from Tiverton Avenue due to driveway and loading dock access requirements.

The total replacement parking will be 215 spaces. The Proposed Project will relocate existing surface and on-street spaces to the subterranean parking structure.

**Table V.F-8
 Public Replacement Parking**

<input type="checkbox"/>	<u>EXISTING ON-SITE PARKING</u>		<input type="checkbox"/>
<input type="checkbox"/>	Surface Parking East of Glendon Avenue		401 <input type="checkbox"/>
<input type="checkbox"/>	Surface Parking West of Glendon Avenue		59 <input type="checkbox"/>
<input type="checkbox"/>	Structured Parking West of Glendon Avenue		94 <input type="checkbox"/>
<input type="checkbox"/>		Total	<u>554</u> <input type="checkbox"/>
<input type="checkbox"/>	<u>PARKING SERVING BUILDINGS</u> (Including those prior to demolition)		<input type="checkbox"/>
<input type="checkbox"/>	Theater Parking (1065 Glendon)	652 seats	133 (2)
<input type="checkbox"/>	Retail Parking (1053 Glendon)	21,672 sf @ 4/1000	87 (3)
<input type="checkbox"/>	Restaurant Parking (10880 Weyburn)	4,128 sf @ 1/100	41 (4)
<input type="checkbox"/>	Residential Parking (1070 Glendon)	42 units	0 (5)
<input type="checkbox"/>	Parking Covenanted to Off-site Uses		57 (6)
<input type="checkbox"/>		Total	<u>318</u> (1)
<input type="checkbox"/>	<u>NET PUBLIC PARKING</u>		Total 236 <input type="checkbox"/>
<input type="checkbox"/>	<u>REQUIRED PUBLIC REPLACEMENT PARKING</u>		<input type="checkbox"/>
<input type="checkbox"/>	50% Replacement Public Parking		118 (1)
<input type="checkbox"/>	Traffic Mitigation Replacement (Intersection Improvements)		6 <input type="checkbox"/>
<input type="checkbox"/>	On-Street Parking Replacement (Glendon Avenue)		29 <input type="checkbox"/>
<input type="checkbox"/>	On-Street Parking Replacement (Tiverton Avenue)		5 <input type="checkbox"/>
<input type="checkbox"/>	Covenanted Parking:		<input type="checkbox"/>
<input type="checkbox"/>	Regent Theater (1045 Broxton Avenue)		54 <input type="checkbox"/>
<input type="checkbox"/>	GAP Building (1010 Westwood Blvd.)		<u>3</u> <input type="checkbox"/>
<input type="checkbox"/>		Total Replacement Parking	215 <input type="checkbox"/>
<input type="checkbox"/>	(1) Replacement Parking: If a project results in the removal of any parking spaces which do not serve an existing building or buildings, 50% of such parking spaces shall be replaced and shall be in addition to the number of spaces otherwise required for the project and for any existing building or buildings on any other lot or lots. Replacement parking shall be made available for public use. WVSP Section 9.E. <input type="checkbox"/>		
<input type="checkbox"/>	(2) Theater: Certificate of Occupancy issued 8/17/67, Permit No. WLA 66722/67. <input type="checkbox"/>		
<input type="checkbox"/>	(3) Retail Stores: Retail establishments selling to the general public, shall provide at least four automobile parking spaces for each 1,000 square feet of gross floor area. LAMC 12.21 A 4(c)(5) <input type="checkbox"/>		
<input type="checkbox"/>	(4) Restaurants & Bars: There shall be at least one automobile parking space for each 100 square feet of gross floor area included within the total square footage of any restaurant, café, coffee shop, tea room, fast food establishment, bar, night club, or any similar establishment, which dispenses food or refreshments or provides dancing or live entertainment. LAMC 12.21 A 4(c)(3). <input type="checkbox"/>		
<input type="checkbox"/>	(5) Dwelling Units: Certificate of Occupancy issued 12/26/29, Permit No. 22177. <input type="checkbox"/>		
<input type="checkbox"/>	(6) Off-Site Covenants: 1010 Westwood (No. 4233) - 3 spaces; 1045 Broxton (No. 3176) - 54 spaces. <input type="checkbox"/>		

Proposed Amendment to Bicycle Parking Requirement (Amendment 9)

Proposed Amendment 9 would permit bicycle parking at a ratio of one bicycle parking space for every twenty required vehicle parking spaces (5 percent) rather than the current requirement of one bicycle parking space for every five required vehicle parking spaces (20 percent). The ratio would apply to all uses within the Specific Plan.

As shown on **Table V.F-9**, based on a total vehicle parking requirement of 1,467 spaces (before the allowance of the bicycle parking reduction), the Proposed Project would be required to provide 293 bicycle parking spaces under current Specific Plan requirements (20% of all parking) and 15 spaces under Zoning Code requirements (Section 12.21-A. 16(a)) (the Zoning Code requires one bicycle space for every 50 required vehicle spaces for non-residential use only). The Project proposes 73 bicycle parking spaces.

The Zoning Code (Section 12.21 A.4 (c)) permits a reduction of one required automobile space for each bicycle parking space provided. The Project proposes to reduce the number of automobile parking spaces required by the number of bicycle parking spaces that would otherwise be required under the Code, but not the greater requirement under the Specific Plan. This would reduce the total required automobile spaces by 15, from 1,467 to 1,452.

Table V.F-9
Bicycle Parking

<input type="checkbox"/>	<u>LOS ANGELES ZONING CODE REQUIREMENT</u>					<input type="checkbox"/>
<input type="checkbox"/>	Non-residential Bicycle Parking	550	auto sp. @	1/50	spaces/auto =	11 <input type="checkbox"/>
<input type="checkbox"/>	Public Replacement Bicycle Parking	215	auto sp. @	1/50	spaces/auto =	4 <input type="checkbox"/>
<input type="checkbox"/>	<i>Total Based on LAMC</i>	765	auto sp. @	1/50	spaces/auto =	15 (2) <input type="checkbox"/>
<input type="checkbox"/>	<u>WESTWOOD VILLAGE SPECIFIC PLAN REQUIREMENT</u>					<input type="checkbox"/>
<input type="checkbox"/>	Residential Bicycle Parking	702	auto sp. @	1/5	spaces/auto =	140 <input type="checkbox"/>
<input type="checkbox"/>	Commercial Bicycle Parking	550	auto sp. @	1/5	spaces/auto =	110 <input type="checkbox"/>
<input type="checkbox"/>		215	auto sp. @	1/5	spaces/auto =	43 <input type="checkbox"/>
<input type="checkbox"/>	<i>Total Based on WVSP</i>	1467	auto sp. @	1/5	spaces/auto =	293 (1) <input type="checkbox"/>
<input type="checkbox"/>	<u>PROPOSED AMENDMENT</u>					<input type="checkbox"/>
<input type="checkbox"/>	Residential Bicycle Parking	702	auto sp. @	1/20	spaces/auto =	35 <input type="checkbox"/>
<input type="checkbox"/>	Commercial Bicycle Parking	550	auto sp. @	1/20	spaces/auto =	28 <input type="checkbox"/>
<input type="checkbox"/>	Public Replacement Bicycle Parking	215	auto sp. @	1/20	spaces/auto =	11 <input type="checkbox"/>
<input type="checkbox"/>	Total Proposed Bicycle Spaces	1467	auto sp. @	1/20	spaces/auto =	73 <input type="checkbox"/>
(1)	Bicycle Parking: Bicycle parking shall be provided at a ratio of one bicycle parking space for each five required vehicle parking spaces. Bicycle parking shall be located in the vehicular parking facility or as close to the entrance of that facility as is feasible. WVSP Sec. 9.F. <input type="checkbox"/>					
(2)	Bicycle Parking & Shower Facilities: Off-street parking spaces for bicycles and facilities for employee showers and lockers shall be provided as follows: (a) In the C Zones, for any building . . . used for non-residential purposes . . . bicycle parking spaces shall be provided at the rate of two percent of the number of automobile parking spaces . . . ; (c) All bicycle parking spaces shall include a stationary parking device which adequately supports the bicycle . . . ; (d) Each bicycle parking space shall be a minimum of two feet in width by six feet in length. LAMC 12.21.A.16. <input type="checkbox"/>					

Project Impacts Related to Parking

The Proposed Project complies with all vehicle parking ratios, replacement parking, ingress and egress and shared parking and thus, no parking impacts will occur.

The Citywide Bicycle Plan, adopted by the City Council on August 6, 1998, is part of the Transportation Element of the General Plan. The purpose of the Bicycle Plan is to provide a guide to the development of a citywide bicycle transportation system. The Plan endorses general expansion of the current Zoning Code bicycle parking requirements from 2 percent of automobile parking spaces (one bicycle space for every 50 required vehicle spaces) to 5 percent of automobile parking spaces (one bicycle space for every 20 required vehicle spaces). This would apply to non-residential development.

The Proposed Project would provide bicycle parking at a ratio of one bicycle parking for each 20 required automobile parking spaces, or 5% of automobile parking spaces. Bicycle parking would be provided for both non-residential and residential uses, in consideration of the special circumstances within Westwood Village and the proximity to the UCLA campus. This ratio is consistent with the ratio endorsed in the Citywide Bicycle Plan. Therefore, the proposed amendment to the bicycle parking ratio would not result in any significant land use impacts.

The proposed street improvements along Glendon Avenue would include widening sidewalks from 14 feet to 17 feet on each side of the street. Widened sidewalks would be expected to promote retail shopping and sidewalk cafes located within the Proposed Project. The sidewalks would be widened at the expense of 29 on-street parking spaces, which would be replaced within the proposed parking facility at a two-for-one ratio. The proposed removal of on-street parking would be expected to improve the pedestrian-oriented nature of the area, but lessen convenient access to 29 on-street parking spaces. The proposed improvements would be consistent with the promotion of pedestrian-oriented areas, and therefore, no significant environmental impact to pedestrian access is expected for this segment of Glendon Avenue.

General Plan Circulation Element Amendment

The Proposed Project requests a General Plan (Circulation Element) amendment to redesignate Tiverton Avenue from a Secondary Highway to a Collector Street. Tiverton Avenue effectively functions as a local collector street, but is designated as a Secondary Highway for emergency vehicles because it terminates at the entrance to the UCLA Emergency Medical Center to the north. Tiverton Avenue is a two-block long street from Lindbrook Avenue to Le Conte Avenue, with current traffic volumes of 3,600 average trips per day, and future traffic volumes of 6,113 average daily trips including the proposed project (See Section V.J, Transportation/Traffic). Tiverton Avenue is one-way northbound between Lindbrook and Weyburn Avenues, and two-way between Weyburn and Le Conte Avenues. The street is improved with a 35-foot wide paved surface, curbs and gutters, and 5-foot wide sidewalks on each side of the street.

The Circulation Element of the General Plan provides street designations, which specify the minimum required width of the public right-of-way. The Secondary Highway designation requires that the current 70-foot right-of-way be widened to 90 feet - requiring a 10-foot dedication on each side of Tiverton Avenue. A Secondary Highway also requires four lanes of traffic, a 10-foot sidewalk plus a 19-foot curb lane, and a median/left-turn lane. In comparison, a Collector Street requires a 64-foot right-of-way, two lanes of traffic, and a 10-foot sidewalk. Secondary Highways are designed to accommodate 20,000 to 30,000 average daily trips. In comparison, Collector Streets can accommodate up to 10,000 average daily trips.

The re-designation of Tiverton Avenue would eliminate the requirement to for dedication 10 feet of lot area on each side of the street -- otherwise required to increase the right-of-way width from 70 feet to 90 feet. In addition to the right-of-way, the Specific Plan requires a 15-foot wide landscaped setback along Tiverton Avenue. The re-designation does not eliminate the landscaped setback, which would be provided along the Tiverton frontage within the area that would otherwise be offered for dedication of the right-of-way.

The applicant is requesting re-designation of Tiverton Avenue to a Collector Street because there is no longer any reason to widen the right-of-way. The dedication would not reduce the current residential density or allowable floor area of the Proposed Project, because, for purposes of calculating development density, lot area is not reduced by the street widening.

The proposed Amendment would not change the existing circulation patterns in the east Village. Tiverton is now, and would remain a one-way northbound street in its current configuration and right-of-way width. The request eliminates a future dedication requirement that is functionally obsolete. Analysis and discussion with the Los Angeles Department of Transportation indicates that a street re-designation to a Collector Street is appropriate. Converting Tiverton Avenue to a Secondary Highway is no longer necessary for the following reasons:

- Tiverton Avenue terminates at the UCLA Medical Center. According to LADOT, Tiverton Avenue was designated as a Secondary Highway in 1972 to accommodate emergency vehicle access to the entrance of UCLA Medical Center emergency center, located at the northern terminus of Tiverton Avenue. Since that time, UCLA began construction on a replacement hospital and emergency facility located at a new site on Gayley Avenue. In 2004, Tiverton Avenue will no longer be used as an emergency access route to the UCLA Medical Center due to its relocation. Thus, there would no longer be a need to convert Tiverton Avenue to a Secondary Highway for emergency vehicle access.
- The Collector Street designation is adequate to meet the needs of the community and the proposed project. Future traffic volume is not expected to exceed the Collector Street criteria. Future traffic volume on Tiverton Avenue without the proposed project is expected to increase from 3,600 to 4,070 average daily trips. Future traffic volume with the proposed project would increase to 6,113 average daily trips – less than the Collector Street capacity of 10,000 average daily trips. Future traffic volume is not expected to reach the intensity of a four-lane Secondary Highway – 20,000 to 30,000 average daily trips. The current 70-foot right-of-way is adequate to accommodate the 64-foot Collector Street right-of-way requirement.
- Although, according to LADOT, it is unlikely that Tiverton Avenue would be revised to allow two-way traffic because of the operational issues at the intersection of Tiverton, Lindbrook and Glendon Avenues, the current 70-foot right-of-way dimensions would be operationally adequate for two-way traffic.
- Secondary Highways are typically spaced at quarter-mile intervals. Sufficient roadway capacity exists two blocks west of Tiverton Avenue on Westwood Blvd., a Major Highway Class II that connects the approach to UCLA; and one block east of Tiverton Avenue on Hilgard Avenue, a Secondary Highway that connects Sunset Boulevard to Westwood Village.
- Improvement of Tiverton Avenue as a two-way Secondary Highway would be infeasible because the City lacks the necessary dedications on both sides of the street. The Verizon switching station to the south of the proposed site did not provide dedications beyond the existing lot line when it was constructed in 1966. Similarly, the Westwood Center office building was constructed to the lot line that existed in 1967 when it was built. Therefore, to

south of the Proposed Project, the west side of Tiverton Avenue cannot be widened in the foreseeable future. Moreover, only two of the eight lots located on the east side of Tiverton Avenue have been required to dedicate additional right of way.

Interim Exception From Specific Plan Landscape Requirement

In conjunction with the requested General Plan amendment to redesignate Tiverton Avenue, the applicant has requested an interim exception from the Specific Plan landscape setback requirement along Tiverton Avenue. The proposed Specific Plan exception is an interim request to permit review of the Proposed Project to move forward concurrent with the longer General Plan amendment procedure.

Section 10 of the Specific Plan (Development Standards) requires a 15-foot wide, landscaped setback from the building line along Tiverton Avenue within Subarea 2. The interim exception would temporarily reduce the landscaped setback along Tiverton Avenue from 15 feet to 5 feet, conditioned upon reservation of the 10-foot dedication area (associated with the current designation of Tiverton Avenue as a Secondary Highway) for additional landscape setback. The General Plan Amendment would then remove the 10-foot dedication requirement along Tiverton Avenue, and this area would be used to restore the 15-foot landscaped buffer required under the Specific Plan.

Consistency of the Proposed Project with the Westwood Community Plan

This section assesses the Proposed Project's consistency with each of the applicable goals, objectives and policies contained within the Community Plan. As described below, the Project is consistent with the applicable goals, objectives and policies of the Westwood Community Plan, subject to one exception related to an historic resource determined eligible for listing by the state, but not designated as such in the City's plans. (See discussion of the removal of Glendon Manor, in Section V.C., Cultural Resources.) Cultural concerns, however, are only one consideration in the Plan. Considering Project land use, design, and all aspects of land use regulation imposed by the plan, the Project is predominantly consistent with the Westwood Community Plan, and will therefore have a less than significant impact with regard to Plan consistency.

Goal 1: A safe, secure and high quality residential environment for all economic, age and ethnic segments of the community.

Consistent. The Proposed Project will develop a new mixed-use project on an under-utilized site that currently includes a surface parking lot, a vacant apartment building, and a movie theater (vacant retail buildings were recently removed from the site). The Project includes security features for the residential component and security guards for the residential, commercial and parking components of the Project. In addition, the elimination of the current open and vacant areas and the introduction of ground floor retail uses will encourage pedestrian activity along Glendon Avenue and in the Village, thereby improving overall safety within the Village and the adjacent community. The Project will provide a mixed-use environment that is consistent with and complements the architectural style and character of the area (see Section V.A1., Visual Qualities, for Aesthetic Character discussion), and that provides landscape and sidewalk improvements and neighborhood serving retail uses. To the extent that the Project provides multi-family housing units in an area where most of the existing housing stock is predominantly single-family units, it would help to provide housing for somewhat broader economic and age segments of the community. These proposed units will be available to all ethnic segments of the community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Consistent. The Proposed Project will replace 42 existing apartment units in the Glendon Manor apartment building, and develop 308 additional units. The Project's provision of multi-family housing units in an area where most of the existing housing stock is predominantly single-family units would help to meet broader needs. The Project's unit mix is also designed to serve the needs of a broad range of residents, which will help meet current and projected multi-family housing needs.

Policy 1-1.1: Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.

Consistent. As described above under V.F-1, Land Use Compatibility, the proposed mixed-use project will provide an appropriate transition between Village commercial uses to the west and multi-family residential neighborhoods to the east. There are no single-family residences immediately adjacent to the site. The closest single-family residential neighborhood is east of Hilgard Avenue and north of Weyburn Avenue. Compatibility impacts are not expected as the Proposed Project is sufficiently removed from this neighborhood.

Policy 1-1.2: Protect the quality of [the] residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.

Consistent. As described in Section V.A1., Visual Qualities, the Proposed Project will not result in significant visual impacts on the surrounding residential environment. The Project is designed to be consistent with the architectural style and character of Westwood Village. Various elements of the Project provide visual interest. These elements include articulation of the building façade and roofline; architectural detailing such as arched entries, balconies, and tiled roof elements; and the 15-foot landscaped buffer on Tiverton Avenue. Additionally, the Project provides a softer transition and interface with the residential neighborhood to the east.

Policy 1-1.3: Provide for adequate multi-family residential development.

Consistent. The Proposed Project will result in a net gain of 308 new multi-family residential units (it will remove 42 existing units and develop 350 new units).

Policy 1-1.4: Promote neighborhood preservation, particularly in multi-family neighborhoods.

Consistent. The Proposed Project will increase the supply of multi-family units in Westwood Village. It will replace vacant and under-utilized property with retail uses to serve the surrounding residential neighborhoods. As described above, the Proposed Project will not result in incompatibilities with the residential neighborhood to the east.

Objective 1-2: To coordinate residential density with infrastructure and to reduce vehicle trips and pass-through traffic in single-family neighborhoods by developing new multiple-family housing in proximity to services and facilities.

Consistent. The Proposed Project will redevelop a site within an Westwood Village, adjacent to existing services and facilities. New neighborhood-serving uses, such as shops and restaurants,

will be provided, promoting enhanced pedestrian activity and less reliance on vehicular transportation. The Project driveway locations were selected to minimize vehicle trips and pass through traffic in the adjacent residential neighborhood. Additionally, the site is located close to major transportation routes, such as Wilshire Boulevard and Westwood Boulevard, which provide existing transportation corridors for access to the site. As described in Section V.K, existing infrastructure in the Project area is adequate to serve the additional residential density from the Project.

Objective 1-3: To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Consistent. The Proposed Project includes design measures, such as the use of Spanish Colonial Revival architecture and architectural detail, to complement the Mediterranean architectural character of the Village. Additionally, the development of residential housing coupled with the removal of the surface parking lots (as well as the non-contributing buildings previously located on the site), will enhance the residential character of the area. The Project will also enhance the character and integrity of the adjacent residential neighborhood with the provision of street trees, landscaping, a 15-foot landscape buffer along Tiverton Avenue, and sidewalk and streetscape improvements. The Project serves is a mixed use development with a large residential component and thus serves as a transition between the commercial center of Westwood Village and the residential uses to the east of the Project site.

Policy 1-3.1: Require architectural and height compatibility for new infill development to protect the character and scale of existing residential neighborhoods.

Consistent. The Proposed Project has been designed with Spanish Colonial Revival architecture and has substantial architectural detail to ensure its compatibility with the existing architectural character of Westwood and the surrounding areas. The Project character and scale is in keeping with the surrounding area, as evaluated in Section V.I., Visual Qualities. Although the Project proposes an amendment to the Specific Plan for increased height, this request would allow for a more articulated roofline, enhanced architectural detail and a project that resembles a series of buildings. Under current requirements, the Project could be built in a more box-like, less aesthetically pleasing manner, which would not have the current articulated roofline would be visually uninteresting, and would not be representative of Spanish Colonial Revival design. The 5-story Project height is compatible with buildings surrounding the Project. There are two adjacent mid/high rises (including the 22-story Westwood Center building and the 14-story Westwood Horizons apartment building, and a ten-story apartment building on Weyburn Avenue at Hilgard Avenue, and the existing Glendon Manor apartment building is five stories high.

Goal 2: A strong and competitive commercial sector which promotes economic vitality, and serves the needs of the community through well designed, safe and accessible areas while preserving the community's unique commercial, historic and cultural character.

Partially consistent. The Proposed Project will redevelop under-utilized property with a mixed-use development that features ground floor neighborhood serving retail uses. The Project will enhance the economic vitality of the area through the re-development of an underutilized and blighted site with 350 residential units, sidewalk and streetscape pedestrian improvements, landscaping, street trees and attractive indoor and outdoor dining facilities. All of these elements will help foster pedestrian, which will help revitalize an area that has experienced an economic decline over the past decade. As described above, the Project is designed to complement the

architectural integrity and character of surrounding areas with the Project's Spanish Colonial design. The location of the proposed commercial uses will contribute to the area's safety by encouraging pedestrian activity during the day as well as the evening. Accordingly, the Project is consistent with each aspect of this goal, subject to one exception. The Project requires the removal of the Glendon Manor apartment building, which, although not identified as a historic structure in the Westwood Village Specific Plan, has been determined eligible for listing on the California State Register of Historic Buildings (see Section V.C., Cultural Resources). Thus, the Project does not preserve a building that, according to the state, has historic character. To the extent this goal refers to buildings not identified within the Specific Plan as historically or culturally significant, but refers to buildings deemed eligible for listing by the state, the Project is not consistent with this aspect of the goal.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide opportunities for new, compatible commercial development and services within existing commercial areas.

Consistent. The Proposed Project will replace existing commercial structures (parking facilities, a movie theater, and the recently removed vacant retail structures on the west side of Glendon Avenue), with a mixed-use development comprised of 350 residential units and 115,000 square feet of commercial uses. The proposed commercial uses respond to an expressed need in the community for neighborhood-serving retail uses, such as shops and services. The Proposed Project will provide substantial parking, as required by the Specific Plan, comprised of three levels of subterranean parking totaling 1,452 spaces. This parking includes the replacement existing on site parking spaces, in accordance with applicable provisions of the Specific Plan. For these reasons, development of the Project will strengthen the commercial base of Westwood by providing compatible commercial development, including service-oriented commercial uses within Westwood Village.

Policy 2-1.1: New commercial development should be located in existing established commercial areas or shopping centers.

Consistent. The Proposed Project will be located within the well-established commercial area of Westwood Village.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Consistent. The Proposed Project provides for a mix of commercial and residential development in an area that allows for both commercial and residential uses.

2-1.3: Ensure the viability of existing stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Consistent. The Proposed Project will provide new neighborhood-serving stores, restaurants and other businesses. These uses will support the needs of local residents by providing a safe and comfortable shopping and/or dining experience in a pedestrian-friendly area. As discussed above in Section V.F-1, Land Use Compatibility, the Proposed Project is expected to be compatible with the surrounding neighborhood.

2-1.4: Require that commercial projects provide adequate parking, and improve safety and aesthetics of parking areas.

Consistent. As described in Section V.J., Transportation/Traffic, the Proposed Project includes 1,452 parking spaces within three levels of subsurface parking; this amount of parking meets the Specific Plan and Zoning Code parking requirements. The Project will replace the existing on-site surface parking spaces as required by the Specific Plan.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Consistent. The Proposed Project will enhance the Westwood Village commercial and pedestrian-oriented district by replacing an underutilized site with a mixed-use development that features neighborhood-serving uses. Subject to the approval of applicable City departments, Glendon Avenue will be narrowed to 36 feet to provide 17-foot sidewalks on both sides of the street. These sidewalks will incorporate colored concrete textured paving, new street trees and improved crosswalks. All of these improvements will enhance the pedestrian-oriented environment along Glendon Avenue and will contribute to increased pedestrian activity within the Village.

Policy 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.

Consistent. See discussion regarding consistency with Objective 2-2.

Policy 2-2.2: Promote mixed-use projects along designated Mixed Use Boulevards and in Westwood Village and ensure their development according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.

Consistent. The Proposed Project will provide a mixed-use development in Westwood Village that harmonizes with the character of the surrounding areas in several ways. First, the Project is designed in the Spanish Colonial Revival style, which complements the architecture of the Village. Additionally, because the Project is mixed-use, it will provide a transition between the multi-family residential uses to the east and the commercial uses in the Village, thereby enhancing the site's compatibility with the surrounding uses. The Project will also be developed according to the Specific Plan's design guidelines, as modified by the proposed amendments.

Objective 2-3: To enhance the appearance of commercial districts.

Consistent. The Proposed Project will enhance the appearance of Westwood Village by redeveloping an underutilized site with a new development that has been designed to complement the integrity and character of surrounding areas. As described above, the Proposed Project has been designed with Spanish Colonial Revival architecture and includes substantial architectural detail. The Project also includes the construction of new sidewalks along Glendon Avenue that will incorporate colored concrete textured paving, new street trees, landscaping, a 15-foot landscape buffer along Tiverton Avenue and sidewalk improvements.

Policy 2-3.2: Require that new development be designed and developed to achieve a high level of quality, distinctive character and compatibility with adjacent development in terms of community character and scale.

Consistent. See above discussion regarding Objective 2-3 and Policy 1-3.1.

Consistency with the Westwood Village Specific Plan

This section assesses the Project's consistency with the purposes of the Specific Plan. As described below, the Project supports all but one of the stated purposes. Therefore, the Project is considered predominantly consistent with the purposes of the Westwood Village Specific Plan.

The Project is consistent with Specific Plan purposes: A, C, D and E, as explained below.

- A. *To permit, encourage and facilitate a balanced mix of uses and an environment attractive to a cross-section of the community (in particular, nearby residents, office employees and U.C.L.A. students and staff), so that Westwood Village continues to function as a retail center that primarily serves the surrounding community and secondarily serves the broader regional and tourist market.*

The Project will provide a balanced mix of uses by developing 350 new residential apartment buildings, retail uses, and adequate parking to serve the proposed uses. The proposed streetscape and pedestrian enhancements to Glendon Avenue, along with the building's architectural style and character, will create an attractive environment. The proposed neighborhood-serving uses will primarily accommodate the needs of the surrounding community and the proposed restaurant uses will serve the local community as well as the broader regional and tourist market.

- C. *To limit the amount of new development at intensities and heights that are:*

- *Compatible with the predominant character and pedestrian scale of the Village and the capacity of the Village street system;*
- *Adequate to encourage the preservation of historically and architecturally significant buildings through the transfer of unused permitted floor area from those significant buildings to potential development sites;*
- *Adequate to encourage the provision of neighborhood-serving uses, residential uses above the ground floor, and additional public parking through the floor area bonus program of the Specific Plan; and*
- *Adequate to encourage the provision of streetscape improvements and additional public parking directly by developers and through the assessment of all developed properties in the Village.*

The Project includes design measures, such as the use of Spanish Colonial Revival architecture and architectural detail that will be compatible with and complement the Mediterranean architectural character of the Village. It will provide a pedestrian-oriented environment through the provision of street trees, landscaping, and a 15-foot landscape buffer along Tiverton Avenue. In addition, subject to approval by the applicable City departments, Glendon Avenue will be narrowed to 36 feet to provide 17-foot sidewalks on both sides of the street. These sidewalks will incorporate colored concrete textured paving, new street trees and improved crosswalks. As described in Section V.J., Transportation/Traffic, the Project will result in significant traffic impacts at six of the 36 study intersections. However, all of these impacts will be reduced to less than significant levels with implementation of the identified mitigation measures.

The second bullet point listed above is to limit new development at intensities and heights that are adequate to encourage the preservation of historically and architecturally significant buildings through the transfer of unused permitted floor area from those significant buildings to potential development sites. This purpose is relevant to the formulation of density limits set forth within the Plan. The Specific Plan implements this purpose by identifying cultural resources and "receiver sites," and allowing the transfer of unused permitted floor area on a cultural resource site to a receiver site (WVSP, Section 6.B). The Proposed Project site is identified in the Specific Plan as a receiver site. The Proposed Project does not make use of this floor area transfer allowance. The Proposed Project does not require intensity or height limits that would restrict the currently allowed transfer of floor area from cultural resources identified in the Plan, and therefore, would not conflict with this purpose. See Purpose B, below, for a discussion of the

Proposed Project's impacts on the Glendon Manor apartment building, which is not identified as a historic structure in the Westwood Village Specific Plan, but has been determined eligible for listing on the California State Register of Historic Buildings.

The Project directly responds to the need for neighborhood- serving uses and residential uses above the ground floor, as identified in the third bullet point of this purpose.

In addition to the streetscape improvements described above as part of the Project's design measures, the Proposed Project will provide adequate parking to serve its needs and will replace existing public parking, including public parking, in accordance with applicable Specific Plan and Zoning Code requirements (see above discussion under "Parking (Specific Plan Section 9)."

D. To locate new development strategically in order to attract new uses and users.

The Project proposes a mixed-use development within Westwood Village. It will develop the largest site designated for redevelopment within the Village. The site's location within Westwood Village and its size will attract new uses (such as retail uses that cannot be accommodated in smaller retail spaces available in the Village) and new users (residents who may have previously shopped elsewhere due to the lack of local neighborhood-serving uses).

E. To permit, encourage and facilitate the provision of basic services and amenities (in particular, short-term daytime parking and pedestrian amenities) that will permit the Village to function as a shopping area.

As described above, the Project will provide pedestrian amenities such as wide sidewalks along Glendon Avenue, paving enhancements and improved crosswalks. The Project will replace existing public parking spaces and provide parking for proposed uses in accordance with the requirements of the Specific Plan and the LAMC (see above discussion under the "Parking (Specific Plan Section 9)."

These spaces will be provided in a three-level subterranean parking structure. These facilities and amenities, along with the provision of additional ground floor retail, will contribute to the Village's function as a shopping area.

The Project will **not** be consistent with Specific Plan purpose B, as explained below.

B. To permit, encourage and facilitate the preservation, renovation and ongoing maintenance of historically and architecturally significant buildings.

The Project requires demolition of the Glendon Manor apartment building. This building has been determined eligible for listing on the California State Register of Historic Buildings, but has not been designated as such in the Specific Plan (see Section V.C., Cultural Resources). To the extent this purpose includes buildings not identified in the Specific Plan as historically or architecturally significant, the Proposed Project does not support this purpose.

Mitigation Measures

The Proposed Project will not result in significant land use plan consistency impacts, and, therefore, mitigation measures are not required.

Significant Project Impacts After Mitigation

The Proposed Project will not result in significant land use plan consistency impacts. Therefore, it will not result in significant unavoidable impacts.

Cumulative Impacts

The proposed project is consistent with the applicable land use planning policy as described above. Therefore, the proposed project will not contribute to any potential impacts associated with other projects planned for the area.

