

L. SUBSURFACE VACATION OF GLENDON AVENUE

This section addresses various issues raised in NOP comments regarding the Project's proposed subsurface vacation of Glendon Avenue. The Proposed Project includes a three level subterranean parking structure that spans the entire site, including the subterranean area below Glendon Avenue. The Applicant requests a subsurface vacation of Glendon Avenue to facilitate the excavation of the entire site and to construct the proposed parking structure. This work will also require the removal of all existing utilities located within Glendon Avenue.

Glendon Avenue will be reconstructed over the subterranean parking structure in its present location and remain under public use and public ownership. The street's current 70-foot right of way will be maintained, but will include a narrowed 36-foot wide roadway and widened 17-foot sidewalks on each side of the street. The right of way will include a five-foot deep area below the street surface and sidewalks for the provision of future buried utilities. The remainder of the subsurface area below five feet will be vacated for the maintenance of the private subterranean parking structure.

The Applicant is also requesting a revocable encroachment permit, if necessary, to allow the private parking structure to be built in the public right of way, pending the recordation of a Final Parcel Map to perfect the vacation of the subsurface area beneath Glendon Avenue.

The four general categories of issues raised, and addressed in this section in the following order are: 1) Ownership, Easement and Entitlement (relating the street right of way); 2) Structural Integrity (of the proposed street and subterranean parking structure); 3) Utility Service (during and after construction of the proposed Project); and, 4) Traffic Circulation (including temporary short-term impacts to traffic during the period of construction and long-term impacts because of proposed street improvements).

Related project-wide issues include Section V.J., Transportation/Traffic, which addresses access, volume and intersection impacts; Section V.E., Hazardous Materials, which addresses safety issues pertaining to the potential presence of hazardous materials on site; and Section V.K., Utilities and Services, which addresses utility service, facilities and capacity issues.

Procedure for Vacation of the Public Right of Way

The Applicant filed an "Application for Vacation of Public Right of Way" VAC-E1400741 dated February 1, 2001, requesting the subsurface vacation of a portion of Glendon Avenue between Weyburn Avenue and Kinross Avenue. The City circulated a "Notice of Proposed Vacation" dated April 18, 2001, to property owners within a 500-foot radius of the proposed Project site and received written comments from the public. The City has terminated the processing of this Application because the procedure to obtain subsurface vacations in the City has changed.

Effective April 2002, the City Council approved a revised procedure for streamlining the street vacation process as described in a City Engineer's report dated February 5, 2002. (See City Council File Summary, 01-1459.) For projects that require an EIR, the new procedure requires applicants to apply for a Tract or Parcel Map (Merger and Resubdivision). The Tract or Parcel Map to perfect the vacation is processed in accordance with the Subdivision Map Act.

In accordance with this new procedure, the Applicant has filed a Preliminary Parcel Map for the Merger and Resubdivision of the proposed Project site. The Preliminary Map proposes to merge 19 of the 20 individual lots contained within the proposed site into one parcel, with the exception of the 1070 Glendon Avenue property. The 1070 Glendon Avenue lot will remain a separate legally described lot

pending further review of the historical significance of the apartment building. (See Section V. Cultural Resources.) Pursuant to the Parcel Map, the public easement across Glendon Avenue will be rededicated as a public right of way easement to provide ingress and egress and unobstructed access across Glendon Avenue. The easement across Glendon will remain in the same location and 70-foot width as the current right of way. With regard to the subsurface area beneath the roadway, the Parcel Map will dedicate a utility easement under the entire 70-foot right of way width to a depth of five feet.

The subsurface vacation will not change the total square feet of the Proposed Project site area. For calculating permitted floor area, the area will remain 185,119 square feet; and for calculating residential unit density, the area to the centerline of the alley abutting the site to the west will continue to be included, as is currently permitted by the City (see revised Section V.F., Land Use, for further analysis of floor area and density). The area subject to the public easement across Glendon Avenue (essentially, the street and sidewalks) will not be included in the Proposed Project for purposes of calculating density or floor area. The rededication of public easements upon recordation of the Final Parcel Map (see Section III., Project Description, Figure III-X) will ensure the public's continued unobstructed use of the right of way.

Building Permits Required for Work in the Public Right of Way

Section 62.106 of the LAMC requires a B-Permit for major street construction in the public right-of-way. This includes the widening of streets, the changing of existing street grade, and the installation of utilities. Proposed street improvements will generally include construction of new street pavement, gutter, curb and sidewalk, tree wells, streetlights, traffic control signals, and fire hydrants per the Fire Department. B-Permit construction plans will be prepared in connection with the proposed street construction.

The B-Permit is issued for both the design and the construction of major street improvements. The B-Permit is the City's process of ensuring that major street construction meets the City's design, materials, bonding, liability, construction, and inspection specifications. The B-Permit is most frequently issued for major street improvements adjacent to land under private development. In these instances, the extent and type of major street improvements is contained in conditions determined by the City Council, Department of City Planning, the Bureau of Engineering (the City Engineer), or some other jurisdictional body in accordance with the Los Angeles Municipal Code, City Charter, State Law, or City Ordinance. As a condition for obtaining this B-Permit, the Applicant will be required to complete this EIR and the City must approve it before construction can start.

If the Preliminary Parcel Map is approved, the Applicant is also requesting a Revocable Permit (R-Permit) pursuant to LAMC Section 62.118.2 pending approval and recordation of the Final Parcel Map. This permit will permit the parking spaces underneath Glendon Avenue to be counted as part of the total parking spaces provided while the Final Parcel Map is pending perfection. In the event the subterranean vacation is denied, the Proposed Project will be required to meet its parking requirements without the use of the public right of way area. In the event the subterranean vacation is approved, the R-Permit will terminate upon recordation of the Final Parcel Map.

The Applicant has requested that sidewalk dining be allowed as an accessory to restaurant use. Any future tenants that want to offer sidewalk dining will be required to obtain an R-Permit for the use of the public sidewalk. Note that the area that may be used for sidewalk dining is not included as rentable floor area.

Existing Conditions

Ownership, Easement and Entitlement

Glendon Avenue is a public right of way created by dedication. A statutory dedication is accomplished by recording a subdivision map pursuant to the provisions of the Subdivision Map Act. As a general rule, on recordation of a subdivision map, the areas designated as streets that are dedicated to the public create a public easement in the specified areas, and the fee title to the underlying land remains with the adjacent property owners to the center of the street.

The subdivision map dedicating the Glendon Avenue public right of way is recorded within Tract No. 9768 (Westwood Village), dated March 13, 1928. All property owners within the subdivision hold the fee title to the land abutting each lot to the centerline of the street. Since the Proposed Project abuts both sides of Glendon Avenue, the Applicant holds fee title to the entire street from the centerline of Weyburn Avenue on the north, to the southern property line of the Proposed Project.

The ownership of the street is subject to certain public and private easement rights that limit the right of use to the street.

Both the public right, which is held by the City for the benefit of the general public, and the private right, which extends to all property owners within the original subdivision, provides access to the system of streets and to buried utilities. The conveyance of a road easement only grants a right of ingress and egress and a right of unobstructed passage across the easement. It does not include the right to use the easement for any other purpose.

A utility easement was also created by the conveyance of the utility system from the subdivision developer to the Board of Water and Power Commissioners of the City of Los Angeles, recorded August 26, 1930. The utility easement includes the City's right to excavate within the street as may be reasonably necessary in order to maintain and repair the utility system.

Structural Integrity

Glendon Avenue was constructed about 1925 by the original subdivision developer. No records exist on the precise methods of construction or the type and bearing capacity of the materials used in preparing the roadbed. The street is generally considered by the City of Los Angeles to be adequate for the provision of local vehicular traffic. The street has been regularly maintained by the City's Bureau of Engineering. The total right of way is 70-feet wide, which includes a paved surface currently comprised of 42 feet of street width and sidewalks on each side of the street, each measuring 14 feet in width ($42+14+14=70$).

Utility Service

The Department of Public Works, Bureau of Engineering, maintains utility records. All work within the public right of way must be recorded with the Bureau of Engineering. The Bureau of Street Lighting maintains lighting system records.

The Proposed Project occupies most of the block between Kinross Avenue and Weyburn Avenue. In general, facilities located within Glendon Avenue serve residential properties located on the east side of the street. With the exception of water, commercial properties are served from alleys. Three businesses adjacent to the Proposed Project will continue to be served by utilities located within the alley between Glendon Avenue and Westwood Boulevard, including the Moustache Café, the Westwood Flower Garden, and the Westwood Brewing Company.

Water Service

The Department of Water and Power provide potable (drinking) water and fire protection service. According to the City's Water Service Plan, service to Westwood originates from the major water main located within Manning Avenue at Wilshire Boulevard, located four blocks east of the proposed site. The Village is served by one 36-inch water main and two six-inch waterlines located within Wilshire Boulevard that extend north into the Village at Westwood Boulevard. The Proposed Project site is served by a six-inch waterline within Weyburn Avenue, an eight-inch waterline within Tiverton Avenue, a ten-inch waterline within the alley between Glendon Avenue and Westwood Boulevard, and an eight-inch water line located 13 feet west of the centerline of Glendon Avenue (See VK.3, Water Supply, and Figure V.K3-1).

Sewer Service

The existing sewer system begins one block to the north of the proposed site on Le Conte Avenue -- the highest elevation above the site. The UCLA campus, which provides its own internal utility systems, is to the North of LeConte Avenue. Three existing eight-inch sewer lines travel south past the Proposed Project site to the interceptor located in Wilshire Boulevard. The first line begins approximately 100 feet east of the intersection of Le Conte Avenue and Westwood Boulevard, and travels south through the alley between Westwood Boulevard and Glendon Avenue. The second line travels south down Tiverton Avenue past the Proposed Project site to the east. The third line begins at the intersection of Weyburn Avenue and Glendon Avenue, and travels south on Glendon Avenue. This sewer line has been abandoned north of the intersection to facilitate the development of the Westwood Marketplace (former Bullock's department store) between Le Conte Avenue and Weyburn Avenue (See Section V.K.1, Wastewater, and Figure V.K1-1).

The existing eight-inch sewer is located within Glendon Avenue 17 feet east of the road centerline (Plan No. DL-561). The system begins at a termination manhole installed at the intersection of Weyburn Avenue and Glendon Avenue (Plan No. D-8061). The street elevation at this location is approximately 330, and the invert (bottom) elevation of the sewer pipe is approximately 317.5 (Profile P-3498 and P-4584). Thus, the sewer line is located approximately 12 feet below the street surface and follows the contour of Glendon Avenue south through the Proposed Project site.

The Glendon Avenue sewer line does not serve any buildings north (upstream) of the Proposed Project site. Existing buildings located north of the Project site are served by the existing eight-inch sewer located within the alley between Westwood Boulevard and Glendon Avenue, and an existing eight-inch sewer line located within Le Conte Avenue traveling east to the interceptor located within the ravine on Hilgard Avenue.

Stormwater / Storm Drains

The existing storm drain system within Glendon Avenue includes curbs and gutters located along each side of the street, traveling south to catch basins located at the intersection of Kinross Avenue and Westwood Boulevard, and Lindbrook Avenue and Westwood Boulevard respectively. There is no storm drainpipe located within Glendon Avenue, and no catch basins located at the intersection of Kinross Avenue and Glendon Avenue to the south of the Proposed Project site. (See Section V.K.2, Stormwater, and Figure V.K2-1.)

Upstream flows are intercepted by catch basins at the intersection of Weyburn Avenue and Glendon Avenue. The catch basins are connected to a 15-inch storm drain that travels west along Weyburn Avenue to the 30-inch interceptor located on Westwood Boulevard (Plan No. D-8061 and D-1315).

Electrical Service

An existing bank of four five-inch electrical conduits is located 11 feet east of the centerline of Glendon Avenue to a pull box located approximately 100 feet north of the intersection of Glendon Avenue and Kinross Avenue. These conduits serve the properties located on each side of Glendon Avenue from the north. A second bank of four five-inch electrical conduits is located 20 feet west of the centerline to a pull box located approximately 140 feet north of the intersection of Glendon Avenue and Kinross Avenue. These conduits serve the properties located on the west side of Glendon Avenue from the south, which will be removed by the Proposed Project.

Gas Service

An existing four-inch gas line is located 18 feet east of the centerline of Glendon Avenue. This line serves the residential property located on the east side of Glendon Avenue.

Telephone Service

Telephone service to a large portion of Westwood originates from the main Verizon switching station located adjacent to the Proposed Project site on Tiverton Avenue. All conduits leaving the switching facility are buried in a vault located within Tiverton Avenue. There are no telephone conduits within Glendon Avenue. Property records indicate that there are no easements running across the Proposed Project site for the provision of telephone conduits.

Street Lighting Systems

Existing high-voltage conduits connecting street lighting are located along each side of Glendon Avenue.

Low Voltage Service

Existing low voltage cable television service is located within Glendon Avenue. These lines serve the residential property located on the east side of the street.

Traffic Circulation

As described in the Project traffic study, Glendon Avenue is a local north/south street that dead-ends at Weyburn Avenue. The block between Kinross Avenue and Weyburn Avenue is used primarily to access the existing developments and parking facilities fronting the roadway. Glendon Avenue is currently dedicated as a 70-foot right of way. The street width is 42 feet and provides two full-time through lanes north and south, with two full-time parking lanes. Sidewalks located on both sides of the street are currently 14 feet wide each. Glendon Avenue, north of Kinross Avenue currently carries over 7,200 VPD, with approximately 250 VPH southbound and 200 VPH northbound in the evening.

The Circulation Element of the General Plan designates Glendon Avenue as a Collector Street. A collector street requires a 64-foot right of way, a 10-foot sidewalk/parkway, two full-time through lanes, and two-full-time parking lanes. The City's official standard street dimensions are depicted in the Department of Public Works Standard Plan, which reflects street standards adopted by the City Planning Commission, as recommended by the City's Street Standards Committee, pursuant to LAMC 17.05-A. The generalized cross sections represent fully dedicated and improved streets by designation and type. The City Council may by ordinance adopt specific standards for individual streets, which differ from these generalized cross sections.

Threshold of Significance

The LA CEQA Thresholds Guide does not contain any thresholds for the subsurface vacation issues. However, the following threshold criteria have been developed for this Project, under four sub-headings, as shown below.

Ownership, Easement and Entitlement

The Proposed Project would have a significant impact if the subsurface vacation would result in:

- A permanent loss of easement rights to unobstructed access across Glendon Avenue;
- A permanent loss of ingress and egress to abutting property owners; or
- Utility easements within Glendon Avenue that are inadequate to permit the use of the public right of way as may be reasonably necessary for future utilities.

Structural Integrity:

The Proposed Project would have a significant impact if the subsurface vacation would result in:

- Structurally inadequate or otherwise unsafe roadways; or
- Inadequate depth of the roadbed for the provision and protection of future utilities.

Utility Service:

The Proposed Project would have a significant impact if the subsurface vacation would result in:

- Substantial interruption of service to other business using utilities caused by the temporary removal of those utilities;
- Inability to accommodate future utilities in the public right of way; or
- The hindrance or obstruction of access to utilities due to the new configuration of the roadway and subsurface use.

Traffic Circulation

The Proposed Project would have a significant impact if the temporary closure of Glendon Avenue during the construction of the subsurface vacation would result in:

- The rerouting of a significant amount of traffic that would cause adverse impacts to traffic volumes or the level of service at intersections near the proposed site;
- The creation of a permanent impact to traffic volumes on adjacent streets of the level of service at intersections near the Proposed Project; or
- Adverse affects on fire and emergency vehicle access.

Project Impact

Ownership, Easement and Entitlement Issues

The proposed construction will require the closure of a portion of Glendon Avenue for approximately 24 months. During this period, the subterranean parking structure will be constructed and the right of way improvements completed in accordance with the B-Permit procedure outlined above.

The temporary closure of a portion of Glendon Avenue raises issues concerning public and private easements within the Glendon Avenue right of way.

Wrongful Loss of Use

The Proposed Project will not result in any permanent loss of surface easement rights for ingress and egress or unobstructed passage across Glendon Avenue. The proposed rededication of the 70-foot right of way will ensure the public's continued right to unobstructed access across the street. Glendon Avenue will be reconstructed at approximately the same elevation in order to maintain ingress and egress to properties abutting the street.

With regard to the subsurface area under Glendon Avenue, the Proposed Project will result in the permanent loss of easement rights below a depth of five feet within the Glendon Avenue right-of-way. To approve the requested Parcel Map for the subsurface vacation, the City Bureau of Engineering will be required to find that the City no longer has any use for this subsurface area.

This area is currently occupied by an eight-inch sewer line at a depth of 12 feet serving the subject site. According to City records, this line serves only the lots fronting Glendon Avenue contained within the Proposed Project area, and there are no upstream flows that would require the continued maintenance of the line.

According to the Applicant's mechanical engineer, the existing sewer line is not needed for the Proposed Project. The ceiling area between the commercial and residential levels will serve as the primary collection area for individual waste lines from the residential fixtures above. At the first parking level, main waste lines will carry waste at the required slope from the building to the sewer system. Adequate wye connections to the sewer will be available from existing lines located in Tiverton Avenue to the east, the alley between Glendon Avenue and Westwood Boulevard to the west, and the proposed termination manhole to the south within Glendon Avenue.

The proposed dedication of a five-foot deep utility service area within the roadbed will permit the installation of future utilities and provide adequate cover for their protection. Thus, the Proposed Project will ensure that all future utilities that may foreseeably be required to serve the area could be accommodated within Glendon Avenue.

Proposed Street Improvements

The Proposed Project will eliminate on-street parking to widen the sidewalks on each side of Glendon Avenue from 14 to 17 feet. Some commentators have asked whether the City has the authority to approve the proposed public right of way improvements without compensating private property owners within the tract for the loss of their claimed easement rights. As discussed above, both the public and private easements grant unobstructed access across the easement. Because unobstructed access will be preserved, property owners within the tract would not be entitled to compensation. Additionally, the recordation of the Final Parcel Map will rededicate the entire 70-foot Glendon Avenue right of way for unobstructed public use. The proposed improvements will restore the two lanes of vehicular travel as currently provided and will slightly enlarge the 17-foot sidewalks along each side of Glendon Avenue for pedestrian access. Therefore, private property owners within the tract would not be entitled to compensation.

Some commentators have specifically asked whether the Pedestrian Mall Act applies to the Proposed Project and thereby provides a right of compensation to private easement owners within the tract. The Pedestrian Mall Law, as set forth in the Streets and Highways Code Section

11000, allows the City to close public streets from through vehicular traffic to permit pedestrian use only. An assessment district created under the procedure compensates private property owners within the tract for damages to property, including the loss of easement rights over the surface streets. Here, the Applicant has not requested the permanent closure of the street to vehicular traffic or the establishment of an assessment district. Therefore, the provisions of the Pedestrian Mall Law are not applicable to the Proposed Project.

With respect to on-street parking, the Bureau of Engineering is granted authority to manage and control streets under the City's police power under the Vehicle Code Section 22507. The right to park on City streets is permissive and exists only at the discretion of the City. Private property owners have no proprietary right to park on the street, and therefore, no right to compensation if such parking is removed.

Temporary Street Closure

The Proposed Project would close a portion of Glendon Avenue for approximately 24 months in order to construct the subterranean parking structure and right of way improvements. Some commentors have raised the question of whether the temporary closure of a portion of Glendon Avenue would infringe upon the easement rights of abutting property owners.

As discussed above, property owners in the subdivision have special easement rights in the public streets. An owner that abuts a public street has the right to ingress and egress to his property and all owners in the subdivision have the right to traverse the street in order to access the general system of streets.¹The general rule is that an abutting owner is not entitled access to his or her land at every point, but only to reasonable and convenient access.²

The Proposed Project is located on both sides of Glendon Avenue between Kinross Avenue and Weyburn Avenue. All of the properties fronting the portion of Glendon Avenue that will be temporarily closed or subject to the subsurface vacation are part of the proposed site. The southerly 120 feet of the block of Glendon Avenue that does not abut the proposed site will remain open to pedestrian and vehicular use throughout the Project construction period.

North of the Proposed Project is the Westwood Marketplace. This Project includes four retail businesses, including Ralph's Fresh Fair, Longs Drugs and Best Buy located at 10861 Le Conte Avenue, and the Expo Design Center located at 10861 Weyburn Avenue. Access to Le Conte Avenue will not be affected by the Proposed Project. With regard to Weyburn Avenue, both lanes of travel will remain open and access to the next intersecting street in both directions will be maintained.

Five businesses located south of the Proposed Project in three general areas are adjacent or proximate to the temporary street closure. The impacts to these businesses are described s follows:

- East of Glendon Avenue, the remainder of the block facing the street is occupied by the Westwood Center office building located at 1100 Glendon Avenue. Ground floor retail includes Gary's Custom Tailoring located at 1076 Glendon Avenue, and Henri Salon de Beaute located at 1080 Glendon Avenue. The street in front of these businesses will remain open and parking will continue to be provided within the office building structure. Pedestrian access will remain

¹ *Norcross v. Adams*, 263 Cal. App. 2d 362, 365 (1968)

² *People ex rel. Dep't of Pub. Works v. Murray*, 172 Cal. App. 2d 219, 226 (1959).

unobstructed. Signage and storefronts will remain unobstructed at the intersection of Kinross Avenue.

- Businesses located within Westwood Center south of Kinross Avenue (Innovation Healthcare and Napa Valley Grill) will not be significantly impacted by the temporary closure of Glendon Avenue, because both lanes of travel will remain open and access to the next intersecting street in both directions will be maintained. In addition, the parking structure that serves the office users will remain unobstructed to the next intersecting street in both directions.
- West of Glendon Avenue, the remainder of the block is occupied by the Moustache Cafe located at 1071 Glendon Avenue, Westwood Flower Garden located at 1073 Glendon Avenue, and the Westwood Brewing Company located at 1097 Glendon Avenue. The southern 120 feet of Glendon Avenue will remain open to vehicular and pedestrian use. In addition, these properties are served by the alley between Glendon Avenue and Westwood Boulevard, which will remain open for the duration of the Project.

However, all of these businesses will continue to be served by the southerly 120 feet of Glendon Avenue at Kinross Avenue, which will remain open for pedestrian and vehicular access.

Structural Integrity

Subterranean Parking Structure

Glendon Avenue will be reconstructed over the top of the proposed subterranean parking structure. The parking structure will be designed to support the weight of vehicular traffic, including fire apparatus and semi-trailer trucks.

The subterranean parking structure will be constructed on private property, and subject to applicable building codes adopted by the City. The roadway and sidewalk improvements will be public improvement works. All work within the public right of way will be performed in accordance with the Department of Public Works, Bureau of Engineering "Manual for Work in the Public Right of Way." The Applicant has had several meetings with the staff of Building and Safety, to discuss Project plans and applications and is in the process of coordinating with Building and Safety.

The Bureau of Engineering Manual covers the various aspects of structural design. The Manual provides design loads and distribution of loads, which includes general requirements, dead load, live load, impact and vibration, overload, seismic forces, earth pressures, and other loads and forces. "Dead load" consists of the vertical earth loads and the weight of the complete structure, including permanent building partitions, fixed service equipment, the roadways, sidewalks, railings, car tracks, ballast, and utilities. "Live load" consists of the applied moving load of vehicles, cars, trains, pedestrians, etc. The design highway live load surcharge in the public way is the HS 20-44 truck loading, which is the standard design loading for highway structures.

The proposed structure will be designed to sustain, within the allowable stresses, all applicable design loads and forces that are properly distributed. In general, structures are proportioned for the following loads and forces: dead load of structure including superimposed loadings; Live Load including applicable overloads; impact or dynamic effect of the live load; wind loads; seismic forces, earth pressures; thermal forces; and other forces including longitudinal forces, centrifugal forces, buoyancy, shrinkage stresses, rib shortening, erection stresses, water pressure, construction loads, etc.

Following Project approval, structural design will be completed by the Applicant's licensed structural engineer and submitted for plan check by the City's Department of Building and Safety, with

concurrence by the Bureau of Engineering. The applicable City representatives will inspect the construction for compliance with the approved plans and specifications. Therefore, the subterranean parking structure will not result in a structurally inadequate or otherwise unsafe roadway.

Subsurface Section for the Provision of Future Utilities

Beneath the surface of the roadway will be a five-foot deep section of material suitable for underground utilities. The area will ensure that adequate facilities exist for future utilities that need to be located within the right of way.

The City is responsible for the protection of underground utilities by ensuring that the design and construction of roadways meet minimum standards. Standards for underground utilities are set forth in the Bureau of Engineering Manual Part H. Standard roadway details adopted by the City are generally considered adequate for the protection of underground utilities.

The five-foot depth will be adequate for the provision of future utilities. Typical trench details (see Figure L-X) provide minimum and maximum cover requirements necessary to protect the utilities from impact loads. Utility lines are generally not buried deeper than is necessary to distribute the surface loads because of the need to access the lines for ongoing maintenance. All minimum cover requirements can be accommodated within the five-foot deep section below the roadway. Therefore, the subsurface section for the provision of future utilities is expected to result in the adequate protection of future utilities.

Glendon Avenue Roadway

Glendon Avenue will continue to serve as a local street extending between Kinross Avenue and Weyburn Avenue. While the overall public right of way will remain 70 feet in width, the street will be reconfigured to provide wider sidewalks to enhance pedestrian activity. The final roadway width will be reduced from 42 feet to 36 feet, and the sidewalk widths will be increased from 14 feet to 17 feet. The analysis in Section V.J., Transportation/Traffic considers this narrowing of the roadway width. No safety issues have been identified in the traffic analysis because of the proposed improvements, and none is expected.

Utilities

Removal and Replacement of Utilities

The Proposed Project includes a subterranean parking structure that spans the entire site, including the area below Glendon Avenue. To facilitate the excavation and construction of the parking structure, all existing utilities located within Glendon Avenue will be removed or rerouted.

The Proposed Project will be shored along the property lines to prevent the disturbance of utilities within the remaining adjacent streets. Adjacent streets include Weyburn Avenue to the north, Tiverton Avenue to the east, and the alley between Westwood Boulevard and Glendon Avenue to the west.

The Proposed Project will reconstruct Glendon Avenue over the top of the subterranean structure, including a five-foot deep subsurface area below the street surface for the provision of buried utilities.

Water Service

The Proposed Project will remove the existing eight-inch waterline located within Glendon Avenue. Water service is provided in loops, such that sections may be removed from service for maintenance without major interruptions to service. The Proposed Project would have a significant impact on domestic water service if service to existing customers were interrupted, or if it would cause large areas of service to be served by only one source.

However, according to LADWP, the main service loop for the area is along Westwood Boulevard, Weyburn Avenue, Tiverton Avenue, and Lindbrook Avenue. The waterline located within Glendon Avenue is a terminal line and will be removed during construction without any service interruption to existing off-site customers. Therefore, no service interruption is expected from removing the eight-inch waterline within Glendon Avenue.

The Proposed Project will be served by existing waterlines located in Tiverton Avenue, Weyburn Avenue, and the alley between Westwood Boulevard and Glendon Avenue. In order to install new domestic water meters, the existing lines will be tapped and remain in service without off-site interruption of service.

As an added precaution, in the event that additional fire or domestic water service beyond that currently anticipated may be required to serve the Proposed Project in the future, the five-foot deep reconstructed Glendon Avenue would be able to accommodate additional future water connections. Therefore, no significant environmental impact is expected because of the removal of the existing waterline within Glendon Avenue.

Sewer Service

The Proposed Project will remove the existing eight-inch sewer line located within Glendon Avenue. The proposed structure will preclude future use of Glendon Avenue for sewer service. Since sewer lines flow by gravity, their design depends on the contours of the land to ensure that pipes are laid at a constant downhill slope. The removal of this sewer line will have a significant impact if it will cause service to upstream buildings to be interrupted, or if future upstream development will require service that could only be accommodated within Glendon Avenue.

The Proposed Project will remove the existing eight-inch sewer line from the intersection of Weyburn Avenue and Glendon Avenue to the southern property line of the proposed site. The existing eight-inch sewer line serves the properties located on both sides of Glendon Avenue, which are part of the Proposed Project site. The work will also include the installation of a termination manhole south of the proposed subterranean structure to leave the existing sewer line south of the proposed site in service.

The Proposed Project will be served by existing sewer lines located in Tiverton Avenue, Weyburn Avenue, the alley between Westwood Boulevard and Glendon Avenue, and the new termination manhole located in Glendon Avenue. Buildings located to the south of the Proposed Project site will continue to be served by the existing sewer line without any service interruption. The installation of new service lines is accomplished by temporarily blocking the sewer line during periods of low flow. Existing sewage flow is then temporarily held in the existing pipe on a very short-term basis while the new connections are made. This is coordinated with the Los Angeles Bureau of Sanitation to assure there are no significant impacts. The capacity of the pipe will be adequate to hold the sewage flow during the operation without any interruption of service. All Project construction work must be

coordinated and inspected with Building and Safety, which will coordinate with appropriate agencies as necessary.

It is not expected that upstream users will require future service within Glendon Avenue. North of the Proposed Project site is the Westwood Marketplace, currently occupied by a grocery store, drug store, electronics store, and home improvement store. The building is constructed over the area of the abandoned Glendon Avenue between Le Conte Avenue and Weyburn Avenue.

North of Le Conte Avenue, no future sewer service is expected because the UCLA campus has its own internal utility system. In the event sites located north of the Proposed Project site are redeveloped to intensify the existing uses, adequate downstream slope exists in the alley between Westwood Boulevard and Glendon Avenue, and to the east down Le Conte Avenue to Hilgard Avenue. Therefore, no significant environmental impact is expected due to the removal of the existing sewer line from Glendon Avenue.

Storm Drains

The Proposed Project will remove the existing curbs and gutters located in Glendon Avenue. Since storm drains flow by gravity, the Proposed Project will have an impact on the storm drain system if it will cause upstream flow to be interrupted. The Proposed Project will reconstruct Glendon Avenue to include curbs and gutters on each side of the street. The street will be replaced at approximately the same elevation to ensure that downstream flow will continue south to the existing catch basins. Therefore, no significant environmental impact is expected due to the removal of the existing storm drain curb and gutter within Glendon Avenue.

Gas Service

The Proposed Project will remove the existing four-inch gas service from Glendon Avenue. This line serves the properties located on the east side of Glendon, which are part of the Proposed Project. Adjacent properties are served by an existing eight-inch gas line located within the alley between Westwood Boulevard and Glendon Avenue. New service to the Proposed Project will be provided by the Gas Company from the existing line located in the alley and on Tiverton Avenue. Connections will be made during non-peak hours for up to an hour of time (maximum), with notice to affected property owners as necessary. This will result in a minimal unnoticed interruption of service to existing customers. Therefore, no significant impact is expected by removing the existing gas line.

Electrical Service

The Proposed Project will remove the electrical conduits and wires located in Glendon Avenue. These conduits serve the properties located on each side of the street, which are part of the Proposed Project. New electrical service will be provided from Tiverton Avenue, without service interruption to existing customers. The Proposed Project includes a five-foot deep area for the provision of future electrical conduits within Glendon Avenue.

Telephone Service

The Proposed Project will not remove any telephone service lines. Shoring along the east property will ensure that existing conduits within Tiverton Avenue remain undisturbed throughout the duration of the Project. The existing customers located on Glendon Avenue are served by telephone conduits located in the alley between Westwood Boulevard and Glendon Avenue. Shoring along the alley will ensure that the conduits are maintained. Therefore, no significant impact is expected because of the Proposed Project.

Street Lighting Systems

The Project will remove the current street lighting along Glendon Avenue. Right of way improvements will include the replacement of street lighting in accordance with the Bureau of Street Lighting standards.

Low Voltage Service

The line in Glendon serves only the residential property (Glendon Manor) on the east side of Glendon. These residential units will be removed by the Project, and thus continued service during construction is not necessary. As part of reconstruction of the roadway, the cable can be re-installed to serve the Proposed Project units.

Maintenance of Utilities

Following construction, maintenance of the utilities will occur in much the same way as under current conditions. Currently, when utilities in the street require maintenance, the City's general policy is to temporarily excavate the street, re-route traffic if necessary, conduct the maintenance, and re-pave the street. It is anticipated that the City will adhere to this general policy should the utilities under Glendon Avenue require maintenance. Thus, no adverse impact will occur with regard to the maintenance of utilities.

Utility maintenance operations that require surface disruption occur occasionally, especially for minor local utility lines. During such an event, traffic inconvenience may be slightly increased over current conditions due to the narrowing of Glendon Avenue, which would allow less room for cars to maneuver around the operation. However, the utilities in the street are minor local lines, serving only Project uses. Thus, if any disruptions occur, they would be of very short duration and a minor inconvenience. Thus, no significant impact will occur.

Traffic Circulation

During the construction of the Proposed Project, Glendon Avenue will be closed to vehicular and pedestrian through traffic between Weyburn Avenue and Kinross Avenue. The southerly 120 feet of Glendon Avenue will remain open to serve the existing businesses. The closure of Glendon Avenue will temporarily cause through traffic to use alternative routes.

During construction of the subterranean parking structure, the entire surface area of the Project site will be shored and excavated, including the Glendon Avenue right of way. The shoring and excavation will take approximately seven months to complete. The proposed subterranean parking structure will be constructed one full level at a time across the entire Project site. The parking structure will take approximately 15 months to construct.

Once the concrete parking structure has reached full strength, fill material will be placed over the top level to a depth of at least five feet and the roadway, curbs, and gutters will be reconstructed. Improvements will also include sidewalks, street lighting, and street trees compatible with the proposed depth of fill over the structure (See **Figure V.L-1** and **Figure V.L-2**). Street improvements will take approximately 2 months to complete.

Glendon Avenue will be completely closed to the public for approximately 24 months for the demolition and reconstruction of Glendon Avenue. Intermittent street closures will continue for the

Insert Figure V.L-1 Typical Trench Section and Trenching Detail

Insert Figure V.L-2 Tree Planting Diagram

remaining additional 12 months of Project construction (the Project construction time period will run a total of approximately 34 months), to deliver and load materials to the Project from Glendon Avenue.

It is assumed that Glendon Avenue will be closed from Weyburn Avenue to the southerly Project boundary throughout the Project construction period, reopening as a vehicular access route upon Project completion. This closure will temporarily cause through traffic using Glendon Avenue to use other streets in Westwood Village as alternate routes. However, based on observations of the traffic patterns on Glendon Avenue, through traffic on this facility is low (less than 3,000 vehicles per day). Much of the existing traffic using Glendon Avenue accesses land uses adjacent to the street. Many of these uses are to be removed as part of the Project's development, and as a result, the existing trips associated with these uses will no longer occur. These "removed" trips will not be rerouted through Westwood Village; because their purpose for using Glendon Avenue will be removed with the demolition of the existing uses, these trips will simply cease to exist. This substantially reduces the number of vehicles that will be temporarily rerouted due to the closure of Glendon Avenue, lessening the magnitude of potential traffic impacts. Further, there are many alternative routes available, including Westwood Boulevard, Tiverton Avenue, Hilgard Avenue, and Gayley Avenue, reducing the incremental traffic increases on any single roadway or intersection. (See also Section V.J., Transportation/Traffic.)

Additionally, a review of the forecast "Without Project" conditions summarized in the Project traffic study indicates that most of the intersections within the Village are operating at good levels of service (LOS A through LOS C) during both peak hours. These operating conditions indicate that the intersections have some excess capacity with which to absorb any additional traffic due to the temporary closure of Glendon Avenue. As described above, these volumes are low, and are expected to be dispersed among various travel routes in the Westwood Village. The closure of Glendon Avenue is not expected to significantly impact area traffic conditions, although it is expected to increase traffic volumes somewhat at several locations near the Project site. See **Figure V.L-3** for a depiction of traffic routes available during the demolition and reconstruction of Glendon Avenue.

Access to the land uses remaining on Glendon Avenue (south of the Project site) will continue to be allowed via the southern portion of Glendon Avenue, between the southern Project boundary and the intersection of Glendon Avenue and Kinross Avenue. The proposed closure of Glendon Avenue will not affect this intersection. Additionally, it is anticipated that some of the existing on-street parking along this portion of the street will remain during the construction period to serve these uses.

Short Term Construction Impacts

Haul Route

The following haul route is proposed for the transport of dirt and debris to be removed from the site. Trucks will travel south on Glendon Avenue to Wilshire Boulevard, turn right to the San Diego Freeway, travel either north to Lopez Canyon landfill, or south to either the Terminal Island dump site or the Playa Vista development site, either/both of which may receive the dirt and/or debris from the site. Return trips will follow the same route. No truck staging or travel is planned to occur on the adjacent Weyburn or Tiverton Avenues.

Staging Area (prior to 7:00 AM)

The truck staging area is located on Sepulveda Boulevard north of Constitution Avenue to Montana Avenue. All staged trucks will be called to the Project site by radio. The trucks proceed

Figure V.L-3 Traffic Routes Available During the Demolition and Reconstruction of Glendon Avenue

south to Wilshire Boulevard to Glendon Avenue. This staging area has been used for haul trucks for the construction of various UCLA projects. After 9:00 AM, the trucks will proceed directly to Glendon Avenue.

Excavation Phase

The amount of export material to be removed from the site for the construction of the proposed three-level garage is estimated at 330,000 cubic yards, with the removal to take 7 to 8 months. The early stages of the excavation of the site will generate up to 320 truckloads per day or 640 directional daily trips (arrivals and departures). This activity will commence 30 days into the Project construction phase and continue for approximately 2 months. In later stages of excavation, the truckloads per day will reduce to 200 loads and further to 100 or less in the final stages of the excavation operation.

The initial excavation of the site will take approximately 2 months with 80 - 90 trucks removing dirt for 10 hours per day, six days a week. Once the depth of the excavation reaches the first row of the garage tiebacks, excavation will be reduced and continue with 30 to 40 trucks operating 10 hours per day six days per week. During the final month of excavation, 20 to 30 trucks per day will be exporting dirt.

It is therefore estimated that at peak construction, 320 truckloads of excavation will be hauled per day. This level of peak truck activity will generate approximately 32 truck loads per hour each hour during a 10-hour day. For comparison purposes, the truckloads have been converted to equivalent passenger car trips. Each truckload requires two truck trips (an arrival and a departure trip). Therefore, 32 truckloads are equivalent to 64 truck trips per hour. When considering the passenger car equivalent of trucks (one double bottom dump truck is approximately equivalent to three passenger vehicles), this level of truck activity is equivalent to 192 passenger car trips per hour. This volume of construction traffic does not create significant impacts on local streets or on area freeways (see Section V.J., Transportation/Traffic.)

Fire and Emergency Vehicle Access (short and long-term)

The Project proposes to temporarily close Glendon Avenue to vehicular access for approximately 24 months to facilitate the construction of the subterranean parking structure and right of way improvements. In addition, intermittent short-term closures will occur during the next 12 months to allow for the delivery and loading of materials as Project construction is completed. North-south access will be temporarily impacted because of the street closure.

Major north-south access in Westwood Village is provided along Westwood Boulevard, designated in the General Plan as a Major Highway Class II, which is located one block west of Glendon Avenue. Primary access is also provided along Hilgard Avenue, designated as a Secondary Highway, which is located two blocks east of Glendon Avenue. Primary northbound (only) access is also provided on Tiverton Avenue, currently designated as a Secondary Highway, which is located one block east of Glendon Avenue. The Project approvals include the proposed redesignation of Tiverton Avenue to a Local Street. Westwood Boulevard, Tiverton Avenue, and Hilgard Avenue will be maintained throughout the period of the temporary street closure of Glendon Avenue. The Proposed Project will also maintain the north-south alley between Westwood Boulevard and Glendon Avenue for secondary access.

As discussed in the Section V.J., Transportation/Traffic, Glendon Avenue is designated as a local street and primarily serves the uses located along the street. Most of these uses will be removed by

the Proposed Project and will not require emergency services. Glendon Avenue was previously vacated north of the proposed site between Weyburn Avenue and Le Conte Avenue for the development of the Westwood Marketplace (formerly Bullock's department store), and no longer serves as a through street.

Major east-west access is provided along Le Conte Avenue, designated as a Secondary Highway, and Weyburn Avenue, designated as a Local Street. To the south of the Proposed Project, Lindbrook Avenue is designated as a Secondary Highway. Kinross Avenue, designated as a Local Street, terminates at Glendon Avenue. Le Conte Avenue, Weyburn Avenue, Kinross Avenue and Lindbrook Avenue will be maintained throughout the period of the temporary closure of Glendon Avenue.

Glendon Avenue is not a through north-south street, and no through east-west streets will be closed because of the Proposed Project. Adequate alternative through streets exist that will facilitate fire department and emergency vehicle access, and therefore, the temporary street closure is not expected to cause a significant impact on access to the proposed site or adjacent properties.

In summary, the traffic impacts associated with the Project construction activities and the proposed temporary closure of Glendon Avenue will create short-term adverse but less than significant impacts. However, since these impacts are transient, they are therefore not considered significant.

Mitigation Measures

While no significant impacts will occur during the construction or operational phase, the following Project features and requirements are listed here as mitigation, for clarity and disclosure:

Structural plans for the proposed parking structure will be submitted to the Department of Building and Safety for plan check prior to issuance of a building permit, with concurrence from the Department of Public Works.

Street improvement plans for the Glendon Avenue right of way above the subsurface parking structure will be submitted for plan check by the Department of Public Works, Department of Transportation, and Department of Building and Safety under the City's B-Permit process prior to the issuance of a building permit.

The Project will develop and implement, to the satisfaction of the Department of Transportation a traffic control plan. This plan will contain specific information and procedures for addressing construction phase activities, including a designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impacts during construction. It will also include temporary signage and delineation plans for the closure of Glendon Avenue.

Significant Project Impact After Mitigation

Project impacts are not significant.

Cumulative Impacts

No other temporary street closures or subsurface vacations are proposed by projects on the related projects list that would add significantly to local traffic congestion in the Palazzo Westwood vicinity or add significantly to other impacts addressed in this section. No significant cumulative impact will occur.