



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

CITY PLANNING COMMISSION

Date:	February 10, 2022	Case No.:	CPC-2021-795-SP
Time:	After 8:30 a.m.	Council File:	18-1101
Place:	In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be entirely conducted telephonically by Zoom [https://zoom.us]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at: https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org	CEQA No.:	ENV-2021-815-ND
		Location:	Westwood Village Specific Plan Area
		Council District:	5 - Paul Koretz
		Plan Area:	Westwood
		Applicant:	City of Los Angeles

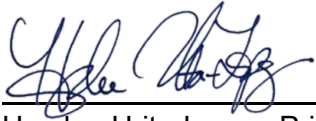
Public Hearing: June 10, 2021

SUMMARY: An ordinance amending the Westwood Village Specific Plan (Ordinance Nos. 164,305, 167,137, and 176,177) and the Westwood Community Design Review Board Specific Plan (Ordinance No. 163,204); and rescinding Director's Interpretation, Case No. DIR-2002-5730-DI.

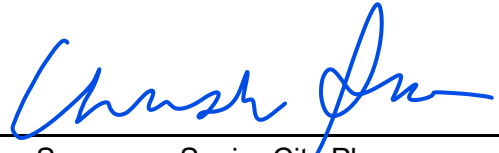
RECOMMENDED ACTIONS:

1. **Recommend** that the City Council find, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2021-815-ND ("Negative Declaration") and all comments received, that there is no substantial evidence that the Project will have a significant effect on the environment; find that the Negative Declaration reflects the independent judgment and analysis of the City, and recommend that the City adopt the Negative Declaration;
2. **Recommend**, pursuant to Sections 11.5.7 G and 12.32 of the Los Angeles Municipal Code (LAMC), that the City Council adopt the proposed ordinance amending the Westwood Village Specific Plan and the Westwood Community Design Review Specific Plan; and rescinding the Director's Interpretation Case No. DIR-2002-5730-DI;
3. **Adopt** the staff report as the Commission's report on the subject; and
4. **Adopt** the attached Findings.

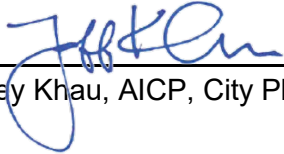
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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed Project is an ordinance (Exhibit B) to amend the Westwood Village Specific Plan (Ordinance Nos. 164305, 167137, 176177) and the Westwood Community Design Review Board Specific Plan (Ordinance No. 163204) to support a mix of uses in Westwood Village and reduce commercial vacancies. The Westwood Village Specific Plan amendments include the following: (1) amendments and revisions to existing definitions, (2) elimination of location restrictions for restaurant and fast-food establishments, (3) revised parking requirements and (4) an Administrative Review process for reviewing signage and changes of use projects. The ordinance would also rescind Director's Interpretation (Exhibit E), Case No. DIR-2002-5730-DI, and revise Section 3B of the Westwood Community Design Review Board Specific Plan to ensure consistency with Administrative Review procedures of the Westwood Village Specific Plan.

BACKGROUND

Westwood Village was developed in the late 1920s and early 1930s by the Janss Investment Corporation as a commercial center for the newly established University of California, Los Angeles (UCLA) campus. It was initially developed as a "Mediterranean Village" of primarily two-and-three story buildings with frequent use of domes, towers and courtyards. The Village is a unique historical, cultural, pedestrian-oriented area with retail shops, restaurants, and entertainment facilities. It serves the Westwood Community and surrounding areas and attracts people from the entire region.

The Westwood Village Specific Plan was first adopted by the City Council in 1989, pursuant to Ordinance No. 164305, to respond to the transition of Westwood Village from a neighborhood-oriented retail center to a regional destination. The Westwood Village Specific Plan Area (Exhibit A) is comprised of approximately 50 acres located immediately south of the UCLA campus, bounded by Le Conte Avenue to the north, Tiverton and Hilgard Avenues to the east, Lindbrook Avenue to the south, and Gayley Avenue to the west. The Westwood Village Specific Plan in conjunction with the Westwood Community Design Review Board Specific Plan, sought to address changing patterns of development, reinforce the pedestrian-scale built environment of the neighborhood, and incentivize a balanced mix of uses given the rise in concentration of theatres and fast-food in the area.

On January 30, 2019, the City Council adopted a motion (Exhibit F) requesting City Planning to report back on options for amending the Westwood Village Specific Plan to better support a mix of uses and reduce commercial vacancies. The Westwood Village Specific Plan was last amended in 2004. The initial motion identified three Specific Plan provisions that aim to promote a vibrant shopping district: (1) definitions of food-related establishments, (2) restrictions on the types and frequency of food related establishments, and (3) parking requirements. On August 5, 2019, Planning staff gave a report back on options to amend the Westwood Village Specific Plan focused on these three Specific Plan provisions. Options were subsequently presented and discussed with various stakeholders to help formulate possible amendments to the Westwood

Village Specific Plan. On June 10, 2021, Planning staff held a public hearing on the initial draft ordinance.

On September 15, 2021, an amended motion (Exhibit F) was adopted by Council which requested additional policy considerations including: (1) administrative review for change of use and signage projects, (2) the application of citywide parking requirements (3) amendments to existing definitions along with the addition of new definitions, (4) the removal of location restriction ratios for certain uses. The motion also requests for policy considerations to preserve the “pedestrian scale of the Village, ensuring that it continues to be oriented to the pedestrian and not the vehicle”.

Overall, the Council motion seeks to update the Specific Plan to respond to present and future needs of the community it serves, stating that the Specific Plan “has not kept up with the rapidly evolving retail landscape and changing consumer preferences that are altering restaurant/food and commercial/retail uses or the ever-changing transportation modes of today and the future.” It states that, “provisions of the Specific Plan that contribute to chronic retail vacancy need to be amended, and specifically those that are overly prescriptive for uses and/or parking or time consuming and hinder the placement of on-site signage.” The motion highlights an overabundance of parking in the Westwood Village area and suggests amendments to existing parking requirements. As such, the intent of this Specific Plan amendment is to address regulations which may be considered incompatible with the goal of promoting economic opportunity within the Westwood Village area.

Previous Specific Plan Amendments

The Westwood Village Specific Plan has been amended twice to address land use, development standards, cultural resources, urban design and streetscape improvements. The first amendment to the Specific Plan, adopted by Council in 1991 pursuant to Ordinance No. 167137, added new definitions, limitations, and restrictions for various hotel uses and introduced prohibitions on drive-in business uses and new or used vehicle sale areas. This amendment clarified that additional hotel rooms could be constructed. The purpose of this amendment was to resolve disputes over the interpretation of definitions in the 1989 Specific Plan. Thereafter, on December 12, 2002, the City Planning Commission adopted a Director’s Interpretation (DIR-2002-5730-DI) clarifying the definitions of “Restaurant” and “Fast Food Establishment” to provide a clear distinction between the two types of food-related establishments and develop regulations for both uses.

The latest amendment to the Specific Plan was adopted by Council in 2004 pursuant to Ordinance No. 176177 to support a large mixed-use project along Glendon Avenue. This most recent amendment addressed land use, development standards, and project review provisions. It included the addition of new language that exempts projects from “Mini-Shopping Centers” and “Commercial Corner Development” requirements set forth in the LAMC; definitions for “Mixed Use Project” and “Unified Development”; modified restrictions on alcohol sales and nightclubs and similar establishments; limits on residential densities; amendments to the Certificate of Appropriateness clause for cultural resources; the creation of three new subareas with new use and height limits; changes to the parking requirements for “Retail and Other Commercial Uses”; adjustments to the bicycle parking and shower facilities requirements; and revisions to the Design Review Board (DRB) procedures.

GOALS AND PROPOSED AMENDMENTS

Westwood Village is renowned for being a unique historical/cultural, pedestrian-oriented area with retail shops, restaurants and entertainment facilities and was initially developed in the early 1930s as a “Mediterranean Village”. The size, scale, and design of the buildings were intended to serve pedestrians, making the Village such an attractive destination that over time it transformed from a neighborhood-oriented retail center to a regional destination.

The adoption of the Westwood Village Specific Plan in 1989 was a response to this transformation and sought to address the changing pattern of development, including the development of out-of-scale buildings and a growing concentration of movie theaters and fast food uses. Although the area was thriving at the time the Specific Plan was adopted, Westwood Village has since struggled with high commercial vacancy rates, attributed to a series of economic factors such as changing market conditions and the rapid evolution of the food industry.

As a result, the Specific Plan requires amendments to ensure that the Plan area keeps pace with the evolving industry trends. In addition, the Specific Plan’s parking provisions, developed during a time when transportation options were limited, also need to be amended to coexist with the expanding menu of travel modes available today, including micro mobility vehicles (electric scooters, e-bikes, etc.), rideshare, bike-share, and the incoming purple line Metro rail stop scheduled to operate in 2025.

To that end, the ultimate goals of the proposed amendments are to:

1. Make the Specific Plan more business-friendly

- Eliminate outdated location restriction ratios that limit opportunities for new and evolving food and dining uses and financial services
- Improve the regulatory environment within the Westwood Village area to create a more business-friendly Plan, particularly for small businesses and local vendors
- Reduce the time and cost for certain projects, by creating a more efficient permitting process

2. Align the Specific Plan with Citywide Mobility goals

- Modify parking regulations to reflect emerging mobility options available today and align policies with the broader goals of reducing vehicle miles travelled (VMT).

Westwood Village Specific Plan Amendments

The proposed ordinance includes amendments to the Specific Plan which aim to make the Plan more business-friendly and consistent with Citywide mobility goals. The ordinance would also rescind the 2002 Director's Interpretation (DIR-2002-5730-DI). Additionally, a new section will be created entitled "Review Procedures"; the addition of this new section will renumber Sections 4 through 13. The amendments are summarized as follows:

Definitions

- Add "Restaurant" definition
- Add "Administrative Review" definition
- Add "Facade" definition
- Add "Cabinet Sign" definition
- Add "Sign Program" definition
- Eliminate "Cafeteria" definition
- Eliminate "Fast Food Establishment" definition
- Eliminate "Food Court" definition

Uses

- Eliminate location restrictions for Fast Food Establishment use
- Eliminate location restrictions for Restaurant use

Parking and Mobility

- Eliminate parking requirements for Hotel, Theater, Nightclub, and Office uses and defer to General Zoning Code parking requirements
- Remove the 50% replacement parking provision
- Add parking relief provision for eligible change of use projects
- Add provision requiring compliance with citywide Transportation Demand Management (TDM) program

Signs

- Expand the list of prohibited signs to include Cabinet Signs
- Clarify that DRB review is required for Sign Programs
- Clarify that DRB review is required for signs requiring Certificate of Appropriateness and/or additional entitlements

Review Procedures

- Add Review Procedures (Section 4) to include a new Administrative Review process for eligible signage and change of use projects
- Clarify that Director's Determination is required for projects that are not eligible for Administrative Review

The addition of Review Procedures in place of the current Section 4 results in the renumeration of Sections 4 through 13. Additionally, the new Section 10 will be titled Parking and Mobility. As shown in Table 1, the following Sections of the Westwood Village Specific Plan will be renumbered:

Table 1. Renumbered Sections for Westwood Village Specific Plan

Previous Section Number	New Section Number
Section 4 - Definitions	Section 5 - Definitions
Section 5 - Uses	Section 6 - Uses
Section 6 - Preservation of Cultural Resources	Section 7 - Preservation of Cultural Resources
Section 7 - Building Intensity	Section 8 - Building Intensity
Section 8 - Height and Setback	Section 9 - Height and Setback
Section 9 - Parking	Section 10 – Parking and Mobility
Section 10 - Development Standards	Section 11 - Development Standards
Section 11 - Signs	Section 12 - Signs
Section 12 - Broxton Avenue and Village-Wide Improvement District	Section 13 - Broxton Avenue and Village-Wide Improvement District
Section 13 - Design Review Procedures	Section 14 - Design Review Procedures

Westwood Design Review Specific Plan Amendments

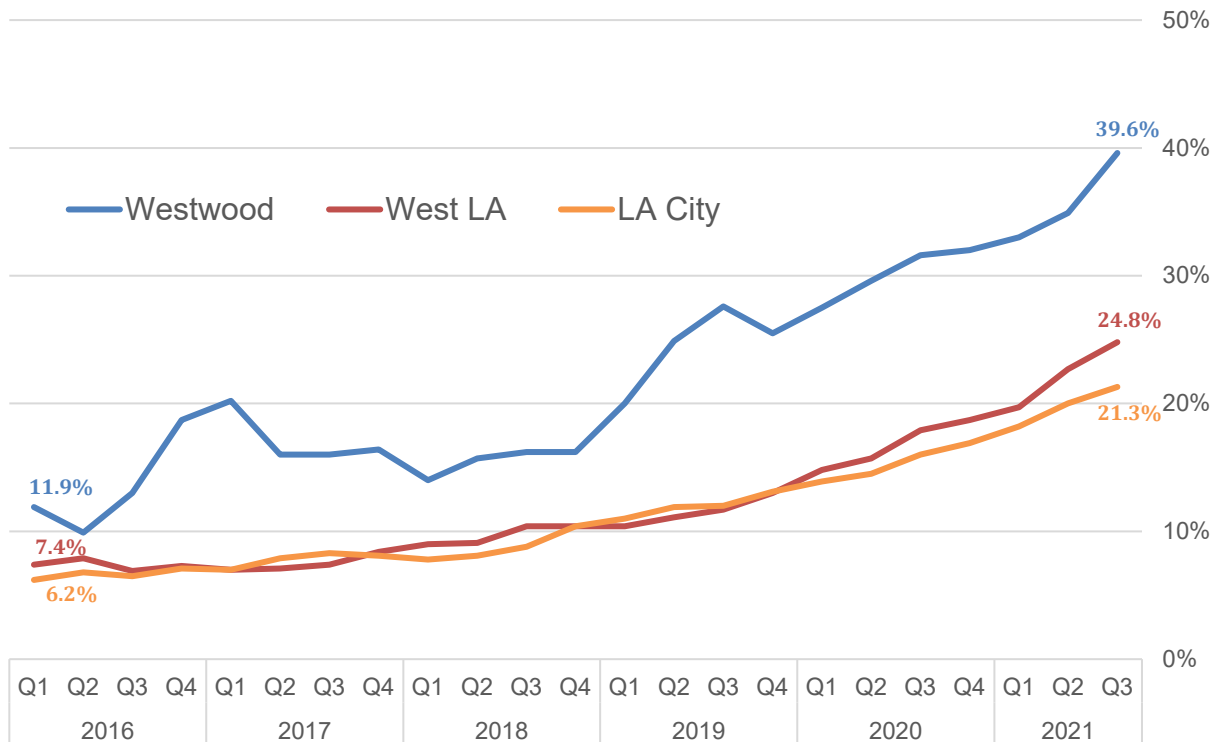
The proposed ordinance will revise Section 3B of the Westwood Community Design Review Board Specific Plan to ensure consistent procedures with the proposed Administrative Review process in the Westwood Village Specific Plan. These amendments will help clarify which the types of projects that would be subject to DRB review.

DISCUSSION AND KEY ISSUES

The intent of this Specific Plan amendment is to promote economic opportunity within the Westwood Village area. One of the stated purposes of the Specific Plan is “to permit, encourage and facilitate a balanced mix of uses and an environment attractive to a cross-section of the community... 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”. To that end, the Westwood Village Specific Plan requires amendments for it to continue achieving this vision.

Westwood Village has seen an economic decline over the past 15 years. This economic challenge is most evident in the Plan area’s commercial vacancy rates. In 2006, vacancy rates in the Plan area were between 3 and 5%. By 2021, vacancy rates had risen to nearly 40%. As cited in the Council motion (Council File 18-1101) submitted on May 4, 2021, “March 2021 CoStar data [shows] Westwood Village retail vacancy is over 31% and the availability rate... is 42%. In comparison, the Los Angeles retail vacancy rate is 21% and the availability rate is 27%.” Vacancy and availability rates are typically used as economic indicators that provide a snapshot of market conditions. More recent CoStar data on historical retail vacancy and availability (Exhibit H) indicates that vacancies have been rising in Westwood Village over the last five years at a rate that outpaces West Los Angeles and the City at large, as shown in Figure 1.

Figure 1: Retail Vacancy Rates, 2016 - 2021



Source: STR, 2021 CoStar Realty Information Inc.

Given that Westwood Village's retail vacancy and availability rates are higher than the citywide average, it is critical to assess strategies to modify policies that may contribute to these rates. By nature of the Specific Plan, amendments are required to make changes to the Plan that will ensure that the regulations keep up with the changing market demands of the area.

The motion asserts that the Specific Plan "has not kept time with the changing consumer demands related to current restaurant/food and commercial/retail needs." It also states that despite the intent of the Specific Plan to encourage and facilitate a balanced mix of uses and an environment attractive to a cross-section of the community, "particular provisions of the Specific Plan hinder restoring this neighborhood-serving commercial district to its former vibrancy." The motion also mentions a potential overabundance of parking in Westwood Village with "approximately 1,000 available spaces, at all times of the day, even during peak hours," as determined by the Westwood Village Parking Study (Exhibit I).

The Council motion suggests that some major limitations have resulted from overly prescriptive provisions of the Specific Plan. To address high commercial vacancy rates and an overabundance of parking, Planning staff was instructed to investigate and consider the following land use policies:

- Establishing an administrative review process for changes of use and signage
- Establishing parking exceptions for changes of use
- Deferring to zoning code parking requirements for new construction projects
- Revising the definitions for food uses
- Eliminating location restrictions for food uses
- Preserving the pedestrian scale

Upon consideration of the Council motion, Planning staff analyzed some key issues in the Specific Plan that can be improved to better fulfill its purpose.

Key Issues

1. Definitions and location restrictions for food-related uses

The Specific Plan aims to encourage and facilitate a mix of uses within the Plan area. To that end, it contains definitions that delineate food-related uses to limit the number of food and dining establishments located along each street in the Plan area; specifically, fast food establishments, restaurants, and convenience food stores are called out as limited uses. These location restrictions on food-related establishment uses are summarized in the Table 2:

Table 2. Location Restrictions for Selected Uses

Use	Limitation Ratio	Exception
Restaurant	1 per every 200 linear feet of frontage along a street	Broxton Avenue: 1 per every 150 linear feet of frontage along a street
Fast Food Establishment	1 per every 400 linear feet of frontage along a street	Broxton Avenue: 1 per every 200 linear feet of frontage along a street
Convenience Food Store	1 per every 1,000 linear feet of frontage along a street	None

The intent of these food-related limitations was to prevent the overconcentration of fast food establishments and restaurants. However, over time these regulations have become outdated as they exclude new types of food establishments from obtaining permits. Stakeholders have mentioned that the ratios for these establishments have contributed to rising vacancy rates, barring new businesses from opening in an area already facing economic hardship.

The Specific Plan's definitions of food-related uses are overly complex in an effort to distinguish and regulate certain food establishments that fall within a broad spectrum of food-related uses. Although the Specific Plan defines several popular food-related uses, it fails to capture the expanded selection of food-related establishments that have emerged over the past two decades, specifically fast casual restaurants. Fast casual restaurants operate somewhere between "Restaurant" use and "Fast Food Establishment" use without fully meeting the criteria to be classified as either. Other common types of food-related establishments (e.g., delicatessen, bakery, food/grocery store, etc.) are classified as a Neighborhood Retail use but may be defined as a "Fast Food Establishment" use if they serve food for on-site consumption. As such, the Specific Plan's food-related definitions have become muddled over time as some establishments cross over to include aspects of multiple food-related uses.

2. Parking Requirements

Planning staff examined the existing parking requirements of the Specific Plan to assess whether such provisions could be modified to better accommodate new and existing commercial uses. The Specific Plan imposes special requirements for uses such as hotels/motels, motion picture theaters, nightclubs, office, and retail/commercial uses. These parking ratios are more restrictive than the zoning code requirements, as shown in Table 3:

Table 3. Comparison of Specific Plan and Zoning Code Parking Requirements

Use	Specific Plan	Zoning Code
Hotel and Motel	1 space per guest room, plus 1 space per 100 square feet of restaurant dining area, plus 1 space per 35 square feet of meeting rooms, plus the number of spaces required by the Zoning Code	1 space per guest room for the first 30 guest rooms, ½ space per guest room for the next 30 guest rooms, ½ space per guest room for the remaining guest rooms, plus 1 space per 100 square feet of restaurant dining area, plus 1 space per 35 square feet of meeting rooms
Motion Picture Theater	1 space per 3 fixed seats, or, where there are no fixed seats, 1 space per 25 square feet of floor area	1 space per 5 fixed seats, or, where there are no fixed seats, 1 space per 35 square feet of floor area
Nightclub or Similar	1 space per 5 fixed seats, or, where there are no fixed seats, 1 space per 75 square feet of floor area	1 space per 100 square feet of floor area
Office, Excluding Medical	3.25 spaces per 1,000 square feet of floor area	2 spaces per 1,000 square feet of floor area
Retail and Commercial	4 spaces per 1,000 square feet of floor area	4 spaces per 1,000 square feet of floor area

Additionally, the Specific Plan contains requirements for replacement parking. This provision states that when parking spaces are removed, and those removed spaces are not required to serve a specific project or site, a minimum of 50% of those parking spaces must be replaced on- or off-site.

Providing parking in Westwood Village is an ongoing challenge due to the limited space available for locating new parking facilities. This is particularly difficult for historic buildings for which parking requirements were minimal or non-existent at the time of their construction. Change of use projects often find it difficult to meet parking requirements as most sites are built-out without room to accommodate additional parking. These factors suggest that the Specific Plan's parking provisions impose a heavy burden on business owners and retailers, inhibiting the redevelopment and improvement of sites within the Village.

At the same time, Westwood Village's existing parking supply appears to be underutilized. According to a parking study completed by Civic Enterprise Associates for the Westwood Village Improvement Association in 2013, approximately 1,000 of the 6,200 public parking spaces (roughly 16%) in Westwood Village were available at any given time, including

during peak hours. In addition, Westwood Village is seeing an increase in new mobility options that did not exist in 1989 when the Specific Plan parking regulations were first established. This includes the Metro Purple Line extension to UCLA, improved bus service, and shared mobility options such as e-bikes, e-scooters, rideshare services, and carshare services. For these reasons, the existing parking requirements may not reflect today's needs and, in addition, may not support other Specific Plan objectives to encourage the use of public transit.

3. Discretionary Review Process

The discretionary review process under the current Specific Plan requires projects to obtain a recommendation from the Westwood Community Design Review Board (DRB) before proceeding to gain approval from the Director of Planning. As such, all improvements that fall within the Specific Plan's definition of "Project" must obtain a Project Compliance entitlement and a Design Review entitlement. These entitlement requests require various levels of review as Planning staff work with the Westwood Community DRB to ensure that projects are consistent with design standards. In some instances, due to the lack of quorum and case backlogs, applicants must wait months before their projects can be scheduled for a Westwood DRB meeting, resulting in costly delays for businesses, especially newer and/or smaller businesses. Planning staff analyzed the permitting process for certain types of projects to identify strategies that could improve efficiency while maintaining a high level of design compliance.

RECOMMENDATIONS

The scope of work to develop this ordinance consisted of research and analysis of existing policies and economic trends along with meetings with community stakeholders. Upon completing research and stakeholder outreach, the Department of City Planning evaluated a number of policy changes to address the concerns about the Westwood Village Specific Plan. The resulting ordinance includes changes to definitions, modifications of parking regulations and use limitations, and the establishment of an administrative review process to provide a streamlined process for eligible projects.

Table 4. Comparison of Current Regulations and Proposed Regulations

Category	Current Regulation	Proposed Regulation
Administrative Review	Not currently in the Specific Plan	Add a new Administrative Review definition and review process. Projects that qualify include eligible signage and Change of Use projects that do not include an expansion of use, Facade alterations, or require additional entitlements
Location Restrictions	"Restaurant" & "Fast Food" defined through Director's Interpretation	Add "Restaurant" definition and rescind the Director's Interpretation
	Includes definitions for: <ul style="list-style-type: none"> • Fast Food Establishments • Food Court • Cafeteria 	Remove definitions for: <ul style="list-style-type: none"> • Fast Food Establishments • Food Court • Cafeteria These definitions will no longer be regulated by the Specific Plan.
	Includes location restrictions ¹ for: <ul style="list-style-type: none"> • Fast Food Establishment use limited at 1 per 400 feet of frontage • Restaurant use limited at 1 per 200 feet of frontage 	Remove location restrictions for the following uses: <ul style="list-style-type: none"> • Fast Food Establishment • Restaurant
Parking and Mobility	Additional parking is required for Hotel, Theater, Nightclub and Office uses	Remove the additional parking requirement for Hotel, Theater, Nightclub and Office uses and defer to the General Code required parking
	Replacement parking provision which requires 50% of existing parking to be replaced	Remove 50% replacement parking provision
	Parking required for changes of use	Add new provision for parking relief for change of use projects that meet certain criteria
	No reference to TDM strategies	Add provision requiring compliance with citywide TDM program
Signage	No restriction on Cabinet Signs	Prohibit Cabinet Signs Add "Cabinet Sign" definition
	Sign Programs not mentioned	Add "Sign Program" definition Clarify that Sign Programs are subject to DRB review Clarify that DRB review is required for signs requiring Certificate of Appropriateness

¹ Location restrictions for Fast Food Establishment and Restaurant uses along Broxton Avenue are less restrictive. See Table 2.

Table 4 summarizes the main differences between the current Specific Plan and the amended ordinance. The recommendations herein have been crafted by Planning staff utilizing data analysis, instructions stated in Council motion CF 18-1101, and feedback from community stakeholders. This ordinance also includes clarifications and routine updates. These recommendations are discussed in greater detail below.

Administrative Review

The proposed ordinance introduces Section 4 A, an Administrative Review process for certain signs and change of use projects. An Administrative Review is a ministerial approval issued by the Director of Planning pursuant to the sign regulations in the Specific Plan. Projects that are deemed eligible for Administrative Review and comply with the Specific Plan will no longer be required to obtain recommendation from the Westwood Community Design Review Board (DRB). Projects seeking to deviate from the Specific Plan regulations would not qualify for an Administrative Review and must obtain recommendation from the Westwood DRB. The following projects are eligible for an Administrative Review:

1. Sign projects which comply with the signage regulations of the Specific Plan and do not require an adjustment, modification, exception, or a Certificate of Appropriateness
2. Change of use projects that do not propose facade alterations, new construction, expansions, or a Limited Use identified in the Specific Plan

Sign Projects

The ordinance adds an Administrative Review process for eligible sign projects. The Specific Plan's sign standards will remain and compliance with such standards will continue to be required. Sign projects requesting to deviate from the Specific Plan regulations and Sign Programs would not qualify for Administrative Review and are subject to a discretionary review process which requires recommendation from the Westwood DRB.

Change of Use Projects

The ordinance adds an Administrative Review process for eligible change of use projects. Eligible change of use projects will no longer be required to go before the Westwood DRB for recommendation of approval. Change of use projects that propose Facade alterations, expansions, or involve other entitlements or requests to deviate from the Specific Plan do not qualify for Administrative Review and would be subject to a discretionary review process which requires recommendation from the Westwood DRB.

Location Restrictions

The proposed ordinance includes the addition of five definitions (Administrative Review, Cabinet Sign, Facade, Restaurant, Sign Program) and the removal of three definitions (Cafeteria, Fast Food Establishment, and Food Court). Additionally, the proposed ordinance removes restrictions on the location of Restaurants and Fast Food Establishments. This change would eliminate existing use limitations that reduce the opportunity for new food-related uses and financial services.

Administrative Review

Projects that qualify for an “Administrative Review” include eligible signage that complies with the existing sign regulations in the Specific Plan and change of use projects that do not include an expansion of use, Facade alterations, or require additional entitlements. To effectuate this review process, Planning staff recommends including the following definition:

“Administrative Review - A ministerial approval issued for Projects, pursuant to Section 4 A of this Specific Plan, that comply with all applicable regulations and standards of this Specific Plan.”

Cabinet Sign

The proposed ordinance adds “Cabinet Signs” to the list of prohibited signs. In order to effectuate this policy, Planning staff recommends including the following definition:

“Cabinet Sign - A wall sign with text, logos, or symbols that are placed on the face of an enclosed cabinet/box attached to a building. The face may be illuminated internally or externally.”

Facade

Planning staff recommends adding a “Facade” definition to provide clarity of what types of projects are subject to the Westwood Community Design Review Board process. Projects which include Facade alterations will not be eligible for the proposed Administrative Review process and will require a recommendation from the Westwood Community Design Review Board along with approval from the Director of Planning. Planning staff recommends including the following definition:

“Facade - Any side or face of a building that is facing a public, street, alley, or any publicly accessible courtyard or open space.”

Restaurant

In 2002, the Director of Planning issued a Director’s Interpretation (DIR-2002-5730-DI) to define Fast Food and Restaurant uses in order to alleviate confusion between the two uses. As is, the Specific Plan’s Definitions Section does not include a Restaurant definition. Staff recommends adding a definition for “Restaurant” to establish a term that encompasses all food-related uses. This is necessary to effectuate the existing regulations of Restaurant uses that are currently mentioned in the Specific Plan. Planning staff recommends including the following definition:

“Restaurant - An establishment that dispenses food and beverage for on-site and off-site consumption and has on-site dining.”

Sign Program

The proposed ordinance allows eligible signs to qualify for Administrative Review but excludes Sign Programs from this procedure. To provide clarity on what constitutes a Sign Program, Planning staff recommends including the following definition:

“Sign Program - A specific set of design standards established for the purpose of unifying a variety of signs associated with a multi-tenant or multi-use project, building, or complex of buildings.”

Cafeteria, Fast Food Establishment, Food Court

Staff recommends the removal of the definitions for “Cafeteria”, “Fast Food Establishments” and “Food Court” as these uses are no longer regulated under the Specific Plan. The proposed ordinance eliminates existing regulations that limit the location and concentration of Fast Food Establishments. With the elimination of these regulations, the definitions for “Cafeteria”, “Fast Food Establishment” and “Food Court” are no longer needed as their sole purpose was to clarify provisions regarding the limitation of Fast Food Establishments.

Remove Location Restrictions for Restaurants and Fast Food Establishments

Staff proposes to eliminate provisions that restrict the location of Restaurants and Fast Food Establishments. The Westwood Village Specific Plan currently regulates the number of Restaurants and Fast Food uses ratios for each per linear street frontage. Restaurants are limited at 1 per 200 feet of frontage and Fast Food uses are limited at 1 per 400 feet of frontage. The proposed amendment eliminates these ratios to allow market conditions to determine the location of food-related establishments. These changes create a more economically sustainable Specific Plan that may be versatile to future needs and consumer trends.

Parking and Mobility

The proposed ordinance removes provisions that: impose special requirements for certain uses; impose replacement parking provisions that are higher than code; and remove parking requirements for change of use projects. This change would eliminate potentially superfluous parking requirements that may make opening a new business or expanding existing businesses challenging. The amended parking regulations are consistent with the City’s Mobility goals while acknowledging recent transportation trends and enhancements in multi-modal infrastructure in the Plan area.

Amend Parking Requirements for Hotels, Theatre, Nightclub, and Office Uses

To align with the City’s mobility goals, the Specific Plan’s parking regulations will be amended to be consistent with the General Zoning Code requirement. Projects in Westwood Village currently require more parking than the General Zoning Code for the following uses: hotel, theatre, nightclub, and office. Given the overabundance of parking in the Westwood Village area, additional parking beyond what is required of the zoning code is not needed. An oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal mobility system. An abundance of parking has the effect of incentivizing automobile trips and making alternative modes of transportation less attractive. Moreover, parking consumes

a vast amount of space in an urban environment like Westwood Village, land which could otherwise be put to a number of valuable alternative uses.

Remove the 50% Replacement Parking Provision

The ordinance removes the Replacement Parking provision and only requires projects to meet the General Zoning Code required parking for the underlying zone. The 50% excess parking in addition to the Code required parking will no longer be required. The Replacement Parking provision currently requires infill projects which result in the removal of any parking spaces to replace 50% of such parking spaces in addition to the number of spaces required per the project's underlying zone. The update to the Replacement Parking provision is consistent with the City's Mobility goals particularly in high quality transit areas like Westwood Village. Westwood Village is a pedestrian-oriented, transit-rich area with a future Metro rail stop scheduled to operate in 2025. Westwood Village also has an extensive transit network which includes several bus lines serviced by the Big Blue Bus and Metro, and an existing network of micro mobility options such as rideshare, bike-share, and dockless scooters. Projects in the Westwood Village Specific Plan would still need to meet the Citywide parking requirements as determined by their use and underlying zone.

Add Parking Relief for Change of Use Projects

To further support businesses in the Village and complement Westwood Village's extensive mobility options, the Westwood Village Specific Plan will also be amended with a new provision for parking relief for nonresidential change of use projects that meet the following criteria: 1) the building wherein the change of use is occurring has a valid certificate of occupancy, 2) the change of use is limited to 5,000 square feet of floor area, 3) any additions resulting in an increase of floor area shall be within the existing walls and existing roofline of the tenant space and building, 4) tenant spaces shall not be allowed to combine spaces that would result in a floor area greater than 5,000 square feet 5) no net loss of guest rooms and/or dwelling units shall result from the change of use. This provision is consistent with similar policies introduced through the Local Emergency Ordinance (No. 187096).

Add Provision Requiring Compliance with Citywide TDM Program

The proposed ordinance includes a provision that requires projects to comply with the citywide Transportation Demand Management (TDM) Program. Such regulations only apply to certain projects pursuant to LAMC 12.26 J. The purpose of including this provision is to highlight the impending update to the City's TDM Program. This update addresses the City's immense transportation needs by creating a new TDM Program. The new TDM Program will offer a set of solutions, such as unbundling parking and bike parking, to encourage more sustainable development and reduce vehicle miles travelled. Staff anticipates that the new TDM Program will become effective in the latter half of 2022. In referencing the citywide TDM Program, this ordinance does not impose Village-specific TDM strategies but instead defers to the TDM requirements set forth in LAMC 12.26 J.

Signage

The proposed ordinance defines “Cabinet Sign” and adds it to the list of prohibited signs. It also defines “Sign Program” and clarifies the review and approval process for Sign Program projects. In addition, the section entitled Preservation of Cultural Resources will have additional language clarifying that DRB review is required for signs requiring a Certificate of Appropriateness.

Cabinet Signs

The ordinance expands the list of prohibited signs to include cabinet signs, including those that are internally lit. Cabinet signs, also known as box signs, are signs with text, logos or symbols that are placed on the face of an enclosed cabinet/box attached to a building. The face may be illuminated internally or externally. Applications for these types of signs are discouraged by the Westwood DRB, as they are considered inappropriate for storefronts and buildings in Westwood Village.

Sign Programs

A Sign Program is a specific set of design standards established for the purpose of unifying a variety of signs associated with a multi-tenant or multi-use project, building or complex of buildings. Currently, Sign Programs are not mentioned in the Specific Plan. This ordinance will add language to differentiate which projects qualify as a Sign Program. It also informs that Westwood DRB review is required for projects involving Sign Programs.

Clarifications and Routine Updates

The proposed ordinance includes some minor clarifications and routine updates to be consistent with recent actions and regulations.

1. Figure 2 and Table 1 will be modified to identify #30 (Holmby Building) as a Historic Cultural Monument (HCM). On December 17, 2020, the Cultural Heritage Commission voted to add the Holmby Building to the list of Historic Cultural Monuments.
2. Under Section 7.B.5.2 (b) of the current Specific Plan, the term ‘handicapped person’ will be replaced with Americans with Disabilities Act (ADA).
3. Section 5.B.16 of the current Specific Plan will be removed because it erroneously cites LAMC Section 12.24 W 30, which refers to Conditional Use procedures for night clubs and similar establishments offering dancing or live entertainment in conjunction with a restaurant. The Conditional Use permitting procedures for the sale or dispensing of alcoholic beverages in the Westwood Village Specific Plan area will be consistent with the rest of the City, pursuant to LAMC Section 12.24 W 1.

CONCLUSION

Staff recommends adoption of the proposed ordinance to amend the Westwood Village Specific Plan (Ordinance Nos. 164305, 167137, 176177) and the Westwood Community Design Review Board Specific Plan (Ordinance No. 163204) to support a mix of uses in Westwood Village and reduce commercial vacancies. The proposed ordinance will provide the following: (1) amendments and revisions to existing definitions, (2) removal of location restriction ratios for Restaurants and Fast-Food Establishments, (3) revised parking requirements and (4) an Administrative Review process for reviewing signage and changes of use projects. The Proposed Westwood Village Specific Plan (Exhibit C) and Westwood Community Design Review Board Specific Plan (Exhibit D) are attached herein. The ordinance would also rescind the 2002 Director's Interpretation, Case No. DIR-2002-5730-DI.

FINDINGS

CHARTER AND GENERAL PLAN FINDINGS

City Charter Section 556 and 558

Pursuant to City Charter Sections 556 and 558, as described below, the proposed ordinance is in substantial conformance with the purpose, intent and provisions of the General Plan, as well as in conformance with the public necessity, convenience, general welfare and good zoning practice. Specifically, the action is consistent with the following goals, objectives, and policies of the General Plan Framework Element, Westwood Community Plan, applicable specific plans, and the Mobility Plan.

General Plan Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and broadly defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes guiding principles that support the proposed amendments to the Westwood Village Specific Plan and the Westwood Community Design Review Board Specific Plan. The proposed ordinance is consistent with the following Framework Element policies:

GOAL 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

GOAL 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

GOAL 7B: A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Policy 7.2.4: Ensure that the City has enough capacity to accommodate the development of general commercial uses which support community needs in all parts of Los Angeles.

GOAL 7C: A City with thriving and expanding businesses.

Objective 7.3: Maintain and enhance the existing businesses in the City.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.3.3: Retain the City's existing employment base through an outreach program to existing businesses and an ongoing assessment of their specific land use requirements.

GOAL 7D: A City able to attract and maintain new land uses and businesses.

Objective 7.4: Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.

Policy 7.4.1: Develop and maintain a streamlined development review process to assure the City's competitiveness within the Southern California region.

Policy 7.4.2: Maximize opportunities for "by-right" development.

Policy 7.4.3: Maintain development fee structures that do not unreasonably burden specific industry groups, are financially competitive with other cities in the region, and reduce uncertainty to the development community.

Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.

Policy 7.6.2: Reuse deteriorating community or regional centers for wholesale or outlet centers when the newly emerging retail trend requires larger sites not otherwise available to the City.

The proposed ordinance aligns with the goals and objectives of the General Plan Framework Element by introducing policies that help reduce commercial vacancies and facilitate business retention and job growth. The amendments proposed emphasize the need to accommodate future commercial growth by streamlining the City's permitting processes and attracting development to commercial districts such as Westwood Village. The proposed ordinance meets the goals, objectives, and policies of the General Plan Framework Element by encouraging the growth of a

regional center that can accommodate a broad range of uses that serve the needs of residents while providing job opportunities accessible to the region.

Westwood Community Plan

The City of Los Angeles maintains 35 Community Plans, one for each of its Community Plan Areas. Together, the 35 Community Plans make up the General Plan's Land Use Element, which plays an important role in bolstering housing and job opportunities, conserving open space and natural resources, and balancing different neighborhoods' needs. The Westwood Community Plan establishes specific goals and implementation strategies to achieve the broad objectives laid out in the City's General Plan. The proposed ordinance will be in substantial conformance with the following goals, objectives, and policies:

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.

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.

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

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

The ordinance meets the goals, objectives, and policies of the Westwood Community Plan by utilizing land use tools to enhance business opportunities in the Community Plan area, with specific emphasis on the Westwood Village neighborhood. The proposed ordinance would amend existing regulations to facilitate a mix of uses and reduce commercial vacancies, allowing Westwood Village to function as a retail center for the surrounding community and the broader region of Los Angeles.

Westwood Village Specific Plan

Section 2 of the Westwood Village Specific Plan outlines the purposes of the Specific Plan. The proposed ordinance will be in substantial conformance with the following purposes:

Purpose 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.

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

1. facilitating pedestrian and shuttle access from U.C.L.A., 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.

The proposed ordinance is consistent with the overall purposes of the Westwood Village Specific Plan by amending outdated policies to provide regulatory relief for businesses and retailers. These changes will help address rising commercial vacancy rate and remove restrictive regulations that make it difficult for businesses to open and operate in the Village. The proposed ordinance also highlights the pending updates to the TDM Program which will soon be implemented citywide. The City's new TDM Program will include a menu of strategies to reduce vehicle miles travelled.

Mobility Plan 2035

Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. The proposed ordinances will be in substantial conformance with the following goals, objectives, and policies:

GOAL 3: Access for All Angelenos

Objective: Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

GOAL 5: Clean Environments and Healthy Communities

Objective: Decrease VMT per capita by 5% every five years, to 20% by 2035.

Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

The proposed ordinance supports the goals, objectives, and policies of the Mobility Plan 2035 by amending area-specific parking regulations to align with Citywide requirements to meet the broader goals of reducing vehicle miles traveled. The amendments proposed aim to reduce parking requirements in Westwood Village, an area that already has an adequate supply of parking, to increase the utilization of active transportation modes and spur community interaction, which in turn can improve the health of an area's residents and increase economic activity.

LEGISLATIVE ACTION FINDINGS**Public Necessity, Convenience, General Welfare, and Good Zoning**

Los Angeles City Charter Section 558 and LAMC Section 12.32(C)(7) require that prior to adopting a land use ordinance, the City Council make findings that the ordinance conforms with public necessity, convenience, general welfare, and good zoning practice. The proposed ordinance is in conformity with the aforementioned as follows:

The proposed ordinance is in conformity with public necessity because it will promote economic opportunity by introducing policies that help maintain a viable retail base in Westwood Village. Economic opportunity in all communities is essential to improve social equity and maintain the quality of life. A business-friendly environment is a requirement for protecting current jobs and developing new ones. The proposed ordinance addresses changing consumer needs and concerns raised by local business leaders. Significant public input has been received in support of the Specific Plan amendment. The proposed amendments will reduce blight from vacant properties by decreasing unattainable barriers that keep the properties unoccupied.

The proposed ordinance is in conformity with public convenience because it will allow for more restaurants and fast-food establishments to operate in Westwood Village. These commercial amenities are necessary for the well-being of residents, students, and visitors. The proposed Specific Plan amendment provides for all emerging businesses to compete at the same level as other businesses in the City that do not have the same regulatory environment. Additionally, the business-friendly goals of this amendment create opportunities for new establishments to serve nearby residents. For those residing within the Westwood Village, this would reduce the need to drive to other communities, or cities outside Los Angeles, to dine, shop, or receive commercial services.

The proposed ordinance is in conformity with the general welfare because the amendment will not change the range of neighborhood-serving land uses that are allowed by the Westwood Village Specific Plan. The Office of Zoning Administration will continue to review projects that may impact adjacent residential neighborhoods (generally establishments that sell or serve alcohol, provide live entertainment, etc.) on a case-by-case basis through an existing Conditional Use process pursuant to LAMC 12.24. Future development will still be required to undergo an environmental review process to ensure that impacts to health and safety are analyzed before permits are issued.

The proposed ordinance is in conformity with good zoning practice because its policies aim to support Citywide and community goals. The proposed ordinance will align existing parking regulations with General Code requirements. The amendment will bring the Westwood Village Specific Plan into consistency with the rest of the City of Los Angeles where there are no other similar limitations for Fast Food and Restaurant uses or no other similar additional requirements for parking. The amendment will leave intact the range of neighborhood serving land uses that are allowed by the C4 zone.

CEQA FINDINGS

The City determined that the Project would not have a significant impact on the environment. The Project involve a code amendment and does not propose or approve any development or construction and would not authorize any new or existing land uses. Negative Declaration ENV-2021-815-ND (Exhibit G) was prepared to identify any potential impacts on the physical environment and reflects the interdependent judgement and analysis of the City. On the basis of the whole of the administrative record before the lead agency, including any comments received, the lead agency finds that there is no substantial evidence that the proposed Project will have a significant effect on the environment.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING / INFORMATION SESSION

In conformity with the Governor's Executive Order N-20-20 (March 17, 2020) and due to concerns over COVID-19, the Department of City Planning conducted an Information Session and Public Hearing using Zoom [<https://zoom.us/>] webinar and telephonically on June 10, 2021. Approximately 3,460 public hearing notices were mailed to all property owners and occupants within the Westwood Village Specific Plan. A public notice was also placed on the Project's website, on the Department of City Planning website, planning.lacity.org, and a newspaper advertisement was placed in the Daily Journal on May 14, 2021. The hearing was attended by approximately 63 participants that virtually logged in and/or called in. Below is a summary of the public testimony received and the total written correspondence received by City Planning staff by the end of the public comment period:

Verbal and Written Communication

During the public hearing, a total of 26 verbal comments were stated into the record; 24 comments were supportive of the Westwood Village Specific Plan Amendment released in May of 2021, one (1) comment in opposition, and one (1) general comment. Most of the commenters were in support of amending the Westwood Village Specific Plan to reduce commercial vacancies and encourage and facilitate a balanced mix of uses. More than half of the commenters supported removing parking replacement requirements and allowing a lease in lieu of a Covenant and Agreement for offsite parking. Some comments were in favor of eliminating use ratios for Fast Food, Restaurant Financial Services uses. One comment in opposition of the Specific Plan amendment did not support changes to the change of use procedures or changes to sign approval requirements and procedures.

The Public Hearing Officer kept the public comment period open for an additional 60 days following the public hearing. During the comment period following the Public Hearing, approximately 366 additional comments were received via email, with 320 of emails expressing general support of the amendments and 46 number of emails expressing opposition.

Below is a summary of all comments received at the public hearing and during the public comment period:

- Business owners expressed concern of vacancy rates of up to 50% because of the difficulty in leasing space
- Businesses that would contribute to the vitality of Westwood Village have been turned away because they can't conform to the outdated regulations.
- The onerous restrictions in the current Specific Plan contribute to more vacancies; use restrictions make it difficult for businesses to survive.
- There is a decline in the Village due to the antiquated rules in the Specific Plan and lack of options for adding new parking.

- Property owners are unable to lease their properties to restaurants and retailers. The amendments to the location restrictions would help lower vacancies and promote Westwood Village's recovery.
- Fast casual restaurants have been labeled incorrectly under the rules of the current Specific Plan.

Letters Received to the File

Written letters received after the City Planning Commission Public Hearing will be included in the case file. As of January 27, 2022, Planning staff has received the following written correspondence:

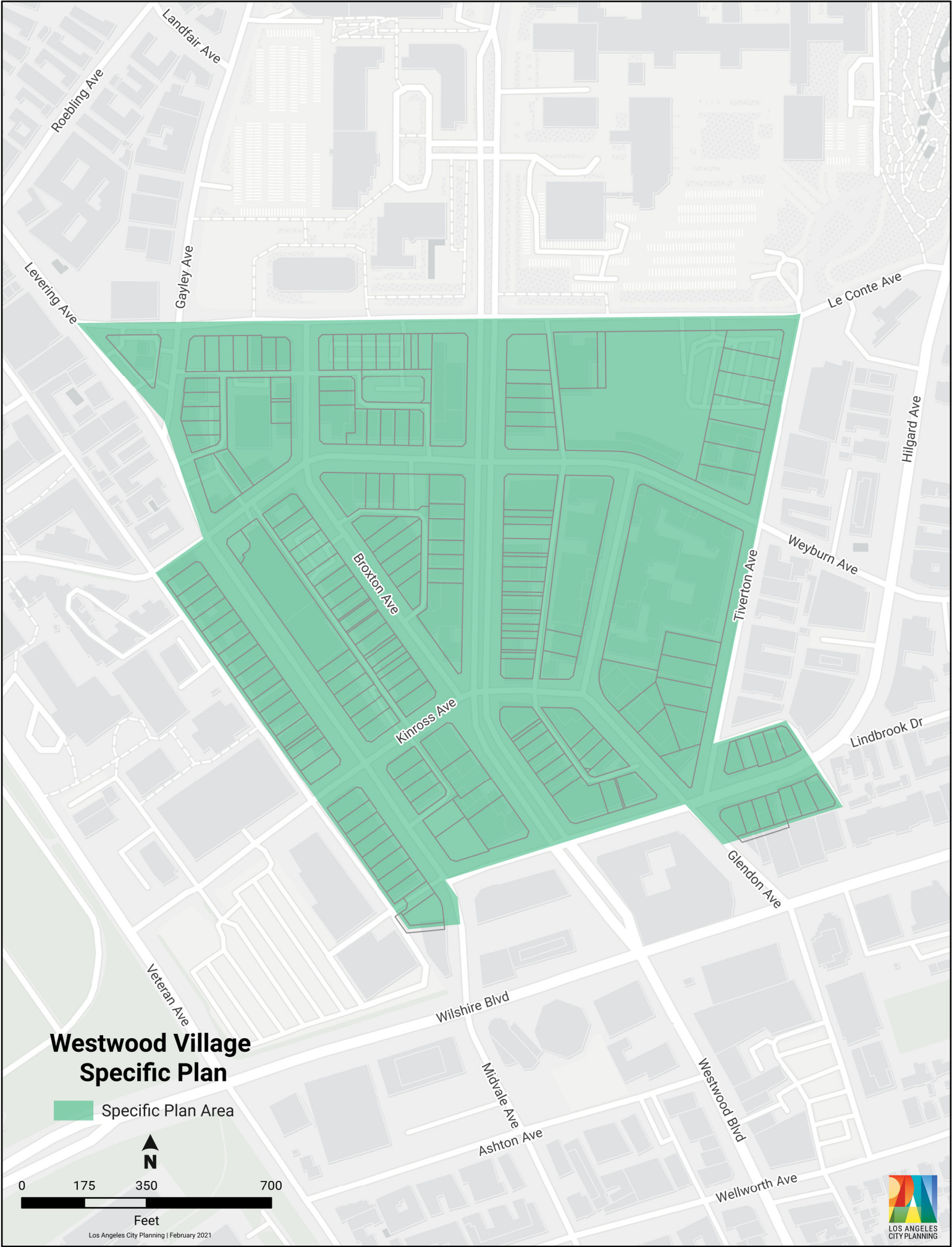
Letter dated June 11, 2021, from Marnie Bodek emphasized the importance of protecting and maintaining all street trees in the Village. Ms. Bodek recommended implementing a replacement provision for any trees removed due to project

Letter dated August 6, 2021, from the Holmby Westwood Property Owners Association providing specific feedback on the proposed amendments to the Specific Plan and the additional instructions stated in the amended motion. The authors of the letter highlighted suggestions regarding the administrative review process for signage, modifications to parking requirements, and maintaining caps on financial services while removing such caps for sit-down restaurants.

Letter dated August 12, 2021, from the Westwood Community Design Review Board expressing concern regarding the DRB's role in the review of signage projects. The authors of the letter requested that the ordinance clarify review criteria for signs, encourage sign programs for buildings with one or more storefronts, ensure submittal packages are complete, implement an abbreviated DRB review, streamline post-DRB approval, make signage review process more affordable and accessible, and enforce signage regulations.

EXHIBIT A

Map
Westwood Village Specific Plan Area



Westwood Village Specific Plan

 Specific Plan Area

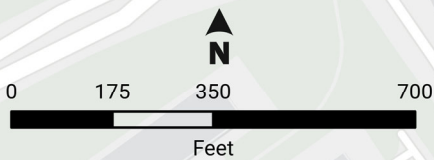


EXHIBIT B

Proposed Ordinance Amending the Westwood
Village Specific Plan and the Westwood
Community Design Review Board Specific Plan
with Mark-ups

ORDINANCE NO. _____

An ordinance amending the Westwood Village Specific Plan, Ordinance Nos. 164,305, 167,147 and 176,177, to revise Sections 3 through 14; and amending the Westwood Design Review Board Specific Plan, Ordinance No. 163,204, to revise Section 3.

THE PEOPLE OF THE CITY OF LOS ANGELES

DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Section 4 of the Westwood Village Specific Plan will reference a new Review Procedures section introduced herein this ordinance. The following Sections of the Westwood Village Specific Plan are hereby renumbered:

Previous Section Number	New Section Number
Section 4 - Definitions	Section 5 - Definitions
Section 5 - Uses	Section 6 - Uses
Section 6 - Preservation of Cultural Resources	Section 7 - Preservation of Cultural Resources
Section 7 - Building Intensity	Section 8 - Building Intensity
Section 8 - Height and Setback	Section 9 - Height and Setback
Section 9 - Parking	Section 10 – Parking <u>and Mobility</u>
Section 10 - Development Standards	Section 11 - Development Standards
Section 11 - Signs	Section 12 - Signs
Section 12 - Broxton Avenue and Village-Wide Improvement District	Section 13 - Broxton Avenue and Village-Wide Improvement District
Section 13 - Design Review Procedures	Section 14 - Design Review Procedures

Sections 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 of the Westwood Village Specific Plan are amended to read:

Sec. 3. RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning regulations of Chapter I of the Los Angeles Municipal Code (LAMC) and any other relevant ordinance and do not convey any rights not otherwise granted under the

regulations and procedures contained therein, except as provided herein.

- B. Wherever this Specific Plan contains regulations which require greater setbacks, lower density, lower height, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the regulations contained in Chapter I of the Los Angeles Municipal Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.
- C. The regulations of this Specific Plan supersede and replace the provisions of Ordinance No. 164,305 ~~145,043~~, amended by Ordinances Nos. 167,137 ~~149,521~~, ~~149,831~~, ~~151,739~~, and 176,177 ~~153,718~~, the former Specific Plan for Westwood Village.
- D. The procedures for the granting of compliance, adjustments, modifications, exceptions, amendments and interpretations in relation to the requirements of this Specific Plan are set forth in Section 11.5.7 C through H of the Los Angeles Municipal Code.
- E. Projects located within this Specific Plan area are exempt from the requirements for Mini-Shopping Centers and Commercial Corner Development set forth in Los Angeles Municipal Code Sections 12.22 A, 23 and 12.24 W, 27.
- F. The procedures for obtaining recommendation from the Design Review Board (DRB) are set forth in Section 16.50 of the Los Angeles Municipal Code and shall apply to all Projects requesting project compliance, adjustments, modifications, exceptions, or a Certificate of Appropriateness unless otherwise stated in this Specific Plan. Projects requiring a Certificate of Appropriateness shall be subject to the procedures set forth in Section 12.20.3 of the Los Angeles Municipal Code.

Sec. 4. REVIEW PROCEDURES

These review procedures apply to all Projects, as defined in Section 5, within the Specific Plan boundaries.

A. Administrative Review.

1. **Applicability.** The following Projects shall be eligible for Administrative Review and are exempt from the Project Compliance and Design Review Board procedures contained in LAMC Sections 11.5.7 C and 16.50:

- a. Signs that comply with Section 12 of this Specific Plan and do not require an adjustment, modification, exception, or a Certificate of Appropriateness.
 - b. Change of use projects that do not propose Facade alterations, new construction, expansion, or a Limited Use identified on Section 6B of this Specific Plan.
 2. **Criteria for Compliance Review.** The Department shall review the application for compliance with the applicable regulations and standards of this Code or the applicable specific plan, including the zone standards, established development standards, and any supplemental use regulations. Projects eligible for Administrative Review shall not require recommendation from the Westwood Community Design Review Board (DRB).
 3. **Non-Appealable Ministerial Approval.** The approval of an Administrative Review is not subject to appeal and is not discretionary for the purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.
 4. **Scope of Review.** In reviewing a Project for Administrative Review, the Director of Planning shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use. For example, a Project that involves only signage improvements shall comply with applicable signage standards but need not comply with parking standards.
- B. Director's Determination.**
1. **Applicability.** All other applications for Projects that are not described in Section 4 A above shall be processed in accordance with LAMC Section 11.5.7.
 2. **Discretionary Approval.** A Director's Determination for a Specific Plan Project Compliance, a Project Adjustment, or a Project Exception is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).
- C. Filing Requirements for Projects Requiring Multiple Approvals.** When an applicant applies for any discretionary

approval under LAMC Chapter 1 for a property located in whole or in part within the Specific Plan boundaries, the applicant shall also apply for a Specific Plan approval pursuant to this Section. A Director's Determination for a Specific Plan Project Compliance, a Project Adjustment, or a Project Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36 A and shall be processed pursuant to the procedures in LAMC Section 12.36, if applicable.

Sec. 5. DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 91.6203 of the Los Angeles Municipal Code, if defined therein.

Administrative Review - A ministerial approval issued for Projects, pursuant to Section 4 A of this Specific Plan, that comply with all applicable regulations and standards of this Specific Plan.

Building Frontage - 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.

Building/Business Identification Sign - A wall sign which identifies the name of a building and/or lists the names of the businesses or non-commercial uses within the building.

Cabinet Sign – A wall sign with text, logos, or symbols that are placed on the face of an enclosed cabinet/box attached to a building. The face may be illuminated internally or externally.

~~**Cafeteria** – A restaurant in which the customers serve themselves or are served at a counter and take the food to tables to eat, and in connection with which food is not sold for consumption off site of the premises.~~

Commercial Hotel - A building containing six or more guest rooms or suites of rooms, which rooms (1) are primarily used for occupancy by transient guests who do not occupy the building as the primary residences of the guests or are primarily occupied by guests for 30 consecutive calendar days or less, and (2) are subject to the Transient Occupancy Tax Ordinance. A commercial hotel cannot be a resident hotel or retirement hotel.

Convenience Food Store - A retail establishment that offers a limited selection of household and packaged food items and few, if any, fresh food items, and that occupies less than 5,000 square feet of floor area. The term convenience food store shall not include produce, meat or cheese markets, or delicatessens.

Covenant - A written document entered into by any and all owners of the property regarding the use or development of one or more lots, approved by the Director of Planning, and executed and recorded by such property owners in the Los Angeles County Recorder's Office. The covenant shall be in a form to run with the land and shall be binding on any subsequent owners, heirs, successors (including but not limited to beneficiaries) or assigns. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records.

Cultural Resource - 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~~ Section 7 of this Specific Plan.

Design Review Board - The Westwood Community Design Review Board established pursuant to Ordinance No. 163,204.

Directory Sign - A wall or monument sign which lists the names of businesses or non-commercial uses in the Specific Plan Area.

Donor Site - A lot on which a cultural resource or parking facility (as described in Section ~~9~~ 10 H of this Specific Plan) is located and from which unused development capacity may be transferred to a receiver site within the Specific Plan area.

~~**Facade** - Any side or face of a building that is facing a public, street, alley, or any publicly accessible courtyard or open space.~~

~~**Fast Food Establishment** - An establishment which dispenses prepared food over a counter for consumption on or off the premises, except for a cafeteria. Each food court shall be deemed to be a separate fast food establishment.~~

Financial Services - Services including, but not limited to, those typically offered by banks, savings and loans, thrift associations, real estate offices, insurance companies, brokerage firms, escrow offices, title insurance companies and financial advisors, but excluding automatic teller devices.

~~**Food Court** - A fast food establishment which contains two or more food service counters, each having a separate kitchen, and all of which counters open onto a common seating area. Such an establishment containing a maximum of 50 seats shall be deemed a single food court; such an establishment containing more than 50 seats shall be deemed a separate food court for each 50 seats, or portion thereof, which it contains.~~

Full Service Grocery Store - A store of not less than ~~18,000~~ 12,000 square feet of floor area which offers for sale products including, but not limited to, meats, fresh produce, dairy products, paper goods, dry goods, frozen goods, sundries and other similar products.

Ground Floor - That portion of a floor level of a building within three vertical feet of the ground level.

Ground Level - The elevation of the closest portion of the public sidewalk to each portion of the building.

Guest Room - Any habitable room except a kitchen, designed or used for occupancy by one or more persons and not in a dwelling unit, except that the sitting room in a hotel suite shall not be considered a separate guest room so long as the bedroom is accessible only through the sitting room.

Mixed Use Project - A Project which combines one or more commercial uses and multiple dwelling units in a single building or in a Unified Development and which provides the following:

- (1) A separate, Ground Floor entrance to the residential component, or a lobby that serves both the residential and commercial uses components; and
- (2) A pedestrian entrance to the commercial uses component that is directly accessible from a public street, and that is open during the normal business hours posted by the business; and
- (3) A minimum of 50 percent of the Ground Floor Building Frontage abutting a public commercially zoned street to minimum horizontal depth of 30 feet, excluding driveways or pedestrian entrances must be devoted to commercial uses, except for projects located in Subarea 2, on sites which total one acre or more.

Monument Sign - A sign erected directly upon the existing or artificially created grade and which has a horizontal dimension equal to or greater than its vertical dimension.

Neighborhood Retail - Retail sale of goods needed by residents and students on a regular basis, including: Art gallery; Art supplies; Athletic/sporting goods; Bakery; Books or cards; Bicycle sales and repairs; Clock or watch sales and/or repair; Computer sales and repair; Drug store; Fabrics or dry goods; Florist; Food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; Hardware; Household goods and small appliances; Infant and children's clothing; Newsstand; Photographic equipment and repair; Stationery; Toys; Other similar retail items as determined by the ~~Zoning Administrator~~ Director of Planning.

Neighborhood Services - Services used by residents and students on a regular basis, including: Barber shop or beauty parlor; Blueprinting; Child care facility; Club or lodge, bridge club, fraternal or religious association; Copying; Custom dressmaking; Dry cleaner; Financial Services; Laundry or self-service laundromat; Locksmith; Optician; Photographer; Shoe repair; Tailor; Other similar services as determined by the ~~Zoning Administrator~~ Director of Planning.

Permitted Floor Area, Additional - Floor area in excess of the base permitted floor area allowed on receiver sites, consistent with Section ~~7B~~ 8B of this Specific Plan.

Permitted Floor Area, Base - The floor area permitted on a lot in the Specific Plan area prior to the transfer of floor area pursuant to this Specific Plan.

Permitted Floor Area, Unused - The difference between the base permitted floor area on a donor site and the actual floor area contained within all buildings on the site, prior to any transfer of such floor area.

Premise - A building or portion thereof used as a location for a single business or non-commercial use.

Project - The construction, erection, addition to or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan area. A project does not include interior remodeling of a building which does not increase the floor area.

Receiver Site - A lot to which unused permitted floor area may be transferred. The term receiver site does not include a lot containing a cultural resource.

Residential Hotel - A residential building with six or more guest rooms or suites of rooms wherein most rooms either are rented by guests as the primary residences of those guests or occupied for more than 30 consecutive calendar days, or wherein most rooms are not subject to Article 1.7 of Chapter II of the Los Angeles Municipal Code known as the Uniform Transient Occupancy Tax Ordinance of the City of Los Angeles (hereinafter "Transient Occupancy Tax Ordinance").

Restaurant - An establishment that dispenses food and beverage for on-site and off-site consumption and has on-site dining.

Retirement Hotel - A resident hotel wherein 90% or more of the tenants are 62 years of age or older.

Sandwich Sign - A portable sign consisting of two sign faces which connect at the top and extend outward at the bottom of the sign and which is usually placed on a sidewalk.

Sign Program - A specific set of design standards established for the purpose of unifying a variety of signs associated with a multi-tenant or multi-use project, building, or complex of buildings.

Site - A lot or lots as defined by Section 12.03 of the Los Angeles Municipal Code.

Specific Plan Area - The area of the City of Los Angeles shown on Figure 1 within the heavy black lines.

Store Frontage - The length of a premise measured along the wall of the premise abutting the exterior public access level walkway that serves the premise.

Unified Development - A development of two or more buildings which have functional linkages such as pedestrian or vehicular connections, with common architectural and landscape features which constitute distinctive design elements of the development, and that appears to be a consolidated whole when viewed from adjoining streets.

Unoccupied Tower - 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. Any area contained within the exterior walls of the unoccupied tower shall not be calculated as part of the floor area of the building to which the tower is attached.

Village Pedestrian Sign - A sign which is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building and which identifies a use or service exclusively or primarily by symbol. ~~Lettering shall be limited to a maximum of 30 percent of the sign area.~~

Sec. 6.

USES

A. Permitted Uses.

1. Except as provided in Subsections B and C of this section, any use permitted in the C4 zone ~~on the effective date of this ordinance~~ shall be permitted within the Specific Plan area, provided that all activities, including storage, are conducted wholly within an enclosed building, except that outdoor merchandise displays during Village-wide organized sidewalk sales, outdoor dining and newsstands may be conducted other than within a wholly-enclosed building.
2. Notwithstanding the provisions of Section 12.16 of the Los Angeles Municipal Code to the contrary, laundries and laundromats shall be permitted within the Specific Plan area.

B. Limited Uses.

The following uses shall be permitted subject to the following limitations:

1. Bars, only in conjunction with Restaurants or hotels.
2. Nightclubs or other establishments offering dancing or live entertainment in conjunction with a Restaurant, provided

a conditional use permit is granted pursuant to Section 12.24 W 30 of the Los Angeles Municipal Code.

3. Motion picture theaters, provided that there may be no more than 6,030 motion picture theater seats in the Specific Plan area.
- ~~4. 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, except that on Broxton Avenue one fast food establishment shall be permitted for every 200 feet of lot frontage. Fast food establishments need not be spaced at said intervals, provided that the total number along any public street does not exceed the above ratios.~~
- ~~5. Restaurants, provided the total number of restaurants on any public street does not exceed one for every 200 feet of lot frontage, except that on Broxton Avenue one restaurant shall be permitted for every 150 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.~~
4. — Convenience Food Stores, provided 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.
5. Financial services, provided the total number of businesses providing financial services located along the ground floor frontage 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.
6. Notwithstanding the provisions of Los Angeles Municipal Code Sections 12.16 and 12.24, Commercial Hotels shall be permitted subject to the following limitations.

Limitations for Commercial Hotels.

- a. The total number of Commercial Hotel guest rooms added here after in the Specific Plan area shall not exceed 350, and the distance between any two Commercial Hotels shall be a minimum of 500 feet. No permits shall be issued which would add more than 350 Commercial Hotel guest rooms in the Specific Plan area. Included in this number shall be

any rooms approved for transient occupancy pursuant to Subdivision 14. Also included in this number shall be any rooms rented for less than 30 consecutive calendar days in a resident hotel, for which a building permit is issued after August 1, 1991.

- b. The number of guest rooms in a single Commercial Hotel shall not exceed one guest room for each 325 square feet of buildable area.
- c. No ballroom shall be permitted in a Commercial Hotel.
- d. The total floor area devoted to meeting rooms in a Commercial Hotel shall not exceed 15 square feet for each guest room; however, the total floor area of all meeting rooms in a Commercial Hotel shall not exceed 2,700 square feet. No banquet or dancing shall take place in such meeting rooms.
- e. Other than Restaurants and meeting rooms, there shall be no public assembly rooms in a Commercial Hotel.

7. Parking buildings provided the Ground Floor Building Frontage shall be devoted to another use permitted by this section.

~~10. 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, except along Broxton Avenue where there shall be a minimum of 15 feet of sidewalk width for pedestrian circulation if the sidewalks on that street are widened to at least 25 feet.~~

~~11. Outdoor farmers markets, subject to approval by the Police Department.~~

~~12. Outdoor cultural events, art and craft fairs and other special outdoor events, subject to approval by the Police Department.~~

8. Residential dwelling units, provided that density shall be limited to:

- a. 800 square feet of lot area per dwelling; or
- b. 400 square feet of lot area per dwelling unit in Subarea 2 as part of a Mixed Use Project so long as

the number of residential units in the subarea does not exceed 350.

9. The following restrictions apply in Subareas 1 and 2 on Figure 1:

- a. Any existing hotel may continue its operation as a hotel. However, a substantial change in the mode or character of operation of such existing hotel may be permitted only upon approval from the City pursuant to procedures normally associated with approval of the modification of a conditional use, including an appeal to the Area Planning Commission or Council whichever is appropriate. A substantial change in the mode or character of operation includes any increase in the number of guest rooms primarily used for transient occupancy, or the expansion of any existing Restaurants, meetings rooms, or other retail uses. The decision-maker may approve a change which results in increased transient occupancy if, and only if, it finds that all the standards set forth in the Specific Plan for guest rooms in a Commercial Hotel can be met with respect to the rooms proposed for transient occupancy. These standards include among other things the Specific Plan's parking requirements, and the standards set forth in paragraphs (d) through and including (g) of this subdivision.
- b. Only residential or hotel uses are permitted in Subarea 1.
- c. Only residential, hotel uses or Mixed Use Projects are permitted in Subarea 2, except that as part of a hotel or Mixed Use Project, retail uses are allowed as part of the development, up to a maximum floor area ratio of 0.75:1
- d. If Subarea 2 is not developed with a hotel or Mixed Use Project, 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.
- e. In connection with a hotel or Mixed Use Project, no hotel or commercial vehicular ingress or egress shall be located either (1) along Le Conte Avenue within 300 feet of the westerly edge of Tiverton Avenue, or (2) along Tiverton Avenue; however, service vehicle ingress may be located along Tiverton Avenue if the

hours of access are limited to between 8 a.m. through 7 p.m. daily and are so restricted by covenant.

- f. In connection with a hotel or Mixed Use Project, no pedestrian access for hotel or commercial uses shall be located along Tiverton Avenue, except emergency ingress and egress as may be required by the Fire Department.
- g. No signs or retail display windows may be located along Tiverton Avenue.
- h. The combined occupancy of all Restaurants on a hotel site may not exceed 350 persons. One dance floor, not to exceed 500 square feet, shall be permitted ancillary to only one Restaurant on the hotel site.

10. Subarea 3 on Figure 1 may be developed as part of an office building containing a maximum of 296,170 square feet of floor area, except that only 46,000 square feet of floor area may be located within the Specific Plan area. Such project shall not be subject to any of the parking, replacement parking, height or setback requirements, design standards, design review procedures, or the Ground Floor use restrictions imposed by this Specific Plan.

~~16. The sale or dispensing for consideration of alcoholic beverages for on-site and off-site consumption shall only be permitted pursuant to a conditional use permit granted pursuant to Section 12.24 W 30 of the Los Angeles Municipal Code.~~

11. In calculating lot frontages for the purposes of subdivisions 4 and 5, ~~6 and 7~~ of this Subsection, Levering Avenue and Gayley Avenue shall be considered as one public street.

C. Prohibited Uses.

The following uses generally permitted in the C4 zone shall be prohibited within the Specific Plan area:

- 1. New or used automobile, motorcycle, recreational vehicle, mobile home and trailer sales areas and incidental uses.
- 2. Drive-in businesses, including theaters, refreshment stands, Restaurants, food stores and the like.

D. Uses Permitted Along the Ground Floor Building Frontage.

1. The floor area on the Ground Floor of a commercial building to a depth of at least 30 feet, along at least 80 percent of the frontage of a building, excluding the frontage along vehicular access to onsite parking, shall be devoted to retail, Restaurant or other food service uses, except that:
 - a. Any financial service may occupy up to 50 feet of Ground Floor Building Frontage on each street frontage on which it is located.
 - b. A hotel shall only be required to devote at least 70 percent of the Ground Floor Building Frontage to such uses, on each public street on which hotel fronts.
2. Any building which has 100 or more feet of Ground Floor Building Frontage, excluding the frontage along vehicular access to on-site parking, and which is occupied by at least five businesses or commercial uses, shall devote at least 20 percent of the floor area on the Ground Floor to a depth of at least 30 feet along that Building Frontage to Neighborhood Retail and/or Neighborhood Services.

Sec. 7.

PRESERVATION OF CULTURAL RESOURCES

A. Designation of Cultural Resource.

The structures listed on Table 1 (Appendix A), located on the sites designated as such on Figure 2 (Appendix A), are hereby designated as Cultural Resources.

B. Transfer of Unused Permitted Floor Area from Cultural Resource Sites.

Any portion of unused permitted floor area on a Cultural Resource site may be transferred to any Receiver Site identified on Figure 2 (Appendix A). Any such transfer shall be evidenced by a covenant, signed by the transferor and transferee, the obligations and benefits of which run with the land and which is binding on subsequent owners or assignees, which document restricts the floor area on the Cultural Resource site to the extent such floor area is transferred to a Receiver Site.

C. Certificate of Appropriateness.

No Cultural Resource in the Specific Plan area shall be demolished, relocated, significantly altered or removed unless a Certificate of Appropriateness has been approved by the designated decision-maker in accordance with the standards and procedures set forth in Sections 12.20.3 K, N, O, P and Q of the Los Angeles Municipal Code. The Westwood Community Design Review Board (Design

Review Board) shall perform the functions of the "Board" specified in those sections. The Director of Planning shall obtain recommendation from the Westwood Community Design Review Board for any signs requiring a Certificate of Appropriateness.

Sec. 8. BUILDING INTENSITY

(placeholder)

Sec. 9. HEIGHT AND SETBACK

(placeholder)

Sec. 10. PARKING AND MOBILITY

A. 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 Municipal Code.

Use	Number of Required Spaces
Hotel and motel and other projects containing guest rooms	1 space for each guest room, plus 1 space for each 100 square feet of dining area of a restaurant, plus one space for each 35 square feet of meeting rooms, plus the number of spaces required by this section and the Los Angeles Municipal Code for all other uses.
Motion picture theater	1 space for each 3 fixed seats, or, where there are no fixed seats, 1 space for each 25 square feet of floor area.
Nightclub or other establishment offering live entertainment or dancing as its primary use	1 space for each 5 fixed seats, or, where there are no fixed seats, 1 space for each 75 square feet of floor area.
Office, excluding medical office	3.25 spaces for each 1,000 square feet of floor area.
Retail and other commercial uses	4 spaces for each 1,000 square feet of floor area.

A. Subsurface Parking.

If a Cultural Resource is demolished or relocated, subsurface parking in conjunction with any replacement structure may not extend into the public right-of-way.

B. Location of Parking.

Notwithstanding Section 12.21 A 4 (g) of the Los Angeles Municipal Code to the contrary and except as otherwise specified in Subsection E below, parking shall be provided either (1) on site, (2) outside the Village Center but within the Specific Plan area, or (3) within 1,000 feet of the project, if outside of the Specific Plan area.

C. 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; however, this restriction shall not apply to parking for office, medical office and hotel uses. The remaining spaces shall be made available for public use in connection with a Village-wide validation system, which system exists at the time the required parking is provided or which may be subsequently created. Such availability shall be guaranteed by covenant.

D. Replacement Parking.

~~If a project results in the removal of any parking spaces which existed at the time this Ordinance became effective and 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. Replacement parking shall either be provided at the same site or off-site pursuant to Subsection C of this Section. If such parking is provided off-site, it shall be provided pursuant to a parking covenant as required by Section 12.26 E 5 of the Los Angeles Municipal Code.~~

D. Bicycle Parking and Shower Facilities.

Off-street parking spaces for bicycles and facilities for employee showers and lockers shall be provided as follows:

1. For any building, portion thereof or addition thereto used for non-residential purposes, bicycle parking shall be provided at a ratio of 5 percent of the number of required automobile parking spaces for non-residential uses; if the calculation of the number of required spaces under this paragraph results in a number including a fraction, the next highest whole number shall be the number required.

2. All bicycle parking spaces required by this subdivision shall include a stationary-parking device, which adequately supports the bicycle. In addition, at least half of the bicycle parking spaces shall include a stationary parking device which securely locks the bicycle without the use of a user supplied cable or chain. Devices which hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc.
3. Each bicycle parking space shall be a minimum of two-feet in width and six-feet in length and shall have a minimum of six-feet of overhead clearance.
4. Bicycle parking spaces shall be separated from automobile parking spaces or aisles by a wall, fence, or curb or at least five-feet of open space marked to prohibit parking.
5. Aisles providing access to bicycle parking spaces shall be at least five-feet in width.
6. Signage which is clearly legible upon approach to every automobile entrance to the parking facility shall be displayed indicating the availability and location of bicycle parking.
7. Showers and lockers shall be provided as required by Chapter IX of the Los Angeles Municipal Code.

E.

Designation of Parking Facility Site as a Donor Site.

1. Any site in the Specific Plan area providing at least 500 new public parking spaces may be designated as a Donor Site and the owner of that site may transfer all or any portion of its base permitted floor area to any receiver site if it complies with the requirements of Subdivision 2 of this subsection. Parking spaces shall be considered as "new" if the structure containing the spaces is built subsequent to the effective date of the ordinance adding this provision to the Specific Plan.
2. In order to qualify as a Donor Site, the project containing the parking facility must comply with the following requirements:
 - a. Floor area to a depth of 30 feet along at least 70 percent of the Ground Floor Building Frontage, excluding the frontage along parking and pedestrian access to the parking structure, shall be devoted to retail, **Restaurant** or other food service uses. Half of the total of any such retail uses shall be devoted to Neighborhood Retail uses.
 - b. The project shall contain a public restroom facility.

- c. Vehicular access to the parking facility shall be located outside of the Village Center, unless the Department of Transportation determines that such would not be feasible.
 - d. No Cultural Resource may be demolished or significantly altered in order to construct any such parking facility.
 - e. The parking facility shall provide bicycle parking at the ratio specified in Section 10 D of this Specific Plan.
3. No more than 1250 new parking spaces within the entire Specific Plan area may be used to qualify for the transferability privileges of this subsection.

F. Automobile Parking Relief.

1. Changes of Use. Notwithstanding Sections 12.21 A.4, or any other Code section, ordinance, or specific plan to the contrary, a change of use, when plans are submitted and accepted by the Department of Building and Safety, shall not be required to increase automobile parking beyond that required by the existing approved use and for the duration of the changed use, if the following criteria is met:
- a. Only changes of use to an allowed nonresidential use in the respective zone are eligible.
 - b. The building wherein the change of use is occurring shall have a valid certificate of occupancy, temporary certificate of occupancy, or a building permit, if the building was constructed prior to when a certificate of occupancy was required.
 - c. The change of use is limited to 5,000 square feet of floor area or less.
 - d. Any additions resulting in an increase of Floor Area shall be within the existing walls and existing roofline of the tenant space and building, not inclusive of outdoor space. At no time shall the addition result in a total floor area for the entire tenant space and/or building of more than 5,000 square feet.

- e. At no time shall tenant spaces utilizing this Section be allowed to aggregate or combine spaces that would result in a floor area greater than 5,000 square feet. If this occurs, then the parking for the whole tenant space shall conform with the provisions in Section 12.21 A.4.
- f. No net loss of guest rooms and/or dwelling units result from the change of use.

2. **Application.** An application shall be filed, in accordance with the procedures set forth by the Department of Building and Safety.

3. **Consistency.** Except as specified in this subsection, the Project shall comply with the applicable provisions of the Municipal Code and be consistent with the General Plan.

G. Traffic Demand Management Strategies.

The City shall not issue a building permit or a Certificate of Occupancy for a Project that is not in compliance with the requirements set forth in LAMC 12.26 J and the Citywide Traffic Demand Management (TDM) Program Guidelines.

Sec. 11. DEVELOPMENT STANDARDS

(placeholder)

Sec. 12. SIGNS

A. Approval.

No building permit for an exterior sign shall be issued, nor shall any exterior sign be installed, unless the proposed sign has been ~~reviewed and approved~~ considered by the Director of Planning and either approved or determined eligible for Administrative Review. ~~acting on the recommendation of the Design Review Board. The Director of Planning. Any deviation from Section 12, shall require a recommendation from the~~ and Design Review Board shall. Each review process shall consider the type, area, height, shape, and projection of the proposed sign.

B. Prohibited Signs.

The following signs are prohibited:

1. Roof signs, effective January 4, 1979.
2. Monument signs and pole signs, except as permitted Subsection D, Subdivision 1 and Subsection H, Subdivision 4 below, effective January 4, 1979.
3. Off-site commercial signs.
4. Signs having flashing, mechanical, strobe or blinking lights or moving parts, except that theater marquees may have blinking lights, effective January 4, 1979.
5. Mural signs.
6. Projecting signs, except that village pedestrian signs shall be permitted.
7. Sandwich signs.
8. Cabinet Signs.

C. Temporary Signs.

Temporary signs shall be permitted pursuant to Section 91.6215 of the Los Angeles Municipal Code, except that such signs may not be installed on any single premise for a cumulative period in excess of 60 days per calendar year.

D. Number of Signs.

No more than one wall sign or awning sign, and one village pedestrian sign or window sign, shall be constructed, placed, created or maintained for each premise, except that:

1. Automobile service stations may have one additional pole sign.
2. Theaters may have additional wall signs, not to exceed a total of 100 square feet in sign area. Theaters may also have marquee signs.

3. Premises located above the ground floor, which do not take their primary access directly from an exterior walkway open to the public, may have only a building or business identification sign adjacent to each exterior entrance which provides access to those premises.
4. Premises with at least 60 feet of store frontage may have an additional sign for each 30 feet of store frontage in excess of 30 feet.
5. Ground Floor premises which have an entrance on an alley, may have one additional sign on the exterior wall which abuts the alley.
6. Premises which take their primary access from an exterior walkway open to the public and which are located on a street corner may have one wall sign or awning sign and one village.
7. Notwithstanding the provisions of Section 91.6205 K of the Los Angeles Municipal Code, pennants, banners, and flags which do not contain written advertising, are permitted, subject to the review and approval of the [Department of City Planning Director of Planning](#).

E. Sign Area.

1. Wall or Awning Signs.
 - a. The combined sign area of all wall and awning signs on a single-story building or structure which abuts a public street shall not exceed three square feet for each foot of street frontage. For buildings that are more than one story in height, the combined sign area of all wall and awning signs may exceed that permitted for a single-story building or structure by 10 percent.
 - b. Theaters shall be permitted ~~3-1/2~~ three and a half square feet of sign area for each foot of street frontage.
 - c. For all buildings occupied by more than one premise, the size of signs pertaining to each premise shall not

exceed ~~4.5~~ one and a half square feet of combined sign area for each foot of Store Frontage of the premise.

- d. The sign area permitted for each additional sign allowed for premises located on an alley, shall not exceed one square foot for each lineal foot of building wall occupied by the premise on the alley on which the sign is located.
- e. Sign area shall be calculated separately for each street or alley which the building abuts and may not be accumulated.
- f. No sign shall exceed a maximum of 75 square feet, except that: signs attached to theaters shall not exceed a maximum of 320 square feet; and a sign which abuts an alley shall not exceed a maximum of 50 square feet.

2. Building or Business Identification Signs.

No building or business identification sign shall exceed four square feet.

3. Village Pedestrian Signs.

a. No village pedestrian sign shall exceed four square feet or a vertical or horizontal dimension of 30 inches.

b. Lettering shall be limited to a maximum of 30 percent of the sign area.

4. Window Signs.

No window sign shall exceed four square feet or 15 percent of the window area, whichever is less.

F. Height.

The height to the top of any sign shall be limited to a maximum of 20 feet above the elevation of the sidewalk or edge of the roadway nearest the sign, except that:

1. Premises which take their primary access from an exterior walkway open to the public may measure from the highest level of such exterior walkway directly under the sign.
2. Signs which are located on an unoccupied tower of a theater may extend above 20 feet.

G. Projection of Signs.

1. No wall sign shall project more than 18 inches from the face of the building to which it is attached, effective January 4, 1979.
2. When a village pedestrian sign is attached to a wall, the sign shall project no more than 30 inches from the wall to which it is attached.

H. Exceptions.

The provisions of this Section shall not apply to:

1. Any sign required by law or by a governmental agency.
2. Real estate signs which pertain to rent, lease or sale of an existing premise and have a sign area which does not exceed 18 inches by 25 inches.
3. Signs advertising the sale or lease of a vacant lot provided they comply with the following conditions:
 - a. Signs shall not be illuminated.
 - b. Total sign area shall not exceed nine square feet.
 - c. Signs shall not exceed a height to the top of the sign of six feet above the elevation of the sidewalk or edge of the roadway nearest the sign.
 - d. Signs shall be located not less than ten feet from the property line.
4. Directory signs which have been approved by the Director of Planning ~~acting on the recommendation of the Design~~

~~Review Board.~~ A directory sign may be a monument sign and shall be permitted only as part of a Village-wide streetscape improvement.

5. Traffic direction and parking information signs which have been approved by the Director of Planning ~~acting on the recommendation of the Design Review Board.~~
6. Temporary construction signs located on a lot where a building or structure is being erected or remodeled and which identifies the owner, architects, engineers, financing agent and/or contractors involved in the project; provided there shall be no more than one such sign along each street on which a project fronts, and provided that such sign shall not be more than 40 square feet in total sign area and shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign. Such sign shall be removed within 15 days following completion of the construction or remodeling.
7. Temporary political or other ideological signs, provided such signs shall not be roof signs, shall not exceed 20 square feet in sign area, shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign, and, if they relate to an election or other event, shall be removed within 15 days following the election or event to which they relate.
8. Store hour signs, provided such signs shall be placed in the front door or window closest to that door and shall not exceed 64 square inches in sign area.
9. Signs which identify security protection systems, provided such signs shall not exceed 59 square inches in area.

~~I. Abatement of Nonconforming Signs.~~

~~All signs which are rendered nonconforming with respect to any provision of this specific plan or predecessor specific plan shall be completely removed within five years of the effective date of that provision. The effective dates of provisions that have been in effect prior to the adoption of this ordinance are indicated following each provision. The effective date for all other provisions is the effective date of this ordinance.~~

~~This subsection shall not apply to a sign or sign structure which qualifies as an advertising display as defined in Section 5202 of the Business and Professions Code.~~

I. Sign Programs.

~~All Sign Programs, with plans fully delineating the size, number, location, color, material finish for all exterior signage (including identity, retail, parking, etc.), shall be submitted to and reviewed by the Design Review Board to make a recommendation prior to the Director of Planning issuing an approval.~~

~~Notwithstanding the above, the Design Review Board and the Director shall not consider the content of the sign(s) in their review or recommendation and approval. Content shall include color unless it is solely related to the structure of the sign (framing, support brackets, edging).~~

Sec. 13. BROXTON AVENUE AND VILLAGE-WIDE IMPROVEMENT ASSESSMENT DISTRICT

(placeholder)

Sec. 14. DESIGN REVIEW PROCEDURES

A. Jurisdiction.

No building permit shall be issued for any building or structure, including signs requesting an exception, modification, adjustment, or requiring a Certificate of Appropriateness, any structure in the public right-of-way, any Villagewide public improvements, or other development of property, unless the project has been reviewed and approved in accordance with the Design Review Board Procedures of Section 16.50 and the Specific Plan Procedures of Section 11.5.7 of the Los Angeles Municipal Code. Projects eligible for Administrative Review which comply with Section 4 A of this Specific Plan shall be exempt from the Westwood Community Design Review Board process.

B. Design Review Criteria.

Pursuant to LAMC Section 16.50, the Design Review Board shall make a recommendation to the Director of Planning concerning a proposed project on the basis of the following criteria:

1. The project shall conform to all of the provisions of the Specific Plan.
2. The project shall be consistent with the Westwood Village Design Guidelines.
3. The colors and types of building materials shall be reasonably consistent with the character of Cultural Resources in the area.
4. The project shall not cast shadows onto adjacent residential buildings outside the Specific Plan area for more than two hours between 10 a.m. and 4 p.m. on December 21 or between 10 a.m. and 4 p.m. on March 21.
5. All open areas not used for buildings, walkways, or driveways shall be landscaped.
6. The massing of the building shall relate in scale to surrounding cultural resources and shall be appropriate to the pedestrian oriented character of Westwood Village.
7. The architectural style of the building shall relate to surrounding Cultural Resources.
8. All mechanical equipment and other appurtenances shall be screened from public view.
9. Any exterior treatment, including color, texture, and other architectural features, shall be applied to all exterior walls in a similar manner.

Section 2. Section 3 of the Westwood Community Design Review Board Specific Plan shall be amended to read:

Sec. 3. AUTHORITY

The authority, duties, and review procedures applicable to the Westwood Community Design Review Board ("Design Review Board") shall comply

with Section 16.50 of the Los Angeles Municipal Code (L.A.M.C.) and the procedures of this Specific Plan.

- A. No building permit shall be issued for any new building or structure, unless the Director of Planning has reviewed and approved the project after finding that the project complies with the design criteria and guidelines set forth in this Specific Plan and after considering the recommendation of the Westwood Community Design Review Board, pursuant to Section 16.50 of the L.A.M.C.
- B. No proposed Sign Program or sign permit involving an adjustment, exception, modification, or requiring a Certificate of Appropriateness shall be issued ~~for any new sign~~ in Westwood Village unless the Director of Planning has reviewed and approved the project after finding that the project complies with the regulations of the Westwood Village Specific Plan and the design criteria and guidelines set forth in this Specific Plan and after considering the recommendation of the Westwood Community Design Review Board, pursuant to Section 16.50 of the L.A.M.C. Signs that comply with Section 4 A of the Westwood Village Specific Plan are eligible for Administrative Review.
- C. The Westwood Community Design Review Board shall review applications and accompanying materials in relation to compliance with the design components and criteria set forth in this Specific Plan, and provide their recommendations to the Director of Planning, pursuant to Section 16.50 of the L.A.M.C.
- D. Projects eligible for Administrative Review which comply with Section 4 A of the Westwood Village Specific Plan shall be exempt from the Westwood Community Design Review Board process.

Section 3. SEVERABILITY. If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

Section 4. The City Clerk shall certify that... (placeholder)

EXHIBIT C

Proposed Westwood Village Specific Plan

WESTWOOD VILLAGE

Specific Plan

Ordinance No. _____
Effective _____

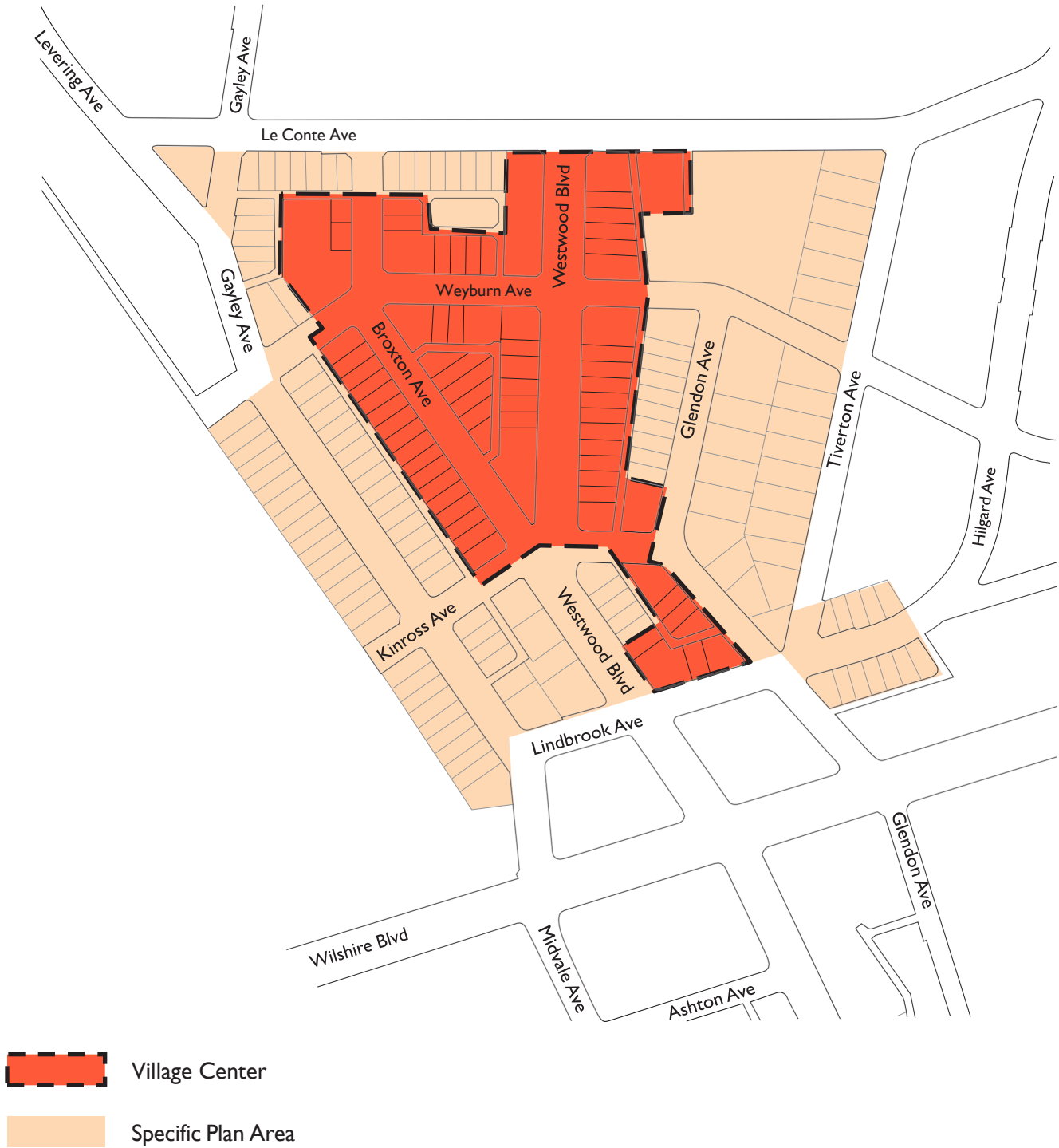
Specific Plan Procedures
Amended pursuant to L.A.M.C. Section 11.5.7

Design Review Board Procedures
Amended pursuant to L.A.M.C. Section 16.50

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Westwood Village Specific Plan



Specific Plan Area

Not to scale

Westwood Village Specific Plan

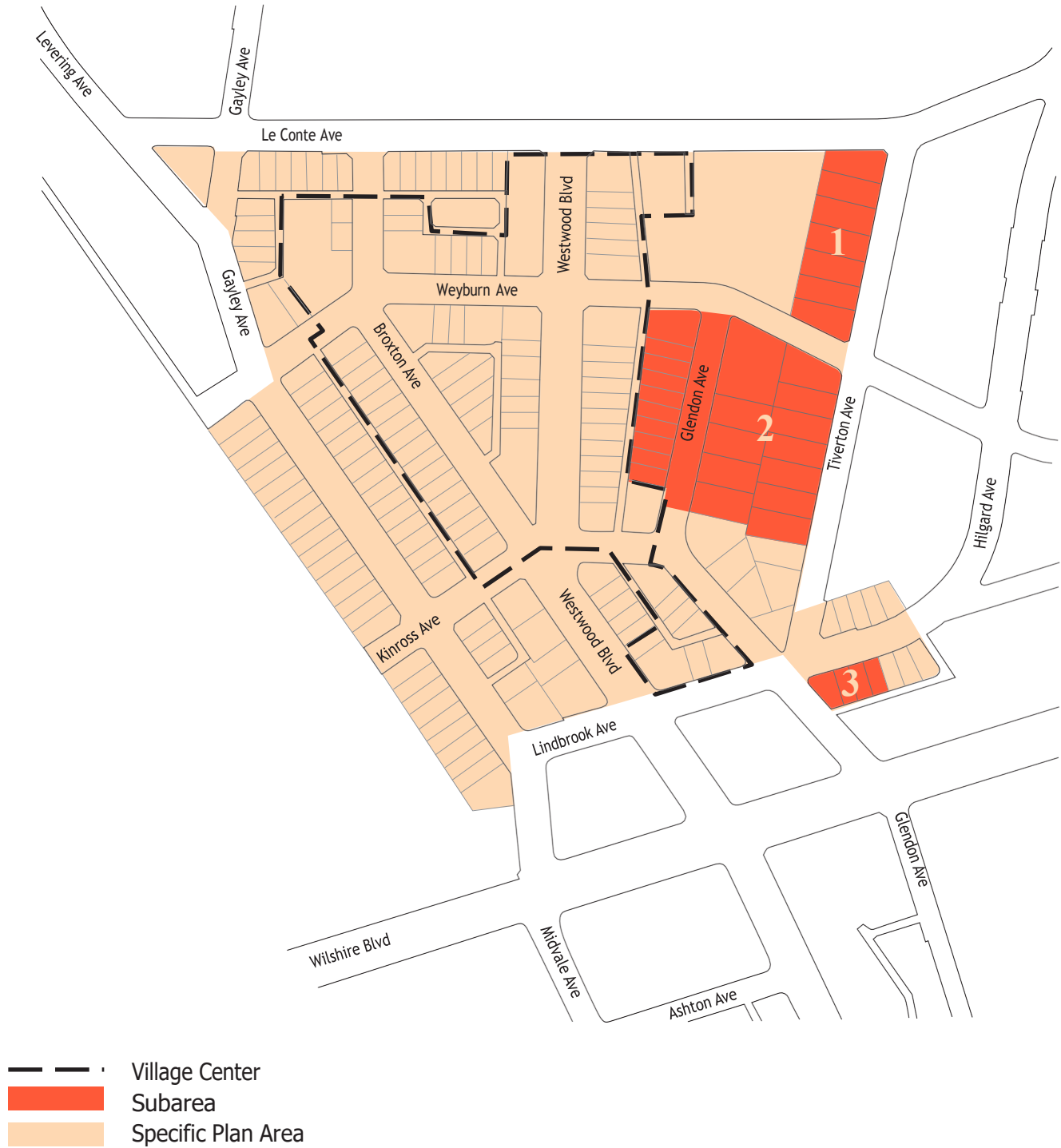


Figure 1
Specific Plan Area

Not to scale

Westwood Village Specific Plan

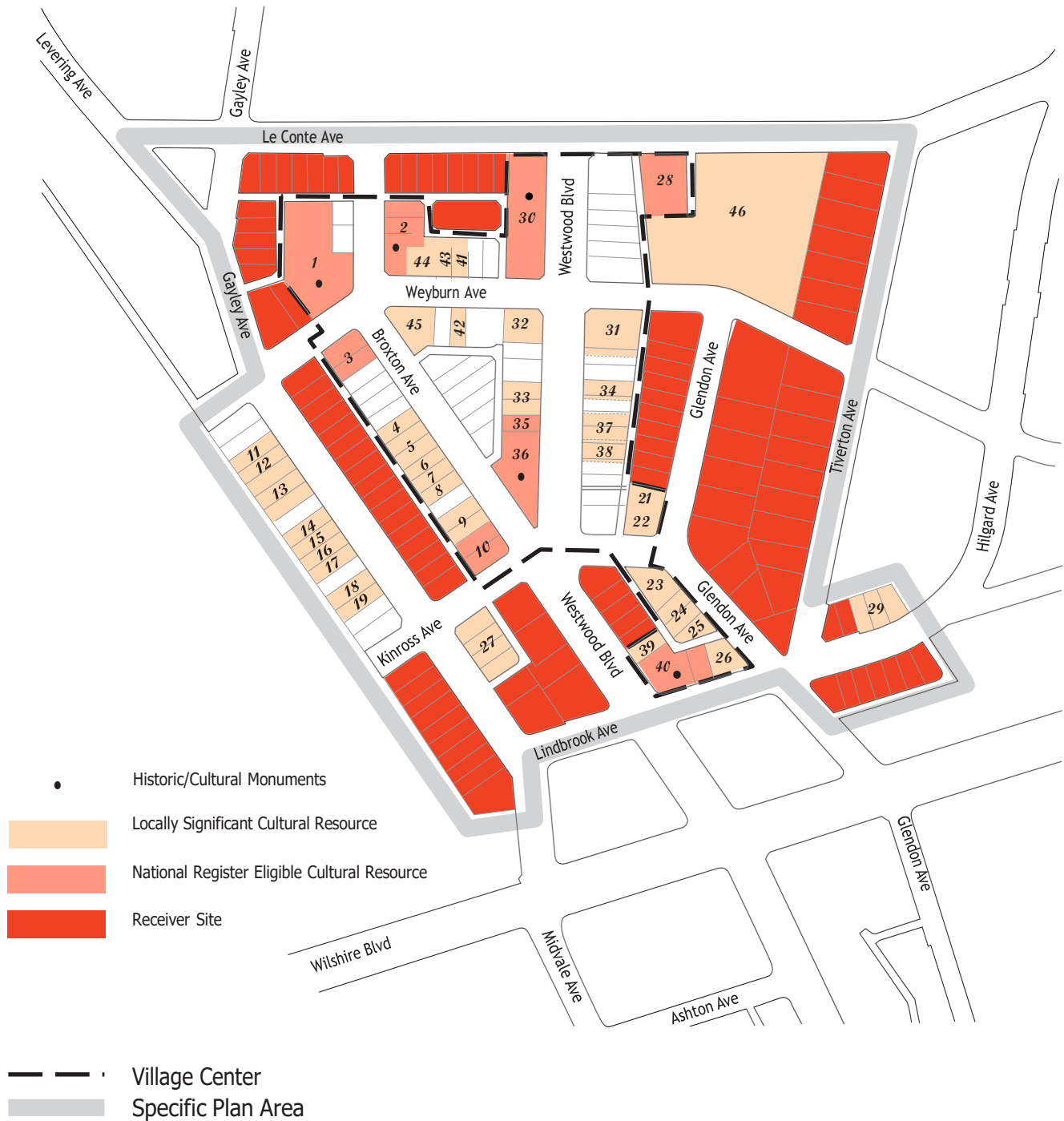


Figure 2
Cultural Resource and Receiver Sites

Westwood Village Specific Plan



Figure 3
Maximum Permitted Floor Area (Base (2.0) plus Additional)

WESTWOOD VILLAGE SPECIFIC PLAN - LOCALLY SIGNIFICANT HISTORIC RESOURCES

TABLE 1

(based on HPOZ Criteria)

No.	Address	Street	Tract/Blk/Lot No.	Common Name or Current Use	Architectural Style	Date
1	945	Broxton Ave	9650-1-8	Fox Theatre	Spanish Colonial Revival	1931
2	926-40	Broxton Ave	10600-2-10, 11, 12	Bruin Theatre	Moderne	1937
3	1001-9	Broxton Ave	10600-6-16, 17	Mario's	Spanish Colonial Revival	1931
4	1037	Broxton Ave	10600-6-11	Stratton's Grill	Spanish Colonial Revival	1940
5	1043-51	Broxton Ave	10600-6-9, 10	Regent Theatre	Period Revival	1946
6	1055-59	Broxton Ave	10600-6-8	Taco Bell	Moderne	1937
7	1061	Broxton Ave	10600-6-7	Shane's Jewelry / Bon Appetit Café	New Orleans Revival	1937
8	1069-71	Broxton Ave	10600-6-6	Winchell's Donuts / Jazz'd / Dino	Classical Revival w/ Moderne Influences	1936
9	1083-87	Broxton Ave	10600-6-3,4	Aah's	Post-War Modern	1945
10	1091-93	Broxton Ave	10600-6-1,2	University Professional Building	Spanish Colonial Revival	1929
11	1015	Gayley Ave	10600-7-15	Westwood Village Medical Arts Building	American Colonial Revival	1946
12	1019	Gayley Ave	10600-7-14	Computer Expo / International College	American Colonial Revival	1948
13	1033	Gayley Ave	10600-7-11, 12, 13	Westwood Professional Building	American Colonial Revival	1938
14	1049-51	Gayley Ave	10600-7-9	Chase	Moderne	1946
15	1057	Gayley Ave	10600-7-8	Sportshaus	Moderne w/ Classical Revival Influences	1935
16	1059-63	Gayley Ave	10600-7-7	Oakley's Hair Styling	Moderne	1937
17	1065-73	Gayley Ave	10600-7-6	Helen's Cycles / Lumbleau School / Westwood Sporting Goods	Moderne w/ Classical Revival Influences	1940
18	1081	Gayley Ave	10600-7-4	Dillons Nightclub	Mediterranean	1930
19	1085-91	Gayley Ave	10600-7-3	Exotic / La Fondue Restaurant	Spanish Colonial Revival	1930
20	n/a	n/a	n/a	There is no Cultural Resource Number 20	n/a	n/a
21	1071-73	Glendon Ave	10600-4-1	Moustache Café (Jurgensen Groceries)	Mediterranean	1929
22	1097	Glendon Ave	10600-4-1	Charthouse Restaurant	Mediterranean	1938
23	1101-09	Glendon Ave	10600-10-4	Haagen Daz / The Wurst / Acapulco	Mediterranean	1931
24	1111-21	Glendon Ave	10600-10-2, 3	Unknown	Mediterranean	1936
25	1129-37	Glendon Ave	10600-10-1	Morgan Company Jewelers (Talk of the Town)	Mediterranean	1933
26	1139-51	Glendon Ave	10600-10-13	Hamlet Gardens	Mediterranean	1933
27	10910-22	Kinross Ave	25678-9-6, 7, 8, 9	Pottery Barn / Baskin Robbins / Popcorn Shop (Shepard Mitchell Building)	Spanish Colonial Revival	1930
28	10886	Le Conte Ave	14932-17-2	Contempo Center	Mediterranean	1929
29	10845-55	Lindbrook Ave	9768-11-1, 2, 3	Chan's Garden / Paul Bhalla	Mediterranean	1938
30	901-51	Westwood Blvd	10600-17-1	Holmby Building	Mediterranean	1929
31	1000-10	Westwood Blvd	10600-4-12, 13	Brite / Hunter's Books (original Bullock's Department Store)	Mediterranean	1932
32	1001	Westwood Blvd	12108-2	At Ease (Desmonds)	Mediterranean	1931
33	1029	Westwood Blvd	10600-5-3, 4	Ann Taylor / Le Petit Jeans / Jess	Mediterranean	1938
34	1030	Westwood Blvd	10600-4-15, 16	Tower Records / Chanin's / Burton's	Mediterranean	1931
35	1043	Westwood Blvd	10600-5-2	Alice's Restaurant	Mediterranean	1929
36	1045-99	Westwood Blvd	10600-5-1	Glendale Federal Savings	Spanish Colonial Revival w/ Classical Revival Influences	1929
37	1046	Westwood Blvd	10600-4-17, 18	The Limited, Jay's Jeweler	French Regency	1940
38	1056	Westwood Blvd	10600-4-18, 19	Yesterday's	French	1936
39	1136-40	Westwood Blvd	10600-10-10	Rezzo Building	Mediterranean	1939
40	1142-54	Westwood Blvd	10600-10-11, 12	Josephina's / Egyptian Theatre	Mediterranean	1929
41	10923	Weyburn Ave	10600-2-14	Jerry's Famous Deli	French	1949
42	10924	Weyburn Ave	10600-5-10	Wilger Company (Myer Seigal & Co.)	Neo-Mediterranean	1937
43	10931	Weyburn Ave	10600-2-13	Chapman Building	Mediterranean w/ Classical Revival Influence	1936
44	10935	Weyburn Ave	10600-2-12	Hamburger Hamlet	Classical Revival w/ Moderne Influences	1938
45	10948	Weyburn Ave	10600-5-12	Stan's Donut	Mediterranean	Unkn
46	10861	Weyburn Ave	14932-1	Old Macy's (Bullock's Department Store)	Post-War Modern	1951

WESTWOOD VILLAGE SPECIFIC PLAN

An Ordinance amending the Specific Plan for Westwood Village.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1.

AMENDMENT OF THE WESTWOOD VILLAGE SPECIFIC PLAN

The City Council hereby amends the Specific Plan applicable to the area of the City of Los Angeles as Specific Plan Area map.

Section 2.

PURPOSE

The purposes of this Specific Plan 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 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.
- 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.
- F. To encourage and facilitate non-automobile access to the Village by:
 - 1. facilitating pedestrian and shuttle access from U.C.L.A., 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.

Section 3.

RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning regulations of Chapter I of the Los Angeles Municipal Code (LAMC) and any other relevant ordinance and do not convey any rights not otherwise granted under the regulations and procedures contained therein, except as provided herein.
- B. Wherever this Specific Plan contains regulations which require greater setbacks, lower density, lower height, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the regulations contained in Chapter I of the Los Angeles Municipal Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.
- C. The regulations of this Specific Plan supersede and replace the provisions of Ordinance No. 164,305, amended by Ordinances Nos. 167,137, and 176,177, the former Specific Plan for Westwood Village.
- D. The procedures for the granting of compliance, adjustments, modifications, exceptions, amendments and interpretations in relation to the requirements of this Specific Plan are set forth in Section 11.5.7 C through H of the Los Angeles Municipal Code.
- E. Projects located within this Specific Plan area are exempt from the requirements for Mini-Shopping Centers and Commercial Corner

Development set forth in Los Angeles Municipal Code Sections 12.22 A.23 and 12.24 W.27.

- F. The procedures for obtaining recommendation from the Design Review Board (DRB) are set forth in Section 16.50 of the Los Angeles Municipal Code and shall apply to all Projects requesting project compliance, adjustments, modifications, exceptions, or a Certificate of Appropriateness unless otherwise stated in this Specific Plan. Projects requiring a Certificate of Appropriateness shall be subject to the procedures set forth in Section 12.20.3 of the Los Angeles Municipal Code.

Section 4.

REVIEW PROCEDURES

These review procedures apply to all Projects, as defined in Section 5, within the Specific Plan boundaries.

A. Administrative Review.

1. **Applicability.** The following Projects shall be eligible for Administrative Review and are exempt from the Project Compliance and Design Review Board procedures contained in LAMC Sections 11.5.7 C and 16.50:
 - a. Signs that comply with Section 12 of this Specific Plan and do not require an adjustment, modification, exception, or a Certificate of Appropriateness.
 - b. Change of use projects that do not propose Facade alterations, new construction, expansion, or a Limited Use identified on Section 6B of this Specific Plan.
2. **Criteria for Compliance Review.** The Department shall review the application for compliance with the applicable regulations and standards of this Code or the applicable specific plan, including the zone standards, established development standards, and any supplemental use regulations. Projects eligible for Administrative Review shall not require recommendation from the Westwood Community Design Review Board (DRB).
3. **Non-Appealable Ministerial Approval.** The approval of an Administrative Review is not subject to appeal and is not discretionary for the purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.
4. **Scope of Review.** In reviewing a Project for Administrative Review, the Director of Planning shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use. For example, a Project that involves only signage improvements shall comply with applicable signage standards but need not comply with parking standards.

B. Director's Determination.

1. **Applicability.** All other applications for Projects that are not described in Section 4 A above shall be processed in accordance with LAMC Section 11.5.7.
2. **Discretionary Approval.** A Director's Determination for a Specific Plan Project Compliance, a Project Adjustment, or a Project Exception is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

C. Filing Requirements for Projects Requiring Multiple Approvals.

When an applicant applies for any discretionary approval under LAMC Chapter 1 for a property located in whole or in part within the Specific Plan boundaries, the applicant shall also apply for a Specific Plan approval pursuant to this Section. A Director's Determination for a Specific Plan Project Compliance, a Project Adjustment, or a Project Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36 A and shall be processed pursuant to the procedures in LAMC Section 12.36, if applicable.

Section 5

DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 91.6203 of the Los Angeles Municipal Code, if defined therein.

Administrative Review - A ministerial approval issued for Projects, pursuant to Section 4 A of this Specific Plan, that comply with all applicable regulations and standards of this Specific Plan.

Building Frontage - 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.

Cabinet Sign – A wall sign with text, logos, or symbols that are placed on the face of an enclosed cabinet/box attached to a building. The face may be illuminated internally or externally.

Building/Business Identification Sign - A wall sign which identifies the name of a building and/or lists the names of the businesses or non-commercial uses within the building.

Commercial Hotel - A building containing six or more guest rooms or suites of rooms, which rooms (1) are primarily used for occupancy by transient guests who do not occupy the building as the primary residences of the guests or are primarily occupied by guests for 30 consecutive calendar days or less, and (2) are subject to the Transient Occupancy Tax Ordinance. A commercial hotel cannot be a resident hotel or retirement hotel.

Convenience Food Store - A retail establishment that offers a limited selection of household and packaged food items and few, if any, fresh food

items, and that occupies less than 5,000 square feet of floor area. The term convenience food store shall not include produce, meat or cheese markets, or delicatessens.

Covenant - A written document entered into by any and all owners of the property regarding the use or development of one or more lots, approved by the Director of Planning, and executed and recorded by such property owners in the Los Angeles County Recorder's Office. The covenant shall be in a form to run with the land and shall be binding on any subsequent owners, heirs, successors (including but not limited to beneficiaries) or assigns. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records.

Cultural Resource - 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 7 of this Specific Plan.

Design Review Board - The Westwood Community Design Review Board established pursuant to Ordinance No. 163,204.

Directory Sign - A wall or monument sign which lists the names of businesses or non-commercial uses in the Specific Plan Area.

Donor Site - A lot on which a cultural resource or parking facility (as described in Section 10 H of this Specific Plan) is located and from which unused development capacity may be transferred to a receiver site within the Specific Plan area.

Facade - Any side or face of a building that is facing a public, street, alley, or any publicly accessible courtyard or open space.

Financial Services - Services including, but not limited to, those typically offered by banks, savings and loans, thrift associations, real estate offices, insurance companies, brokerage firms, escrow offices, title insurance companies and financial advisors, but excluding automatic teller devices.

Full Service Grocery Store - A store of not less than 12,000 square feet of floor area which offers for sale products including, but not limited to, meats, produce, dairy products, paper goods, dry goods, frozen goods, sundries and other similar products.

Ground Floor - That portion of a floor level of a building within three vertical feet of the ground level.

Ground Level - The elevation of the closest portion of the public sidewalk to each portion of the building.

Guest Room - Any habitable room except a kitchen, designed or used for occupancy by one or more persons and not in a dwelling unit, except that the sitting room in a hotel suite shall not be considered a separate guest room so long as the bedroom is accessible only through the sitting room.

Mixed Use Project - A Project which combines one or more commercial

uses and multiple dwelling units in a single building or in a Unified Development and which provides the following:

- (1) A separate, Ground Floor entrance to the residential component, or a lobby that serves both the residential and commercial uses components; and
- (2) A pedestrian entrance to the commercial uses component that is directly accessible from a public street, and that is open during the normal business hours posted by the business; and
- (3) A minimum of 50 percent of the Ground Floor Building Frontage abutting a public commercially zoned street to minimum horizontal depth of 30 feet, excluding driveways or pedestrian entrances must be devoted to commercial uses, except for projects located in Subarea 2, on sites which total one acre or more.

Monument Sign - A sign erected directly upon the existing or artificially created grade and which has a horizontal dimension equal to or greater than its vertical dimension.

Neighborhood Retail - Retail sale of goods needed by residents and students on a regular basis, including: Art gallery; Art supplies; Athletic/sporting goods; Bakery; Books or cards; Bicycle sales and repairs; Clock or watch sales and/or repair; Computer sales and repair; Drug store; Fabrics or dry goods; Florist; Food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; Hardware; Household goods and small appliances; Infant and children's clothing; Newsstand; Photographic equipment and repair; Stationery; Toys; Other similar retail items as determined by the Director of Planning.

Neighborhood Services - Services used by residents and students on a regular basis, including: Barber shop or beauty parlor; Blueprinting; Child care facility; Club or lodge, bridge club, fraternal or religious association; Copying; Custom dressmaking; Dry cleaner; Financial Services; Laundry or self-service laundromat; Locksmith; Optician; Photographer; Shoe repair; Tailor; Other similar services as determined by the Director of Planning.

Permitted Floor Area, Additional - Floor area in excess of the base permitted floor area allowed on receiver sites, consistent with Section 8 B of this Specific Plan.

Permitted Floor Area, Base - The floor area permitted on a lot in the Specific Plan area prior to the transfer of floor area pursuant to this Specific Plan.

Permitted Floor Area, Unused - The difference between the base permitted floor area on a donor site and the actual floor area contained within all buildings on the site, prior to any transfer of such floor area.

Premise - A building or portion thereof used as a location for a single business or non-commercial use.

Project - The construction, erection, addition to or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan area. A project does not include interior remodeling of a building which does not increase the floorarea.

Receiver Site - A lot to which unused permitted floor area may be transferred. The term receiver site does not include a lot containing a cultural resource.

Residential Hotel - A residential building with six or more guest rooms or suites of rooms wherein most rooms either are rented by guests as the primary residences of those guests or occupied for more than 30 consecutive calendar days, or wherein most rooms are not subject to Article 1.7 of Chapter II of the Los Angeles Municipal Code known as the Uniform Transient Occupancy Tax Ordinance of the City of Los Angeles (hereinafter "Transient Occupancy Tax Ordinance").

Restaurant - An establishment that dispenses food and beverage for on-site and off-site consumption and has on-site dining.

Retirement Hotel - A resident hotel wherein 90% or more of the tenants are 62 years of age or older.

Sandwich Sign - A portable sign consisting of two sign faces which connect at the top and extend outward at the bottom of the sign and which is usually placed on a sidewalk.

Sign Program - A specific set of design standards established for the purpose of unifying a variety of signs associated with a multi-tenant or multi-use project, building, or complex of buildings.

Site - A lot or lots as defined by Section 12.03 of the Los Angeles Municipal Code.

Specific Plan Area - The area of the City of Los Angeles shown on Figure 1 within the heavy black lines.

Store Frontage - The length of a premise measured along the wall of the premise abutting the exterior public access level walkway that serves the premise.

Unified Development - A development of two or more buildings which have functional linkages such as pedestrian or vehicular connections, with common architectural and landscape features which constitute distinctive design elements of the development, and that appears to be a consolidated whole when viewed from adjoining streets.

Unoccupied Tower - 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. Any area contained within the exterior walls of the unoccupied tower shall not be calculated as part of the floor area of the building to which the tower is attached.

Village Pedestrian Sign - A sign which is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building and which identifies a use or service exclusively or primarily by symbol.

Section 6.

USES

A. Permitted Uses.

1. Except as provided in Subsections B and C of this section, any use permitted in the C4 zone shall be permitted within the Specific Plan area, provided that all activities, including storage, are conducted wholly within an enclosed building, except that outdoor merchandise displays during Village-wide organized sidewalk sales, outdoor dining and newsstands may be conducted other than within a wholly-enclosed building.
2. Notwithstanding the provisions of Section 12.16 of the Los Angeles Municipal Code to the contrary, laundries and laundromats shall be permitted within the Specific Plan area.

B. Limited Uses.

The following uses shall be permitted subject to the following limitations:

1. Bars, only in conjunction with Restaurants or hotels.
2. Nightclubs or other establishments offering dancing or live entertainment in conjunction with a Restaurant, provided a conditional use permit is granted pursuant to Section 12.24 W 30 of the Los Angeles Municipal Code.
3. Motion picture theaters, provided that there may be no more than 6,030 motion picture theater seats in the Specific Plan area.
4. Convenience food stores, provided 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.
5. Financial services, provided the total number of businesses providing financial services located along the ground floor frontage 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.
6. Notwithstanding the provisions of Los Angeles Municipal Code Sections 12.16 and 12.24, commercial hotels shall be permitted subject to the following limitations.

Limitations for Commercial Hotels.

- a. The total number of Commercial Hotel guest rooms added here after in the Specific Plan area shall not exceed 350, and the distance between any two commercial hotels shall be a minimum of 500 feet. No permits shall be issued which would add more than 350 Commercial Hotel guest rooms in the Specific Plan area. Included in this number shall be any rooms approved for transient occupancy pursuant to Subdivision 14. Also included in this number shall be any rooms rented for less than 30 consecutive calendar days in a resident hotel, for which a building permit is issued after August 1, 1991.
 - b. The number of guest rooms in a single commercial hotel shall not exceed one guest room for each 325 square feet of buildable area.
 - c. No ballroom shall be permitted in a commercial hotel.
 - d. The total floor area devoted to meeting rooms in a commercial hotel shall not exceed 15 square feet for each guest room; however, the total floor area of all meeting rooms in a commercial hotel shall not exceed 2,700 square feet. No banquet or dancing shall take place in such meeting rooms.
 - e. Other than Restaurants and meeting rooms, there shall be no public assembly rooms in a commercial hotel.
7. Parking buildings, provided the ground floor building frontage shall be devoted to another use permitted by this section.
 8. Residential dwelling units, provided that density shall be limited to:
 - a. 800 square feet of lot area per dwelling; or
 - b. 400 square feet of lot area per dwelling unit in Subarea 2 as part of a Mixed Use Project so long as the number of residential units in the subarea does not exceed 350.
 9. The following restrictions apply in Subareas 1 and 2 on Figure 1:
 - a. Any existing hotel may continue its operation as a hotel. However, a substantial change in the mode or character of operation of such existing hotel may be permitted only upon approval from the City pursuant to procedures normally associated with approval of the modification of a conditional use, including an appeal to the Area Planning Commission or Council whichever is appropriate. A substantial change in the mode or character of operation includes any increase in the number of guest rooms primarily used for transient occupancy, or the expansion of

any existing Restaurants, meetings rooms, or other retail uses. The decision-maker may approve a change which results in increased transient occupancy if, and only if, it finds that all the standards set forth in the Specific Plan for guest rooms in a commercial hotel can be met with respect to the rooms proposed for transient occupancy. These standards include among other things the Specific Plan's parking requirements, and the standards set forth in paragraphs (d) through and including (g) of this subdivision.

- b. Only residential or hotel uses are permitted in Subarea 1.
 - c. Only residential, hotel uses or Mixed Use Projects are permitted in Subarea 2, except that as part of a hotel or Mixed Use Project, retail uses are allowed as part of the development, up to a maximum floor area ratio of 0.75:1
 - d. If Subarea 2 is not developed with a hotel or Mixed Use Project, 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.
 - e. In connection with a hotel or Mixed Use Project, no hotel or commercial vehicular ingress or egress shall be located either (1) along Le Conte Avenue within 300 feet of the westerly edge of Tiverton Avenue, or (2) along Tiverton Avenue; however, service vehicle ingress may be located along Tiverton Avenue if the hours of access are limited to between 8 a.m. through 7 p.m. daily and are so restricted by covenant.
 - f. In connection with a hotel or Mixed Use Project, no pedestrian access for hotel or commercial uses shall be located along Tiverton Avenue, except emergency ingress and egress as may be required by the Fire Department.
 - g. No signs or retail display windows may be located along Tiverton Avenue.
 - h. The combined occupancy of all Restaurants on a hotel site may not exceed 350 persons. One dance floor, not to exceed 500 square feet, shall be permitted ancillary to only one Restaurant on the hotel site.
10. Subarea 3 on Figure 1 may be developed as part of an office building containing a maximum of 296,170 square feet of floor area, except that only 46,000 square feet of floor area may be located within the Specific Plan area. Such project shall not be subject to any parking, replacement parking, height or setback requirements, design standards, design review procedures, or the ground floor use restrictions imposed by this Specific Plan.

11. In calculating lot frontages for the purposes of subdivisions 4 and 5 of this Subsection, Levering Avenue and Gayley Avenue shall be considered as one public street.

C. Prohibited Uses.

The following uses generally permitted in the C4 zone shall be prohibited within the Specific Plan area:

1. New or used automobile, motorcycle, recreational vehicle, mobile home and trailer sales areas and incidental uses.
2. Drive-in businesses, including theaters, refreshment stands, Restaurants, food stores and the like.

D. Uses Permitted Along The Ground Floor Building Frontage.

1. The floor area on the ground floor of a commercial building to a depth of at least 30 feet, along at least 80 percent of the frontage of a building, excluding the frontage along vehicular access to on-site parking, shall be devoted to retail, restaurant or other food service uses, except that:
 - a. Any financial service may occupy up to 50 feet of ground floor building frontage on each street frontage on which it is located.
 - b. A hotel shall only be required to devote at least 70 percent of the ground floor building frontage to such uses, on each public street on which hotel fronts.
2. Any building which has 100 or more feet of ground floor building frontage, excluding the frontage along vehicular access to on-site parking, and which is occupied by at least five businesses or commercial uses, shall devote at least 20 percent of the floor area on the ground floor to a depth of at least 30 feet along that building frontage to neighborhood retail and/or neighborhood services.

Section 7.

PRESERVATION OF CULTURAL RESOURCES

A. Designation of Cultural Resource.

The structures listed on Table 1, located on the sites designated as such on Figure 2, are hereby designated as cultural resources.

B. Transfer of Unused Permitted Floor Area from Cultural Resource Sites.

Any portion of unused permitted floor area on a cultural resource site may be transferred to any receiver site identified on Figure 2. Any such transfer shall be evidenced by a covenant, signed by the transferor

and transferee, the obligations and benefits of which run with the land and which is binding on subsequent owners or assignees, which document restricts the floor area on the cultural resource site to the extent such floor area is transferred to a receiver site.

C. Certificate of Appropriateness.

No cultural resource in the Specific Plan area shall be demolished, relocated, significantly altered or removed unless a Certificate of Appropriateness has been approved by the designated decision-maker in accordance with the standards and procedures set forth in Sections 12.20.3 K, N, O, P and Q of the Los Angeles Municipal Code. The Westwood Community Design Review Board (Design Review Board) shall perform the functions of the "Board" specified in those sections. The Director of Planning shall obtain recommendation from the Westwood Community Design Review Board for any signs requiring a Certificate of Appropriateness.

Section 8.

BUILDING INTENSITY

A. Base Permitted Floor Area.

Base permitted floor area on a lot shall be two times the buildable area of the lot.

B. Additional Permitted Floor Area.

The total permitted floor area of a site shown on Figure 3 as a shaded area may be increased up to the maximum shown on Figure 3 for that area through one or a combination of the following:

1. The transfer of unused permitted floor area from donor sites pursuant to Sections 6 B and 9 G of this Specific Plan.
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, provided the continued use of that quantity of floor area for neighborhood retail or neighborhood services is guaranteed by covenant, except that neighborhood retail provided to qualify for a bonus pursuant to Section 7 B 8 of this Specific Plan is not also eligible for additional floor area. This bonus shall not exceed the densities shown on Figure 3.
3. The provision of parking spaces for public use which are in excess of those required for uses on the site, provided that such spaces are available in the Specific Plan area as part of an existing or future Village-wide validation system. 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 (but no additional height) in excess of the maximums shown on Figure 3, not to exceed an additional one half times the buildable area on any one lot, shall be permitted in exchange for provision of any of the following improvements:
 - a. Thirty thousand (30,000) square feet, Village-wide, of additional floor area may be constructed in exchange for the design and construction of the below listed sidewalk improvements to be located within (1) the Westwood Boulevard right-of-way between Wilshire Boulevard and Lindbrook Drive, (2) the Gayley Avenue right-of-way between Wilshire Boulevard and Lindbrook Drive, and (3) the Glendon Avenue right-of-way between Wilshire Boulevard and Lindbrook Drive. Such improvements, as set forth in subparagraphs (1) through (4) below, shall apply to each of the three rights-of-way described above.
 - (1) Twenty-thousand (20,000) square feet of sidewalk improvements as specified by the Department of Public Works, Bureau of Engineering.
 - (2) Thirty 24-inch boxed street trees, 48-inch diameter tree grates and frames;
 - (3) Ten street lights on 15-foot ornamental steel poles; and
 - (4) Ten permanent pole or wall mounted metal waste receptacles. The City Engineer shall approve the final design of the improvements and the selection of materials, and shall approve the completed improvements. The design of all such improvements shall be subject to review by the Design Review Board.
 - b. Twenty-five hundred (2,500) square feet, Village-wide, of additional floor area in exchange for the provision of a single mid-block public pedestrian connection between Glendon Avenue and Westwood Boulevard, provided that the connection is located at ground level and not closer than 200 feet from Weyburn Avenue or Kinross Avenue, does not result in a change to a cultural resource, and is consistent with the Westwood Village design guidelines approved by the City Council. The pedestrian connection shall conform generally to the following design standards:

- (1) It shall be constructed of a hard, durable surface and shall be a minimum of 6 feet in width; provided, however, the City Engineer may require a greater width if such is necessary to carry anticipated pedestrian traffic.
 - (2) It shall be designed and constructed to conform to applicable Americans with Disabilities Act (ADA) accessibility standards.
 - (3) Components of the pedestrian connection shall be designed to be wholly contiguous and completely accessible to the public.
- c. Twenty-five hundred (2,500) square feet, Village-wide, of additional floor area in exchange for the provision of a single mid-block public pedestrian connection between Broxton Avenue and Westwood Boulevard, provided that the connection is located at ground level and not closer than 150 feet from Weyburn Avenue or Kinross Avenue, does not result in a change to a cultural resource, and is consistent with the Westwood Village design guidelines approved by City Council. The pedestrian connection shall conform generally to the design standards set forth in paragraph b above. A building permit for a project utilizing the additional floor area permitted pursuant to this subdivision may be issued only after the City Engineer has approved the design of the sidewalk improvements on mid-block public pedestrian connection and the owner has guaranteed completion thereof by surety bond, letter of credit or other means approved by the City Engineer. A certificate of occupancy to which the owner is otherwise entitled may not be issued until the sidewalk improvements or mid-block public pedestrian connections has been completed to the satisfaction of the City Engineer; or if not completed, upon the City Engineer's certification that completion of the sidewalk improvements, or pedestrian connections are beyond the control of the owner. In any event, the sidewalk improvements or pedestrian connection shall be completed within a reasonable period of time as determined by the City Engineer.
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. Any such transfer shall be evidenced by a covenant, signed by the transferor and transferee, in a form to run with the land and which is binding on subsequent owners or assignees, which document restricts the floor area on the donor site to the extent such floor area is transferred to a receiver site.
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, provided the continued use of that floor area for such uses is guaranteed by covenant.

8. A hotel may contain one guest room for each 325 square feet of buildable area. Provided, however, if a full service grocery store is constructed by the developer of the hotel, the hotel may contain one guest room per 300 square feet of buildable area for each 500 square feet of floor area devoted to such full service grocery store; the remaining guest rooms shall be calculated at one guest room per 325 feet of buildable area. Such full service grocery store shall occupy at least 30 feet of ground floor building frontage and shall be located either on the site of the hotel development or on another lot within the Specific Plan Area. The site at which the full service grocery store is located shall be restricted to such use by a covenant.
9. Floor area ratio averaging/reallocation may be permitted in Subarea 2 for Unified Developments provided the maximum floor area for the Project does not exceed the total amount permitted on the combined subject properties.

C. Transfer or Increase of Development Rights-Procedure.

1. Whenever floor area is increased as permitted by Section 7 B of this Specific Plan, or the right to construct floor area is transferred, a covenant shall be made a condition of such transfer or increase and shall be executed and recorded by the owners of each of the parcels involved, setting forth the amount of additional or transferred floor area thereby allowed and binding such owners and their successors to the limitations and requirements imposed by this Specific Plan in connection with such transfer or increase in floor area.
2. Any owner of property within the boundaries of the Westwood Community Plan area may seek an appropriate court order to enforce the provisions of such a covenant or this ordinance, provided that such person first exhausts his or her administrative remedies with the City of Los Angeles pursuant to Subsection D of this section and applicable provisions of the Los Angeles Municipal Code.

D. Enforcement.

The construction of and the continued use of any building, or portion thereof, permitted pursuant to the provisions of Subsection B of this section is conditioned upon the actual construction of the improvement and maintenance of the use as set forth in Subsection B. In the event such improvements are not constructed or the uses are not maintained or in the event such uses are terminated, any building permit or certificate of occupancy allowing the construction or use of any building, or portion thereof, pursuant to Subsection B,

shall be revoked.

Section 9.

HEIGHT AND SETBACK

A. Permitted Height.

Except as otherwise provided in this Section, no project shall exceed a height of 40 feet.

1. Projects on sites which are not located in the shaded or stippled areas on Figure 3 shall not exceed a maximum height of 40 feet.
2. Except as provided in Subdivision 3 of this subsection, projects on sites which are located in the shaded or stippled areas of Figure 3 may be built to a maximum height of 55 feet, if such height is approved by the Director of Planning pursuant to subdivision 4 of this subsection.
3. A hotel project located on the easterly side of Glendon Avenue in Subarea 2 as shown in Figure 1, built on the entire site, may be built to a maximum height of 70 feet on no more than 25% of the buildable lot area, if approved by the Director of Planning pursuant to Subdivision 4 of this subsection.
4. The Director of Planning, acting on the recommendation of the Westwood Community Design Review Board, shall have the authority to permit projects referred to in Subdivisions 2 and 3 of this Subsection to exceed a maximum height of 40 feet, provided the Director determines that the project meets the following standards:
 - a. If adjacent to a cultural resource, the project will be compatible in scale to that resource.
 - b. If the project is located on a site that is more than 100 feet wide, it must contain a facade which resembles a series of smaller buildings.
 - c. The project shall be compatible with the architectural character of the surrounding area.
 - d. That portion of a building (including roofs and roof structures but excluding towers) which exceeds the highest elevation of any adjacent cultural resource must be stepped back at a 45 degree angle from the permitted height along the frontage.
 - e. The cornice lines of new buildings must meet the cornice line of any abutting cultural resource.
 - f. A building located on a corner must incorporate architectural elements which orient the building to the

corner by the use of towers, bay windows and domes. The procedures and fees for consideration by the Design Review Board and appeals from the Director's determination are set forth in the Los Angeles Municipal Code Section 16.50.

B. Exceptions to Height Requirements.

1. Measurement of structures

- a. When the elevation of the highest adjoining public sidewalk within a five foot horizontal distance of an exterior wall of a building exceeds grade by more than five feet, a building or structure may exceed the height permitted under Subsection A of this section in number of feet by not more than the difference between the elevation of the highest adjoining public sidewalk and grade. However, no such additional height shall cause any portion of the building or structure to exceed a height of 45 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.
- b. Notwithstanding Paragraph a above, for projects located in Subarea 2, on sites which total one acre or more, the height of the structure, excluding roofs, roof structures, parapets and unoccupied towers, shall not exceed a height of 55 feet as measured from the highest point of the structure to the ground surface vertically below the point of measurement.
- c. For projects located in Subarea 2, on sites which total one acre or more, the height of the structure including elements as specified in Section 12.21.1 B 3 of the Los Angeles Municipal Code shall not exceed 65 feet as measured from the highest point of any roof, roof structure or parapet wall, to the ground surface vertically below the point of measurement, except for unoccupied towers as specified in Subdivision 3 below. Roof structures are to be screened from view at street level.

2. Notwithstanding the provisions of Section 12.21.1 B 3 of the Los Angeles Municipal Code, except for sites which total one acre or more in Subarea 2, roofs, and roof structures for the purposes specified in Section 12.21.1 B 3 of the Los Angeles Municipal 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.

3. Unoccupied towers shall be permitted 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 building height.

- b. If located elsewhere on a lot, the tower may not exceed an additional 20 feet above the permitted building height.

C. Height and Setbacks along Building Frontage.

1. 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 shall be set back from the building line or lot line at a 45 degree angle.
2. The height of a building adjacent to one or more cultural resources shall not exceed a height that is within five feet of the average height of the adjacent cultural resources or 30 feet, whichever is greater. Above this height, the building shall be set back from the building line or lot line at a 45 degree angle.
3. Except on Broxton Avenue, 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.
4. On Broxton Avenue, not more than 65 percent of the exterior wall area along the building frontage on a lot must be located within five feet of the lot line on that frontage.

Section 10.

PARKING AND MOBILITY

A. Subsurface Parking.

If a cultural resource is demolished or relocated, subsurface parking in conjunction with any replacement structure may not extend into the public right-of-way.

B. Location of Parking.

Notwithstanding Section 12.21 A 4 (g) of the Los Angeles Municipal Code to the contrary and except as otherwise specified in Subsection G below, parking shall be provided either (1) on site, (2) outside the Village Center but within the Specific Plan area, or (3) within 1,000 feet of the project, if outside of the Specific Plan area.

C. 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; however, this restriction shall not apply to parking for office, medical office and hotel uses. The remaining spaces shall

be made available for public use in connection with a Village-wide validation system, which system exists at the time the required parking is provided or which may be subsequently created. Such availability shall be guaranteed by covenant.

D. Bicycle Parking and Shower Facilities.

Off-street parking spaces for bicycles and facilities for employee showers and lockers shall be provided as follows:

1. For any building, portion thereof or addition thereto used for non-residential purposes, bicycle parking shall be provided at a ratio of 5 percent of the number of required automobile parking spaces for non-residential uses; if the calculation of the number of required spaces under this paragraph results in a number including a fraction, the next highest whole number shall be the number required.
2. All bicycle parking spaces required by this subdivision shall include a stationary-parking device, which adequately supports the bicycle. In addition, at least half of the bicycle parking spaces shall include a stationary parking device which securely locks the bicycle without the use of a user supplied cable or chain. Devices which hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc.
3. Each bicycle parking space shall be a minimum of two-feet in width and six-feet in length and shall have a minimum of six feet of overhead clearance.
4. Bicycle parking spaces shall be separated from automobile parking spaces or aisles by a wall, fence, or curb or at least five feet of open space marked to prohibit parking.
5. Aisles providing access to bicycle parking spaces shall be at least five feet in width.
6. Signage which is clearly legible upon approach to every automobile entrance to the parking facility shall be displayed indicating the availability and location of bicycle parking.
7. Showers and lockers shall be provided as required by Chapter IX of the Los Angeles Municipal Code.

E. Designation of Parking Facility Site as a Donor Site.

1. Any site in the Specific Plan area providing at least 500 new public parking spaces may be designated as a donor site and the owner of that site may transfer all or any portion of its base permitted floor area to any receiver site if it complies with the requirements of Subdivision 2 of this subsection. Parking spaces shall be considered as "new" if the structure containing the spaces is built subsequent to the effective date of the ordinance adding this provision to the Specific Plan.

2. In order to qualify as a donor site, the project containing the parking facility must comply with the following requirements:
 - a. Floor area to a depth of 30 feet along at least 70 percent of the ground floor building frontage, excluding the frontage along parking and pedestrian access to the parking structure, shall be devoted to retail, Restaurant or other food service uses. Half of the total of any such retailuses shall be devoted to neighborhood retail uses.
 - b. The project shall contain a public restroom facility;
 - c. Vehicular access to the parking facility shall be located outside of the Village Center, unless the Department of Transportation determines that such would not be feasible;
 - d. No cultural resource may be demolished or significantly altered in order to construct any such parking facility.
 - e. The parking facility shall provide bicycle parking at the ratio specified in Section 9 F of this Specific Plan.
3. No more than 1250 new parking spaces within the entire Specific Plan area may be used to qualify for the transferability privileges of this subsection.

F. Automobile Parking Relief.

1. **Changes of Use.** Notwithstanding Sections 12.21 A.4, or any other Code section, ordinance, or specific plan to the contrary, a change of use, when plans are submitted and accepted by the Department of Building and Safety, shall not be required to increase automobile parking beyond that required by the existing approved use and for the duration of the changed use, if the following criteria is met:
 - a. Only changes of use to an allowed nonresidential use in the respective zone are eligible.
 - b. The building wherein the change of use is occurring shall have a valid certificate of occupancy, temporary certificate of occupancy, or a building permit, if the building was constructed prior to when a certificate of occupancy was required.
 - c. The change of use is limited to 5,000 square feet of floor area or less.
 - d. Any additions resulting in an increase of Floor Area shall be within the existing walls and existing roofline of the tenant space and building, not inclusive of outdoor space. At no time shall the addition result in a total floor area for

the entire tenant space and/or building of more than 5,000 square feet.

- e. At no time shall tenant spaces utilizing this Section be allowed to aggregate or combine spaces that would result in a floor area greater than 5,000 square feet. If this occurs, then the parking for the whole tenant space shall conform with the provisions in Section 12.21 A.4.
 - f. No net loss of guest rooms and/or dwelling units result from the change of use.
- 2. **Application.** An application shall be filed, in accordance with the procedures set forth by the Department of Building and Safety.
 - 3. **Consistency.** Except as specified in this subsection, the Project shall comply with the applicable provisions of the Municipal Code and be consistent with the General Plan.

G. Traffic Demand Management Strategies.

The City shall not issue a building permit or a Certificate of Occupancy for a Project that is not in compliance with the requirements set forth in LAMC 12.26 J and the Citywide Traffic Demand Management (TDM) Program Guidelines.

Section 11.

DEVELOPMENT STANDARDS

- A. Any exterior wall abutting a public right-of-way shall not extend more than 40 feet horizontally without containing architectural features which will adequately protect against featureless, uninterrupted, large wall planes.
- B. The primary entrance to any business located on the ground floor along the building frontage shall be located on that frontage and substantially at ground level.
- C. To the extent that the Department of Transportation determines that it would be feasible, driveway access to parking in the Village Center shall be provided from alleys.
- D. To the extent that the Department of Transportation determines that it would be feasible, driveway access to parking spaces located on lots that front on the following streets, which may be closed on weekends, shall not be located on those streets: 1. Westwood Boulevard between Lindbrook Drive and Le Conte Avenue. 2. Broxton Avenue between Kinross and Le Conte Avenue. 3. Glendon Avenue within 300 feet of Weyburn Avenue. 4. Weyburn Avenue between Broxton and Glendon Avenue. 5. Kinross Avenue between Gayley and Glendon Avenue.
- E. A 15-foot wide, landscaped setback shall be provided from the

building line along Tiverton Avenue within Subareas Nos. 1 and 2.

Section 12.

SIGNS

A. Approval.

No building permit for an exterior sign shall be issued, nor shall any exterior sign be installed, unless the proposed sign has been considered by the Director of Planning and either approved or determined eligible for Administrative Review. Any deviation from Section 12, shall require a recommendation from the Design Review Board. Each review process shall consider the type, area, height, shape, and projection of the proposed sign.

B. Prohibited Signs.

The following signs are prohibited:

1. Roof signs, effective January 4, 1979.
2. Monument signs and pole signs, except as permitted in Subsection C, Subdivision 1 and Subsection G, Subdivision 4 below, effective January 4, 1979.
3. Off-site commercial signs.
4. Signs having flashing, mechanical, strobe or blinking lights or moving parts, except that theater marquees may have blinking lights, effective January 4, 1979.
5. Mural signs.
6. Projecting signs, except that village pedestrian signs shall be permitted.
7. Sandwich signs.
8. Cabinet Signs.

C. Temporary Signs.

Temporary signs shall be permitted pursuant to Section 91.6215 of the Los Angeles Municipal Code, except that such signs may not be installed on any single premise for a cumulative period in excess of 60 days per calendar year.

D. Number of Signs.

No more than one wall sign or awning sign, and one village pedestrian sign or window sign, shall be constructed, placed, created or maintained for each premise, except that:

1. Automobile service stations may have one additional pole sign.
2. Theaters may have additional wall signs, not to exceed a total of 100 square feet in sign area. Theaters may also have marquee signs.
3. Premises located above the ground floor, which do not take their primary access directly from an exterior walkway open to the public, may have only a building or business identification sign adjacent to each exterior entrance which provides access to those premises.
4. Premises with at least 60 feet of store frontage may have an additional sign for each 30 feet of store frontage in excess of 30 feet.
5. Ground floor premises which have an entrance on an alley, may have one additional sign on the exterior wall which abuts the alley.
6. Premises which take their primary access from an exterior walkway open to the public and which are located on a street corner may have one wall sign or awning sign and one village pedestrian sign or window sign on each exterior wall of the premise which abuts a street.
7. Notwithstanding the provisions of Section 91.6205 K of the Los Angeles Municipal Code, pennants, banners, and flags which do not contain written advertising, are permitted, subject to the review and approval of the Department City Planning.

E. Sign Area.

1. Wall or Awning Signs.
 - a. The combined sign area of all wall and awning signs on a single-story building or structure which abuts a public street shall not exceed three square feet for each foot of street frontage. For buildings that are more than one story in height, the combined sign area of all wall and awning signs may exceed that permitted for a single-story building or structure by 10 percent.
 - b. Theaters shall be permitted three and a half square feet of sign area for each foot of street frontage.
 - c. For all buildings occupied by more than one premise, the size of signs pertaining to each premise shall not exceed one and a half square feet of combined sign area for each foot of store frontage of the premise.
 - d. The sign area permitted for each additional sign allowed for premises located on an alley, shall not exceed one square foot for each lineal foot of building wall occupied by the premise on the alley on which the sign is located.

- e. Sign area shall be calculated separately for each street or alley which the building abuts and may not be accumulated.
 - f. No sign shall exceed a maximum of 75 square feet, except that: signs attached to theaters shall not exceed a maximum of 320 square feet; and a sign which abuts an alley shall not exceed a maximum of 50 square feet.
2. Building or Business Identification Signs.
- No building or business identification sign shall exceed four square feet.
3. Village Pedestrian Signs.
- a. No village pedestrian sign shall exceed four square feet or a vertical or horizontal dimension of 30 inches.
 - b. Lettering shall be limited to a maximum of 30 percent of the sign area.
4. Window Signs.
- No window sign shall exceed four square feet or 15 percent of the window area, whichever is less.

F. Height.

The height to the top of any sign shall be limited to a maximum of 20 feet above the elevation of the sidewalk or edge of the roadway nearest the sign, except that:

- 1. Premises which take their primary access from an exterior walkway open to the public may measure from the highest level of such exterior walkway directly under the sign.
- 2. Signs which are located on an unoccupied tower of a theater may extend above 20 feet.

G. Projection of Signs.

- 1. No wall sign shall project more than 18 inches from the face of the building to which it is attached, effective January 4, 1979.
- 2. When a village pedestrian sign is attached to a wall, the sign shall project no more than 30 inches from the wall to which it is attached.

H. Exceptions.

The provisions of this Section shall not apply to:

1. Any sign required by law or by a governmental agency.
2. Real estate signs which pertain to rent, lease or sale of an existing premise and have a sign area which does not exceed 18 inches by 25 inches.
3. Signs advertising the sale or lease of a vacant lot provided they comply with the following conditions:
 - a. Signs shall not be illuminated.
 - b. Total sign area shall not exceed nine square feet.
 - c. Signs shall not exceed a height to the top of the sign of six feet above the elevation of the sidewalk or edge of the roadway nearest the sign.
 - d. Signs shall be located not less than ten feet from the property line.
4. Directory signs which have been approved by the Director of Planning. A directory sign may be a monument sign and shall be permitted only as part of a Village-wide streetscape improvement.
5. Traffic direction and parking information signs which have been approved by the Director of Planning.
6. Temporary construction signs located on a lot where a building or structure is being erected or remodeled and which identifies the owner, architects, engineers, financing agent and/or contractors involved in the project; provided there shall be no more than one such sign along each street on which a project fronts, and provided that such sign shall not be more than 40 square feet in total sign area and shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign. Such sign shall be removed within 15 days following completion of the construction or remodeling.
7. Temporary political or other ideological signs, provided such signs shall not be roof signs, shall not exceed 20 square feet in sign area, shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign, and, if they relate to an election or other event, shall be removed within 15 days following the election or event to which they relate.
8. Store hour signs, provided such signs shall be placed in the front door or window closest to that door and shall not exceed 64 square inches in sign area.
9. Signs which identify security protection systems, provided such signs shall not exceed 59 square inches in area.

I. Sign Programs.

All Sign Programs, with plans fully delineating the size, number, location, color, material finish for all exterior signage (including identity, retail, parking, etc.), shall be submitted to and reviewed by the Design Review Board to make a recommendation prior to the Director of Planning issuing an approval.

Notwithstanding the above, the Design Review Board and the Director shall not consider the content of the sign(s) in their review or recommendation and approval. Content shall include color unless it is solely related to the structure of the sign (framing, support brackets, edging).

Section 13.

BROXTON AVENUE AND VILLAGE-WIDE IMPROVEMENTS ASSESSMENT DISTRICT

The proposed Broxton Avenue streetscape improvements and the Village-wide sidewalk improvements and signage program will be financed through an assessment district. The Bureau of Engineering of the Department of Public Works is the lead agency with the responsibility for implementing these improvements, including the preparation of a detailed streetscape plan and construction drawings. The Planning Department and Department of Transportation will also participate in conceptual development and evaluation of the streetscape design proposal.

Section 14.

DESIGN REVIEW PROCEDURES

A. Jurisdiction.

No building permit shall be issued for any building or structure, including signs requesting an exception, modification, adjustment, or requiring a Certificate of Appropriateness, any structure in the public right-of-way, any Villagewide public improvements, or other development of property, unless the project has been reviewed and approved in accordance with the Design Review Board Procedures of Section 16.50 and the Specific Plan Procedures of Section 11.5.7 of the Los Angeles Municipal Code. Projects eligible for Administrative Review which comply with Section 4 A of this Specific Plan shall be exempt from the Westwood Community Design Review Board process.

B. Design Review Criteria.

Pursuant to LAMC Section 16.50, the Design Review Board shall make a recommendation to the Director of Planning concerning a proposed project on the basis of the following criteria:

1. The project shall conform to all of the provisions of the Specific Plan.
2. The project shall be consistent with the Westwood Village Design Guidelines.
3. The colors and types of building materials shall be reasonably consistent with the character of cultural resources in the area.
4. The project shall not cast shadows onto adjacent residential buildings outside the Specific Plan area for more than two hours between 10 a.m. and 4 p.m. on December 21 or between 10 a.m. and 4 p.m. on March 21.
5. All open areas not used for buildings, walkways or driveways shall be landscaped.
6. The massing of the building shall relate in scale to surrounding cultural resources and shall be appropriate to the pedestrian-oriented character of Westwood Village.
7. The architectural style of the building shall relate to surrounding cultural resources.
8. All mechanical equipment and other appurtenances shall be screened from public view.
9. Any exterior treatment, including color, texture, and other architectural features, shall be applied to all exterior walls in a similar manner.

EXHIBIT D

Proposed Westwood Community Design
Review Board Specific Plan

WESTWOOD COMMUNITY

DESIGN REVIEW BOARD

Specific Plan

Ordinance No. 163,204
Effective January 26, 1988

Ordinance No. _____
Effective _____

Specific Plan Procedures
Amended pursuant to L.A.M.C. Section 11.5.7

Design Review Board Procedures
Amended pursuant to L.A.M.C. Section 16.50

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Section 3.	Authority
Section 4.	Composition
Section 5.	Design Guidelines
Section 6.	Procedures and Criteria

Westwood Design Review Board Specific Plan

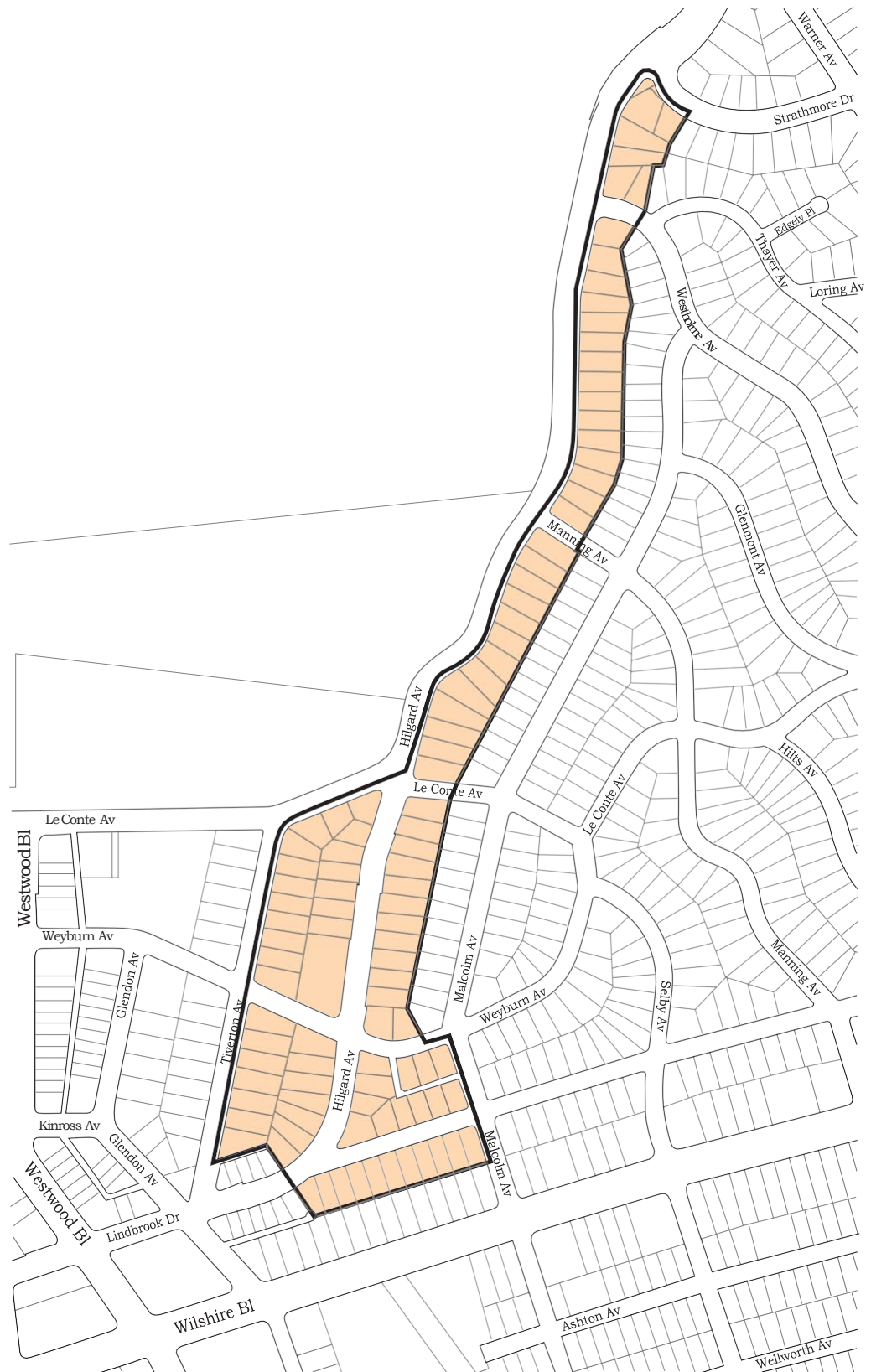


Figure 1
East Westwood Village Area

Westwood Design Review Board Specific Plan



Figure 2
South of Wilshire/West of the Mormon Temple

Not to scale

Westwood Design Review Board Specific Plan

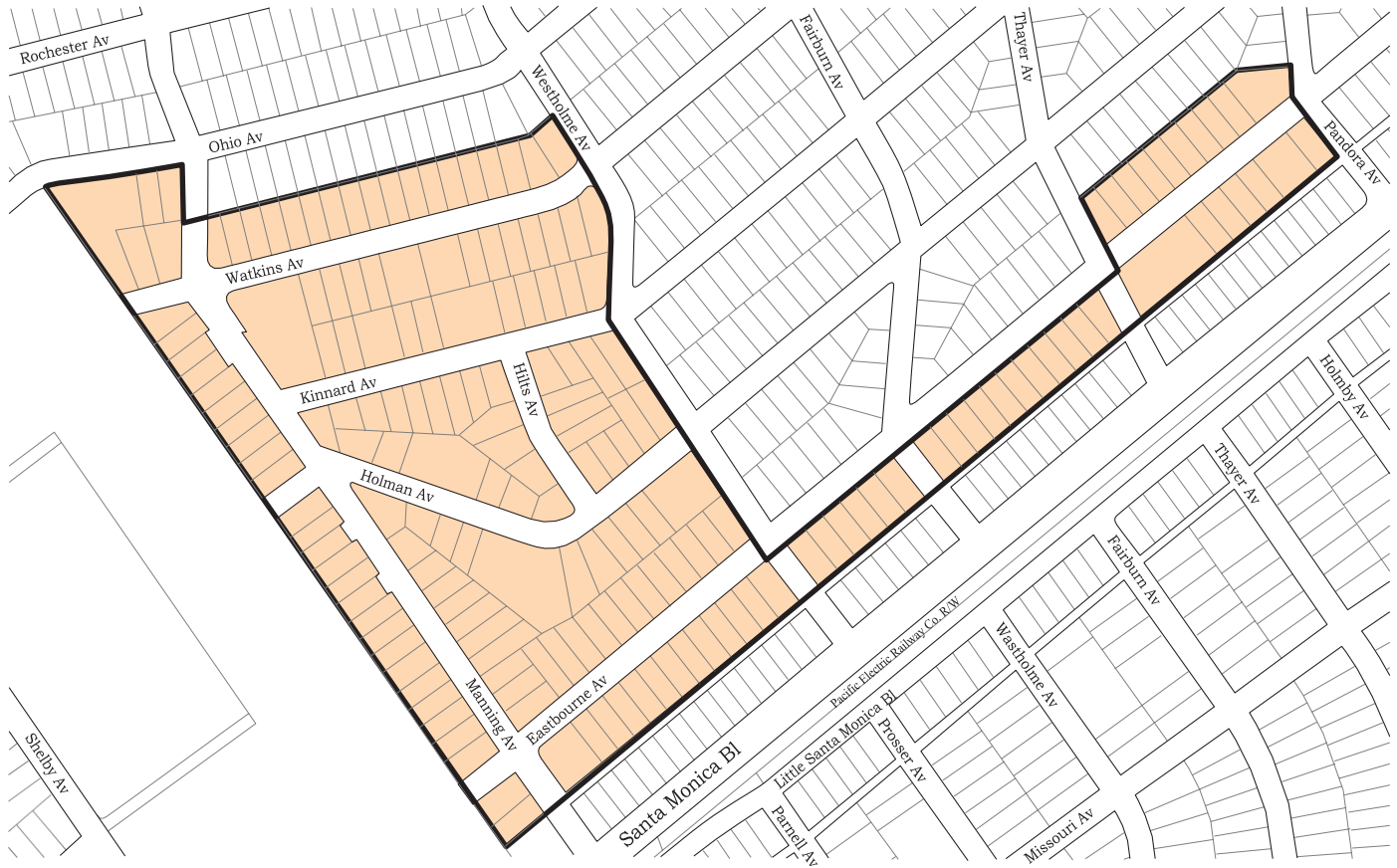


Figure 3
South of Wilshire/East of the Mormon Temple

Not to scale 

Westwood Design Review Board Specific Plan

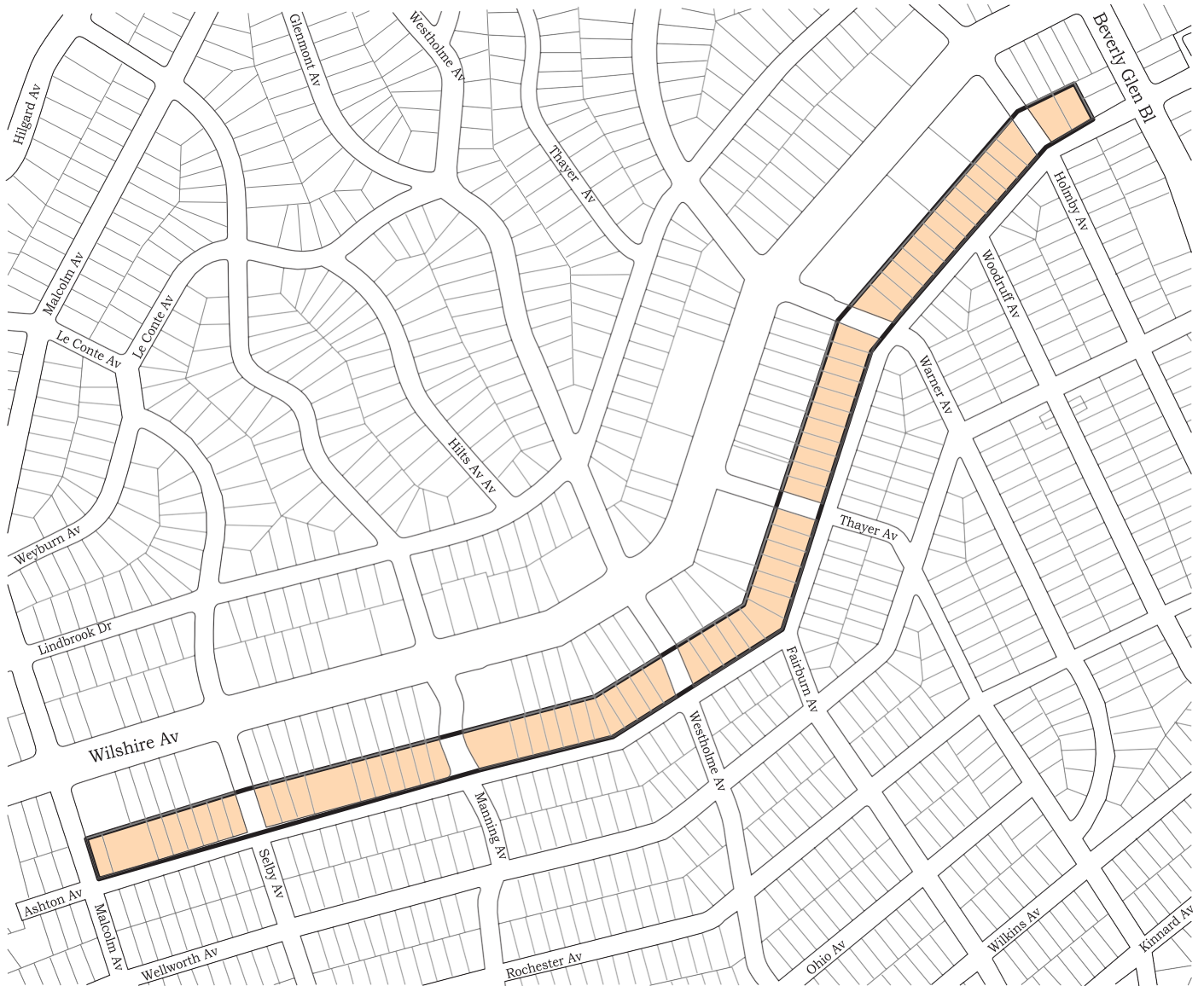


Figure 4
Ashton Avenue

Not to scale 

Westwood Design Review Board Specific Plan

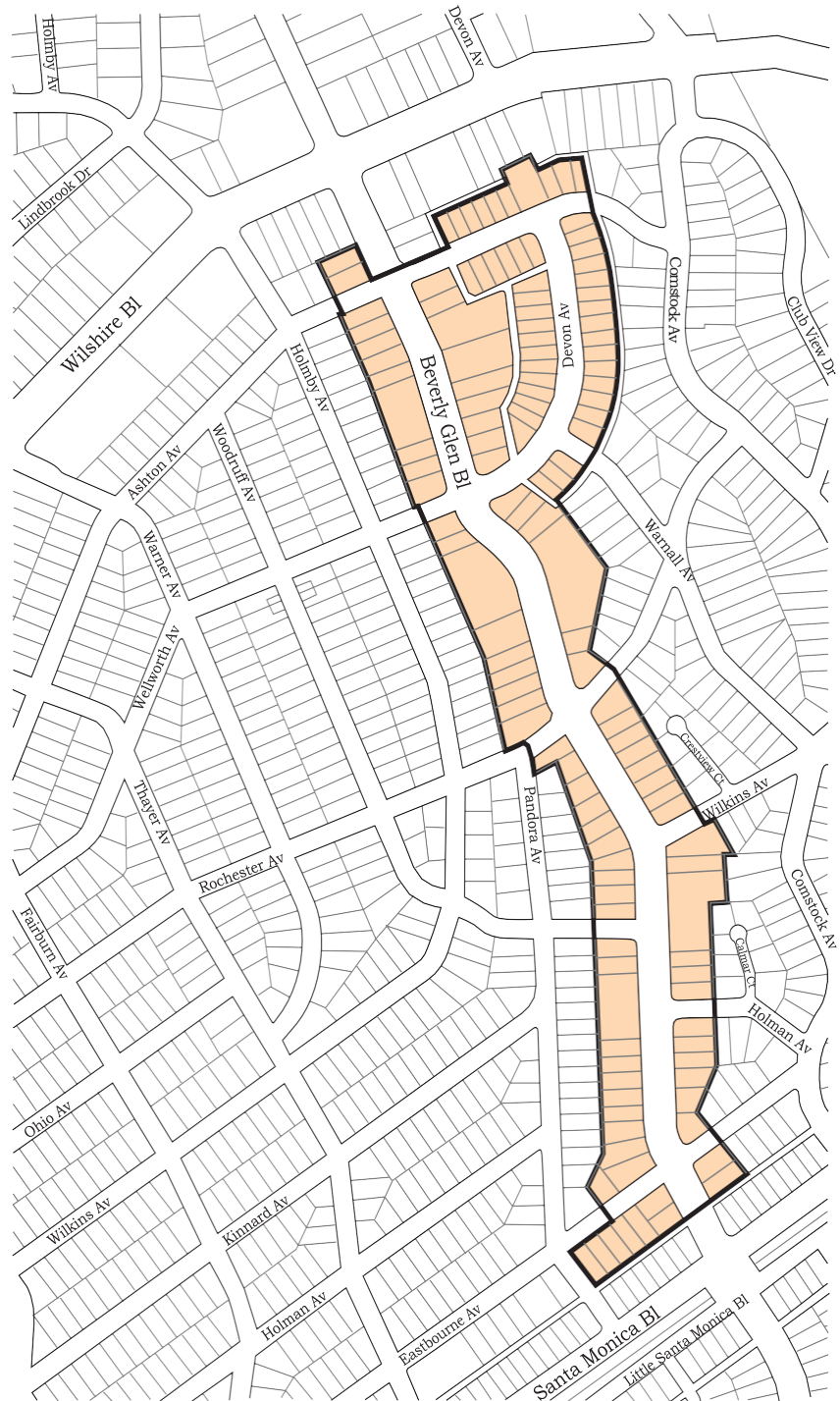


Figure 5
Beverly Glen Boulevard/Devon/Ashton Area

Not to scale 

Westwood Design Review Board Specific Plan



Figure 6
Sepulveda Boulevard & Church Lane

Not to scale

Westwood Design Review Board Specific Plan



Figure 7
R4 Area South of Wilshire

Not to scale 

Westwood Design Review Board Specific Plan

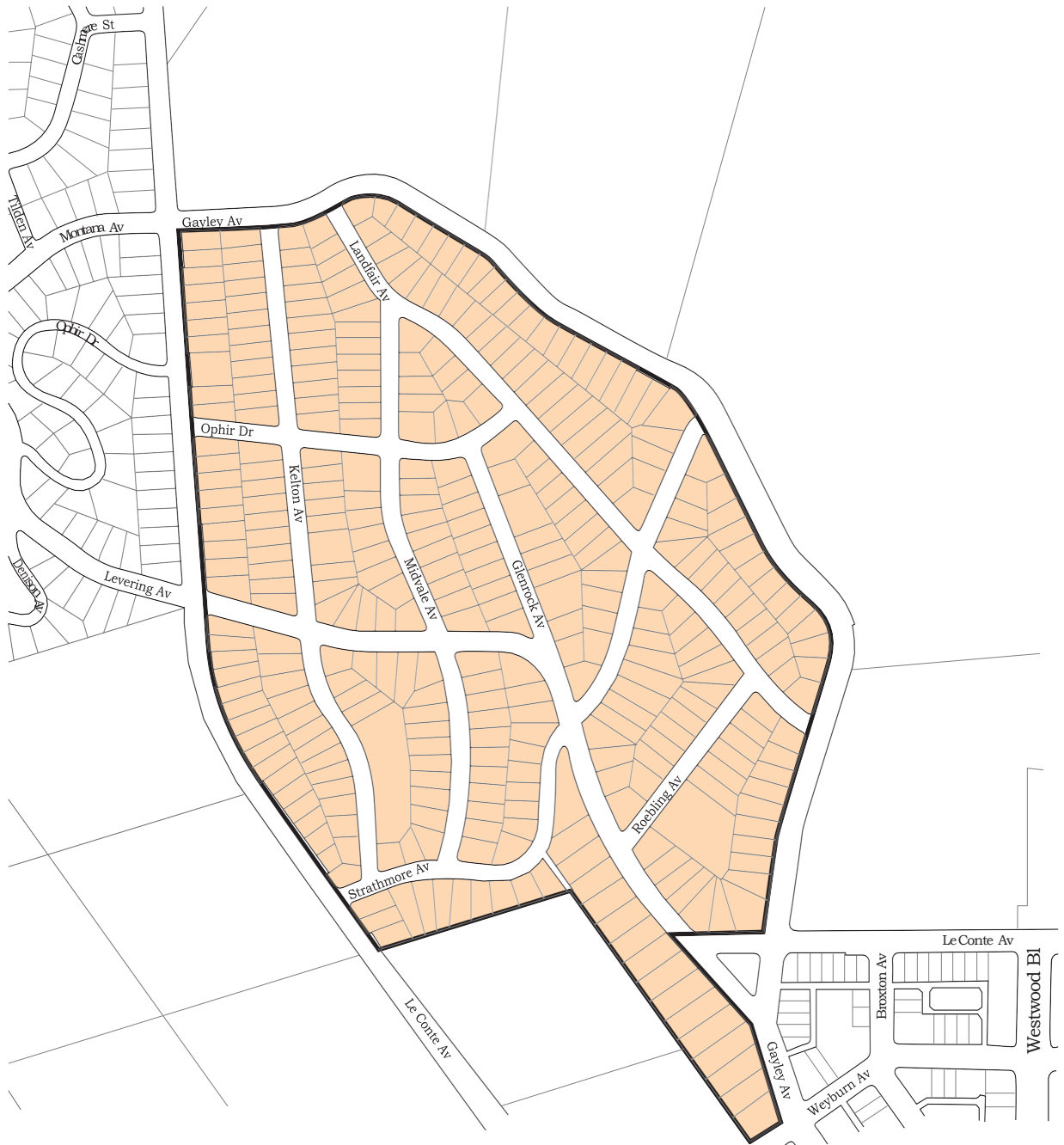


Figure 8
North Westwood Village

Westwood Design Review Board Specific Plan

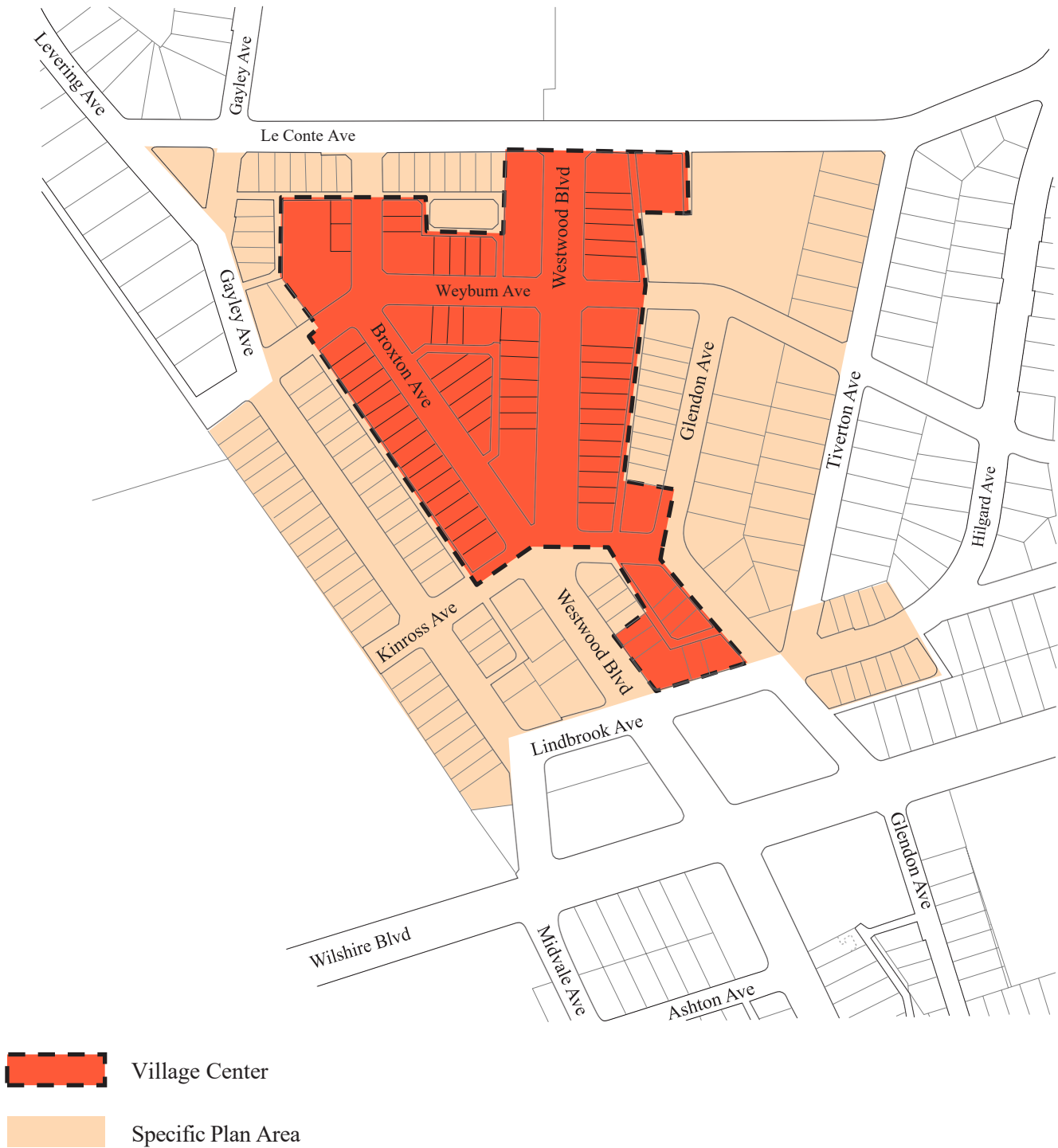


Figure 9
Westwood Village Specific Plan Area

Not to scale 

Westwood Design Review Board Specific Plan



Figure 10
Wilshire • Westwood Scenic Corridor Specific Plan Area

NOT TO SCALE

WESTWOOD COMMUNITY DESIGN REVIEW BOARD SPECIFIC PLAN

An Ordinance amending the Westwood Community Design Review Board Specific Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1.

PURPOSES

The purposes of the Westwood Community Design Review Board are as follows:

- A. To assure that the development of the area is in accordance with the provisions of the Westwood Community Plan, any applicable specific plans and any design guidelines as may be adopted by the City Council;
- B. To promote orderly, attractive and harmonious development in the multi-residential areas of the Westwood Community which takes into consideration the unique architectural character and the environmental setting of this area;
- C. To provide guidelines and a process for review and approval of design of buildings proposed for construction within the subject area; and
- D. To prevent the development of structures or uses which are not of acceptable exterior design or appearance.

Section 2.

ESTABLISHMENT OF THE WESTWOOD COMMUNITY DESIGN REVIEW BOARD SPECIFIC PLAN

The City Council hereby establishes the Westwood Community Design Review Board for the Westwood Village Specific Plan Area and all areas zoned R2, RD, R3, R4, and R5 in the Westwood Community Plan Area shown within the heavy black lines on the maps in Figures 1 through 10.

Section 3.

AUTHORITY

The authority, duties, and review procedures applicable to the Westwood Community Design Review Board ("Design Review Board") shall comply with Section 16.50 of the Los Angeles Municipal Code (L.A.M.C.) and the procedures of this Specific Plan.

- A. No building permit shall be issued for any new building or structure, unless the Director of Planning has reviewed and approved the project after finding that the project complies with the design criteria and guidelines set forth in this Specific Plan and after considering

the recommendation of the Westwood Community Design Review Board, pursuant to Section 16.50 of the L.A.M.C.

- B. No proposed Sign Program or sign permit involving an adjustment, exception, modification, or requiring a Certificate of Appropriateness shall be issued in Westwood Village unless the Director of Planning has reviewed and approved the project after finding that the project complies with the regulations of the Westwood Village Specific Plan and the design criteria and guidelines set forth in this Specific Plan and after considering the recommendation of the Westwood Community Design Review Board, pursuant to Section 16.50 of the L.A.M.C. Signs that comply with Section 4 A of the Westwood Village Specific Plan are eligible for Administrative Review.
- C. The Westwood Community Design Review Board shall review applications and accompanying materials in relation to compliance with the design components and criteria set forth in this Specific Plan, and provide their recommendations to the Director of Planning, pursuant to Section 16.50 of the L.A.M.C.
- D. Projects eligible for Administrative Review which comply with Section 4 A of the Westwood Village Specific Plan shall be exempt from the Westwood Community Design Review Board process.

Section 4.

COMPOSITION

The Westwood Community Design Review Board ("Design Review Board") shall consist of seven (7) members in accordance with Section 16.50 D 3 of the L.A.M.C.

Section 5.

DESIGN GUIDELINES

The Design Review Board may adopt specific design guidelines to implement procedures for design review. These guidelines may be illustrations, interpretations, or clarifications of policies established by the Design Review Board. The guidelines shall not become effective until they are approved by the Area Planning Commission. The guidelines may be updated as necessary. Copies of the guidelines shall be available from the Department of City Planning.

Section 6.

PROCEDURES AND CRITERIA

- A. The design review process may, pursuant to Section 16.50 E 3 of the L.A.M.C., be conducted in two steps consisting of an optional preliminary review and a mandatory final review. All applications for design review approval shall be submitted to the Department of City Planning on a form supplied by the Department.
- B. Recommendation of Design Review Board. The Design Review Board shall make its recommendation based upon the following criteria:

1. Whether all proposed structures conform to all of the provisions contained within the Westwood Community Plan and any applicable specific plans or design guidelines.
2. Whether all proposed structures are designed so as not to cast shadows on one-third or more of any adjacent residential structure as projected on a plan view for more than two hours between the hours of 9 a.m. and 3 p.m. on December 21.
3. Whether all proposed buildings are designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubs, equipment, or other related appurtenances are adequately screened from public view, unless such appurtenances have been used as an integral component in the design.
4. Whether the proposed buildings are compatible with the surrounding buildings in terms of design, massing, and architectural integrity.
5. Whether any portion of a parking garage visible above grade is architecturally integrated with the design of the building.
6. Whether the landscape design has a variety of plant materials throughout the project which are compatible.
7. Whether the landscape design representation of the plant materials accurately reflects their growth habit at maturity.
8. Whether the proposed development is in conformity with the Los Angeles Municipal Code and other applicable laws insofar as zoning and land use are involved.

EXHIBIT E

Director's Interpretation
DIR-2002-5730-DI



Los Angeles City Planning Commission

200 North Spring Street, Room 532, City Hall, Los Angeles, CA 90012 (213) 978-1300
www.cityofla.org/PLN/index.htm

Determination Mailing Date: December 16, 2002

CASE NO. DIR-2002-5730-DI-A1

Location: Westwood Village Specific Plan
Council District: 5
Plan Area: Westwood

At its meeting on December 12, 2002, the following action was taken by the City Planning Commission:

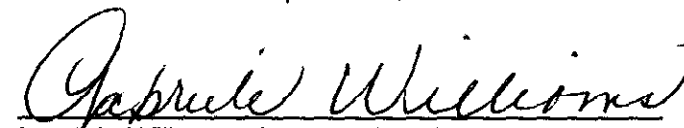
1. **Granted the appeal in part.**
2. **Amended** the Director's Interpretation of Restaurant, Fast Food Establishment and Other Food Establishments of the Westwood Village Specific Plan (Ordinance No. 164,305), for an area generally bounded by Le Conte Avenue on the north, Tiverton Avenue on the east, Lindbrook Drive on the south and Gayley Avenue on the west. (See attached)

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

<u>Moved</u>	<u>Seconded</u>	<u>City Planning Commission</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>
		Mitchell B. Menzer, President	<input checked="" type="checkbox"/>		
		Joseph Klein, Vice President	<input checked="" type="checkbox"/>		
	<input checked="" type="checkbox"/>	Richard Brown, Commissioner	<input checked="" type="checkbox"/>		
		Mabel Chang, Commissioner	<input checked="" type="checkbox"/>		
		Dorene Dominguez, Commissioner			<input checked="" type="checkbox"/>
		Gerard McCallum II, Commissioner	<input checked="" type="checkbox"/>		
		Javier O. Lopez, Commissioner	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/>		Tom Schiff, Commissioner	<input checked="" type="checkbox"/>		

Vote: 7-0


Gabriele Williams, Commission Executive Assistant

Note: This action is not further appealable.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Attachment: Amended Director's Interpretation

WESTWOOD VILLAGE SPECIFIC PLAN - ORDINANCE NO. 164,305

DIRECTOR OF PLANNING SPECIFIC PLAN INTERPRETATION

Subject: Interpretation of Restaurant, Fast Food Establishment and other Food Service Establishments of the Westwood Village Specific Plan - Ordinance No. 164,305

Introduction: The Westwood Village Specific Plan limits the number of Fast Food and Restaurant establishments along given streets in Westwood Village. Although the Specific Plan defines what a Fast Food Establishment is, the definition is broad. There is no definition of a Restaurant. In addition, Westwood Village Specific Plan lists the uses *bakery* and *delicatessen* in its definition of Neighborhood Retail, but does not clarify these uses. The current situation has created confusion and difficulty for both prospective tenants, property owners, the community and City staff. This Interpretation is intended to clarify how Restaurant and Fast Food Establishment should be categorized under the Westwood Village Specific Plan. This interpretation does not change the existing parking requirements for restaurants, fast food establishments or retail uses which shall continue to be regulated by the Los Angeles Municipal Code under the jurisdiction of the Building and Safety Department.

INTERPRETATION:

RESTAURANT: An establishment engaged in providing food services that has all five of the following characteristics:

- prepares cooked-to-order meals; and
- has tables and seats for consumption on the premises; and
- provides waitering/waitressing table service. Ordering must take place at the table and food is delivered to the table; and
- payment occurs after eating; and
- utilizes non-disposable dishware, flatware and glassware (Sewerage Facilities Fee required by the Department of Public Works).

Note: A limited take-out counter may be allowed as an accessory use to the primary sit-down service.

Note: *Delicatessen, bakery and food/grocery store* are classified as Neighborhood Retail uses in the Specific Plan. However, if one of these establishment also meets the criteria of a Restaurant, then it shall be considered as a Restaurant.

FAST FOOD ESTABLISHMENT: An establishment engaged in providing food services that dispenses meals, snacks or beverages over a counter for consumption on or off of the premises **and** has one or more of the following characteristics:

- has a limited menu that is posted, food is not ordered at the table; or
- does not provide waitering/waitressing table service; or
- payment occurs prior to eating; or
- utilizes disposable dishware, flatware and cups (no Sewerage Facilities Fee required).

Note: *Delicatessen, bakery and food/grocery store* are classified as Neighborhood Retail uses in the Specific Plan. *Delicatessen* is hereby further clarified as an establishment that, as its primary use, sells ready-to-eat food products, including cooked meat, prepared produce and cheeses individually for consumption primarily off of the premises. *Bakery* is hereby further clarified as an establishment where baking may take place on-site and the baked goods are sold for consumption off of the premise. However, if a *delicatessen, bakery or food/grocery store* serves food for consumption on the premise, then the establishment may be considered as a Fast Food Establishment. Additionally, if an establishment with a retail component also meets the criteria of a Fast Food Establishment, then it may be considered as a Fast Food Establishment.

Exception: *Cafeteria*, as defined in the Specific Plan, is not considered a Fast Food Establishment because it does not allow consumption of food off of the premise. If consumption of food is allowed off of the premise, then it shall be considered a Fast Food Establishment.

December 31, 2002

WESTWOOD VILLAGE SPECIFIC PLAN DEFINITION INTERPRETATION

All Interested Parties:

The Westwood Village Specific Plan limits the number of Fast Food and Restaurant establishments along given streets in Westwood Village. On December 12, 2002, pursuant to Westwood Village Specific Plan Section 4, Definitions, the City Planning Commission adopted a modification of the Director of City Planning's Interpretation for the definitions of a Restaurant and a Fast Food Establishment.

The City Planning Commission determined, on December 12, 2002, that a **RESTAURANT** is an establishment engaged in providing food services that has all five of the following characteristics:

- prepares cooked-to-order meals; and
- has tables and seats for consumption on the premises; and
- provides waitering/waitressing table service, where ordering takes place at the table and food is delivered to the table; and
- payment occurs after eating; and
- utilizes non-disposable dishware, flatware and glassware (Sewerage Facilities Fee required by the Department of Public Works).

Note 1: A limited take-out counter may be allowed as an accessory use to the primary sit-down service.

Note 2: *Delicatessen, bakery and food/grocery store* are classified as Neighborhood Retail uses in the Specific Plan. However, if one of these establishment also meets the criteria of a Restaurant, then it shall be considered as a Restaurant.

The City Planning Commission determined that a **FAST FOOD ESTABLISHMENT** is an establishment engaged in providing food services that dispenses meals, snacks or beverages over a counter for consumption on or off of the premises and has one or more of the following characteristics:

- has a limited menu that is posted; or
- does not provide waitering/waitressing table service, and food is not ordered at the table; or

- payment occurs prior to eating; or
- utilizes disposable dishware, flatware and cups (no Sewerage Facilities Fee required).

Note 3: Delicatessen, bakery and food/grocery store are classified as Neighborhood Retail uses in the Specific Plan. *Delicatessen* is hereby further clarified as an establishment that, as its primary use, sells ready-to-eat food products, including cooked meat, prepared produce and cheeses individually for consumption primarily off of the premises. *Bakery* is hereby further clarified as an establishment where baking may take place on-site and the baked goods are sold for consumption off of the premise. However, if a *delicatessen, bakery or food/grocery store* serves food for consumption on the premise, then the establishment may be considered as a Fast Food Establishment. Additionally, if an establishment with a retail component also meets the criteria of a Fast Food Establishment, then it may be considered as a Fast Food Establishment.


Note 4: Cafeteria, as defined in the Specific Plan, is not considered a Fast Food Establishment because it does not allow consumption of food off of the premise. If consumption of food is allowed off of the premise, then it shall be considered a Fast Food Establishment.

Based on this Interpretation, Exhibits 'A' and 'B' provide the current Restaurant and Fast Food Establishment count as of December 2002. Exhibit 'A' provides the food establishment count and allowable capacity street by street. Exhibit 'B' classifies each of the existing food establishments.

Your cooperation in this matter is greatly appreciated. For further information or any questions, please contact Jae Kim, the current staff person for the Westwood Village Specific Plan, at (213) 978-1243.

Sincerely,

CON HOWE
Director of Planning



Robert H. Sutton
Deputy Director

cc: Councilmember Jack Weiss, Council District 5
Ray Chan, Building and Safety Department
Hector Butrago, Building and Safety Department
Peter Kim, Building and Safety Department

EXHIBIT A

WESTWOOD VILLAGE FOOD ESTABLISHMENT COUNT BY STREET USING INTERPRETATION

per Field Survey July 2002 - revised per Field Survey December 2002

Street Name	Fast Food*			Restaurant*		
	Existing	Capacity	Allowable	Existing	Capacity	Allowable
Broxton Ave.	7	9	2	9	12	3
Gayley Ave.	13	6	-7	4	13	9
Glendon Ave.	1	4	3	5	9	4
Kinross Ave.	5	2	-3	1	4	3
Le Conte Ave.	1	3	2	0	6	6
Lindbrook Dr.	3	2	-1	6	4	-2
Tiverton Ave.	0	3	3	0	6	6
Westwood Blvd.	10	5	-5	6	10	4
Weyburn Ave.	4	6	2	3	13	10

EXHIBIT B

WESTWOOD VILLAGE FOOD ESTABLISHMENT CLASSIFICATIONS USING INTERPRETATION

per Field Survey July 2002 - revised per Field Survey December 2002

Restaurants (34)

911 Broxton Ave.	Cowboy Sushi
936 Broxton Ave.	Mr. Noodle
939 Broxton Ave.	BJ's Pizza Kitchen
940 Broxton Ave.	Gypsy Café
1001 Broxton Ave.	California Pizza Kitchen
1037 Broxton Ave.	Madison's Neighborhood Grill
1055 Broxton Ave.	Shapur's Persian Cuisine
1077 Broxton Ave.	Westwood Bistro
1091 Broxton Ave.	Scallions a dim sum café
1000 Gayley Ave.	Maloney's on Campus
1049 Gayley Ave.	Thai House
1076 Gayley Ave.	DiStefano's
1112 Gayley Ave.	Shakey's Pizza Restaurant
1071 Glendon Ave.	Moustache Café
1097 Glendon Ave.	Westwood Brewing Co.
1100 Glendon Ave.	Napa Valley Grille
1109 Glendon Ave.	Acapulco
1139 Glendon Ave.	The Gardens
10959 Kinross Ave.	Golden Gate Cuisine of India
10845 Lindbrook Dr.	Italian Express
10853 Lindbrook Dr.	Tengu Sushi
10855 Lindbrook Dr.	First Szechwan Wok
10861 Lindbrook Dr.	Sushi Isshin
10863 Lindbrook Dr.	Denny's
10870 Lindbrook Dr.	Palomino Ristorante
936 Westwood Blvd.	The Olive Garden
1043 Westwood Blvd.	Tanino Italian
1056 Westwood Blvd.	Chili's
1099 Westwood Blvd.	Eurochow
1118 Westwood Blvd.	Noodle Planet
1147 Westwood Blvd.	California Pasta Company
10925 Weyburn Ave.	Jerry's Famous Deli
10940 Weyburn Ave.	Enzo's Pizzeria
10975 Weyburn Ave.	Tomodachi Sushi

Fast Food Establishments (44)

920 Broxton Ave.	Hollywood Fries
923 Broxton Ave.	Habibi Café
926 Broxton Ave.	Diddy Riese Cookies
935 Broxton Ave.	Jose Bernstein's Tacos/Hamburger
1010 Broxton Ave.	South Street
1059 Broxton Ave.	Falafel King
1061 Broxton Ave.	Damon & Pythias
922 Gayley Ave.	In-n-Out Burger
960 Gayley Ave.	Gaucha Express
970 Gayley Ave.	Tommy's Burgers
972 Gayley Ave.	Roll-Inn Hot & Cold Submarine
978 Gayley Ave.	Gushi Teriyaki and Korean BBQ
1001B Gayley Ave.	The Coffee Bean
1064 Gayley Ave.	Mongols
1066 Gayley Ave.	Lamonica's NY-Pizza
1081 Gayley Ave.	El Pollo Loco
1099 Gayley Ave.	Elysee Patisserie
1101 Gayley Ave.	Café Westwood
1108 Gayley Ave.	Relaxation Leisure
1110 ½ Gayley Ave.	Native Foods
1121 Glendon Ave.	Sak's Teriyaki
10874 Kinross Ave.	Angelino's
10878 Kinross Ave.	Haagen-Dazs
10916 Kinross Ave.	31 Baskin Robbins
10922 Kinross Ave.	Headlines Diner
10955 Kinross Ave.	Fatburger
10968 Le Conte Ave.	Sepi Giant Submarines
10889 Lindbrook Dr.	Togo's
10911 Lindbrook Dr.	City Bean Coffee
10917 Lindbrook Dr.	Nature's Way Café
900 Westwood Blvd.	Burger King
940 Westwood Blvd.	Dip & Roll Sushi
950 Westwood Blvd.	The Coffee Bean
1116 Westwood Blvd.	Boba World
1133 Westwood Blvd.	California Teriyaki Bowl
1134 Westwood Blvd.	Sandbags
1136 Westwood Blvd.	Don Antonio's Pizzeria
1037 Westwood Blvd.	Green Tea Terrace
1151 Westwood Blvd.	Subway Sandwiches
1154 Westwood Blvd.	La Salsa
10887 Weyburn Ave.	Down to Earth
10942 Weyburn Ave.	Penguins Place
10948 Weyburn Ave.	Stan's Donuts/Lollicup
10955 Weyburn Ave.	Starbucks Coffee

EXHIBIT F

Original and Amended City Council Motion
Council File 18-1101

MOTION PLANNING & LAND USE MANAGEMENT

The *Westwood Village Specific Plan* governs the size, height, setbacks, intensity, uses, parking, historic and cultural resources, signs, and other development standards within the Village. Although well intentioned, the Plan, which was initially adopted in 1989 and was most recently updated in 2004, has not kept time with the changing consumer demands related to current restaurant/food and commercial/retail needs as well as the ever-changing transportation modes of today and the future.

While Westwood Village was once a busy and thriving commercial and retail area, it now suffers from vacancy rates of approximately 16% in comparison to the average 10% in 2017 for neighborhood commercial districts (*Business Insider Magazine*, 2017). In addition, a parking study prepared for the Westwood Village Improvement Association, in September 2013, found approximately 6,200 parking spaces accessible to visitors within the Village, and approximately 1,000 available spaces, at all times of the day, even during peak hours.

The stated purpose of the *Westwood Village Specific Plan* is to, "...encourage and facilitate a balanced mix of uses and an environment attractive to a cross-section [of] the community," however; specific provisions of the Specific Plan hinder restoring this neighborhood-serving commercial district to its former vibrancy.

Looking ahead, the 2028 Summer Olympics will usher in 17,500 world-class athletes to the Athletes' Village on the UCLA campus. With that will come countless numbers of spectators attending the various events hosted by UCLA and increased patronage of the Village.

In order to prepare for both global and local visitors, provisions of the Specific Plan that contribute to chronic vacancy need to be amended. These include provisions that limit particular food service establishments, as well as provisions that are not adequately flexible to address parking requirements for changes of use.

I THEREFORE MOVE that the Council instruct the Planning Department to prepare a report in 90 days that identifies options for amending the *Westwood Village Specific Plan* to revise definitions of food related establishments; the restrictions on the types and number of such establishments; and parking requirements within the Plan.

PRESENTED BY: 

PAUL KORETZ

Councilmember, 5th District

SECONDED BY: 

NOV 16 2018



ORIGINAL

MOTION

The *Westwood Village Specific Plan* governs the size, height, setbacks, intensity, uses, parking, historic and cultural resources, signs, and other development standards within the Village. Although well intentioned, the Plan, which was initially adopted thirty-one years ago on January 30, 1989 (Ordinance No. 164305), and was most recently updated in 2004 (Ordinance No. 176177), has not kept up with the rapidly evolving retail landscape and changing consumer preferences that are altering restaurant/food and commercial/retail uses or the ever-changing transportation modes of today and the future.

In addition, on September 11, 2019, the Council adopted a Motion (Koretz-Harris Dawson), Council File No. 18-1101, instructing the Planning Department, with the assistance of the City Attorney, to prepare and present an ordinance to amend the *Westwood Specific Plan*.

While Westwood Village was once a busy and thriving commercial and retail area, it now suffers from crippling retail vacancy rates. According to March 2021 Costar data, Westwood Village retail vacancy is over 31% and the availability rate, which includes sublease and known move-outs, is 42%. In comparison, the Los Angeles retail vacancy rate is 21% and the availability rate is 27%. In addition, a parking study prepared by the Westwood Village Improvement Association, in September 2013, found approximately 6,200 parking spaces accessible to visitors within the Village, and approximately 1,000 available spaces, at all times of the day, even during peak hours.

The stated purpose of the *Westwood Village Specific Plan* is to, "...encourage and facilitate a balanced mix of uses and an environment attractive to a cross-section [of] the community." To better serve the surrounding communities as well as regional and global visitors, provisions of the Specific Plan that contribute to chronic retail vacancy need to be amended, and specifically those that are overly prescriptive for uses and/or parking or time consuming and hinder the placement of on-site signage.

I THEREFORE MOVE that the Council instruct the Planning Department, with the assistance of the City Attorney, to prepare and present an ordinance to amend the *Westwood Village Specific Plan* (Ordinance No. 176177), as requested on September 11, 2019 (Council File No. 18-1101), and include the following additional land use regulatory controls:

- *Change of Use and Review of Signage*: amend project review process for changes of use and signs to Administrative clearances (sign-offs) so as to assure consistency with the intent of Specific Plan in a more streamlined manner that ensures predictability and a clear process for applicants and the community at large.
- *Parking exceptions for Changes of Use*: amend parking requirements and consider measures that enable new businesses without triggering parking regulations that function as a barrier.
- *New construction*: default to citywide parking requirements, and explore a shared parking program, inasmuch as there is an existing Department of Transportation parking structure located in the Westwood Village.
- *Food Uses*. Revise definitions of food related establishments; the restrictions on the types and number of such establishments.

MAY 04 2021



- *Location Restrictions:* analyze and explore revising or removing restrictions on caps for establishments, such as food uses and financial services.
- *Policy:* changes and amendments shall preserve the pedestrian scale of the Village, ensuring it continues to be oriented to the pedestrian and not the vehicle.

PRESENTED BY: Paul Koretz
PAUL KORETZ
Councilmember, 5th District

SECONDED BY: M

EXHIBIT G

Environmental Clearance
ENV-2021-815-ND

City of Los Angeles

Department of City Planning • Community Planning Bureau
City Hall • 200 N. Spring Street, Suite 667 • Los Angeles, CA 90012



Westwood Village Specific Plan Amendment Project

Case Number: ENV-2021-815-ND

Project Location: The Project Area consists of the parcels included within the Westwood Village Specific Plan area. The Westwood Village Specific Plan area is comprised of approximately 50 acres located immediately south of the University of California, Los Angeles (UCLA), bounded by Le Conte Avenue to the north, Tiverton and Hilgard Avenues to the east, Lindbrook Avenue to the south, and Gayley Avenue to the west, as referenced in Figure 1 in this report.

Community Plan Area: Westwood

Council District: 5 - Koretz

Project Description: The proposed Project (or “the project”) is an ordinance to amend the Westwood Village Specific Plan (Ordinance Nos. 164305, 167137, 176177) and the Westwood Community Design Review Board Specific Plan (Ordinance No. 163204) to support a mix of uses in Westwood Village and reduce commercial vacancies. The Project consists of amendments to the Westwood Village Specific Plan, which include: (1) amendments and revisions to existing definitions, (2) elimination of ratios for restaurants and fast-food establishments, (3) reduced parking requirements, and (4) an Administrative Review process for reviewing signage and changes of use projects. The ordinance would also rescind Director’s Interpretation (Case No. DIR-2002-5730-DI) and revise Section 3 of the Westwood Community Design Review Board Specific Plan to ensure consistency with Administrative Review procedures of the Westwood Village Specific Plan. No land use changes are proposed. The Project does not propose or approve any development or construction and would not authorize any new land uses. All new projects, including expansions, remodels, tenant improvements, changes of use, new construction or any other proposed project, are required to submit a permit, shall be subject to Specific Plan permit compliance review procedures and regulations.

PREPARED BY:

The City of Los Angeles
Department of City Planning

January 2022

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from the implementation of the proposed **Ordinance Amending the Westwood Village Specific Plan and Westwood Community Design Review Board Specific Plan** (“Project”). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment. This Initial Study and Negative Declaration are intended as informational documents and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project’s approval even if significant environmental effects are anticipated.

The Los Angeles City Council instructed the Department of City Planning to prepare an ordinance to amend the Westwood Village Specific Plan. The Department of City Planning, as the designated department to process the Project for the City, the lead agency, has determined that the Project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination of whether the Project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	WESTWOOD VILLAGE SPECIFIC PLAN AMENDMENT
ENVIRONMENTAL CASE NO.	ENV-2021-815-ND
RELATED CASES	CPC-2021-795-SP

PROJECT LOCATION	WESTWOOD VILLAGE
COMMUNITY PLAN AREA	WESTWOOD
GENERAL PLAN DESIGNATION	COMMUNITY COMMERCIAL
ZONING	C4-2D-O
COUNCIL DISTRICT	CD 5 - PAUL KORETZ

LEAD AGENCY	LOS ANGELES CITY PLANNING
STAFF CONTACT	JEFFREY KHAU
ADDRESS	200 N. SPRING STREET, ROOM 667 LOS ANGELES, CA 90012
PHONE NUMBER	(213) 473-9987
EMAIL	JEFF.KHAU@LACITY.ORG

SUMMARY OF PROJECT

The Project is an ordinance to amend the Westwood Village Specific Plan (Ordinance Nos. 164305, 167137, 176177) and the Westwood Community Design Review Board Specific Plan (Ordinance No. 163204) to support a mix of uses in Westwood Village and reduce commercial vacancies in existing structures. The Westwood Village Specific Plan (“Specific Plan” or “Plan”) addresses land use, development standards, cultural resources, urban design, and streetscape improvements. The emphasis of the Plan is on maintaining and enhancing the image and function of the area as a pedestrian-oriented, architecturally unique environment. The Project consists of amendments to the Westwood Village Specific Plan, which include: (1) amendments and revisions to existing definitions, (2) elimination of ratios for restaurants and fast-food establishments, (3) reduced parking requirements, and (4) an Administrative Review process for reviewing signage and changes of use projects. The ordinance would also rescind Director’s Interpretation Case No. DIR-2002-5730-DI, and revise Section 3 of the Westwood Community Design Review Board Specific Plan to ensure consistency with Administrative Review procedures of the Westwood Village Specific Plan. No land use changes are proposed. The Project does not propose or approve any development or construction and would not authorize any new land uses.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

ENVIRONMENTAL SETTING

The Project area consists of the parcels included within the Westwood Village Specific Plan area. The Westwood Village Specific Plan area is comprised of approximately 50 acres located immediately south of the University of California, Los Angeles (UCLA), bounded by Le Conte Avenue to the north, Tiverton and Hilgard Avenues to the east, Lindbrook Avenue to the south, and Gayley Avenue to the west as referenced in Figure 1 in this report.

Properties to the north, across LeConte Avenue, are developed with buildings and improvements that encompass the UCLA campus and are zoned PF-1XL with a general plan designation of Public Facilities. Properties to the east, across Tiverton Avenue, are zoned [Q]R3-1-O and [Q]R5-1-O with a general plan designation of Medium Residential and developed with multi-family residential buildings. Properties to the south, across Lindbrook Drive, are zoned [Q]C4-2-O with a general plan designation of Regional Center Commercial and are developed with commercial and office buildings. Properties to the west, across the alleyway parallel to Gayley Avenue, are zoned PF-1XL with a general plan designation of Public Facilities and are developed with residential and institutional structures that serve UCLA.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

JEFFREY KHAU

PRINTED NAME

CITY PLANNER

TITLE



SIGNATURE

1/31/2022

DATE

EVALUATION OF ENVIRONMENTAL IMPACT

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Project is an ordinance amending the Westwood Village Specific Plan (Ordinance Nos. 164305, 167137, 176177) and the Westwood Community Design Review Board Specific Plan (Ordinance No. 163204) to support a mix of uses in Westwood Village and reduce commercial vacancies. The Westwood Village Specific Plan addresses land use, development standards, cultural resources, urban design, and streetscape improvements. The emphasis of the Plan is on maintaining and enhancing the image and function of the area as a pedestrian-oriented, architecturally unique environment. The Project consists of amendments to the Westwood Village Specific Plan, which include: (1) amendments and revisions to existing definitions, (2) elimination of ratios for restaurants and fast-food establishments, (3) reduced parking requirements and (4) an Administrative Review process for reviewing signage and changes of use projects. The ordinance would also rescind Director's Interpretation Case No. DIR-2002-5730-DI, and revise Section 3 of the Westwood Community Design Review Board Specific Plan to ensure consistency with Administrative Review procedures of the Westwood Village Specific Plan. No land use changes are proposed. The Project does not propose or approve any development or construction.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Area consists of the parcels included within the Westwood Village Specific Plan area. The Westwood Village Specific Plan area is comprised of approximately 50 acres located immediately south of the University of California, Los Angeles (UCLA), bounded by Le Conte Avenue to the north, Tiverton and Hilgard Avenues to the east, Lindbrook Avenue to the south, and Gayley Avenue to the west. Figure 1 shows the Project Area.

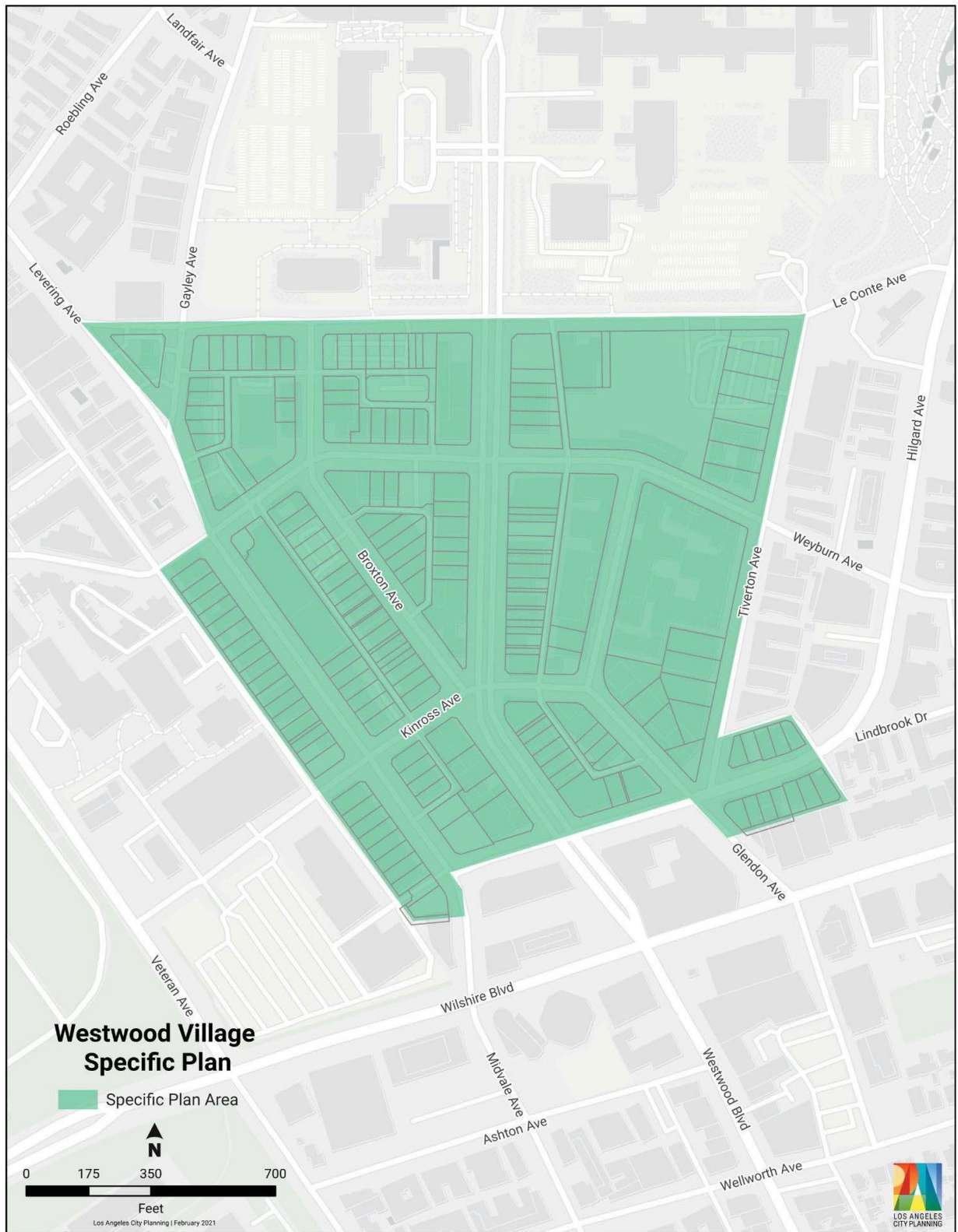


Figure 1: Project Area Map

3.2.2 Existing Conditions

Westwood Village (the “Village”) is a unique low-rise community center consisting almost entirely of storefronts and located between UCLA and Wilshire Boulevard. The Village is a historical, cultural, pedestrian-oriented area with retail shops, restaurants, and entertainment facilities. It is conveniently located to serve the Westwood Community and surrounding areas but has historically attracted people from the entire region. It was initially developed in the early 1930s as a “Mediterranean Village” of primarily two-and-three story buildings with frequent use of domes, towers, and courtyards. This Mediterranean design theme resulted in a unique combination of brick buildings with sloping tile roofs and more traditional stucco and tile Mediterranean architecture. Buildings were designed with attention to the relationship between the indoors and outdoors using courtyards and terraces, continuous building facades with no setback from the public right-of-way. The size, scale, and design of the buildings was intended to attract pedestrians.

The Westwood Village Specific Plan was adopted by the City Council in 1989 to respond to the transition of Westwood Village from a neighborhood-oriented retail center to a regional destination. The Specific Plan placed limitations on the number of food-related establishments, movie theater seats, and hotel guest rooms in the Plan area. It addressed the changing pattern of development in the Plan area, including a growing concentration of movie theaters and fast food uses that has led to an increase in congestion and safety concerns. The Specific Plan also sought to reinforce the pedestrian-scale of the built environment of the neighborhood.

An amendment to the Specific Plan, adopted by Council in 1991, added new definitions, limitations, and restrictions for various hotel uses and introduced prohibitions on drive-in business uses and new or used vehicle sale areas. This amendment clarified that additional hotel rooms could be constructed. The purpose of this amendment was to resolve disputes over the interpretation of definitions in the 1989 Specific Plan. On December 12, 2002, the City Planning Commission adopted a Director’s Interpretation clarifying the definitions of “Restaurant” and “Fast Food Establishment” to provide a clear distinction between the two types of food-related establishments.

The latest amendment to the Specific Plan was adopted by Council in 2004 in support of a large mixed-use project along Glendon Ave. This amendment addressed land use, development standards, and project review provisions. This included new language exempting certain projects from “Mini-Shopping Centers” and “Commercial Corner Development” requirements set forth in the Los Angeles Municipal Code; definitions for “Mixed Use Project” and “Unified Development”; modified restrictions on alcohol sales and nightclubs and similar establishments; limits on residential densities; amendments to

the Certificate of Appropriateness clause for cultural resources; the creation of three new subareas with new use and height limits; changes to the parking requirements for "Retail and Other Commercial Uses"; adjustments to the bicycle parking and shower facilities requirements; and revisions to the Design Review procedures.

Westwood Village has seen an economic decline over the past 15 years. In 2006, vacancy rates in the Plan area were between 3 and 5%. By 2021, vacancy rates rose to nearly 40%. As cited in the Council motion (Council File 18-1101) submitted on May 4, 2021, "March 2021 CoStar data [shows] Westwood Village retail vacancy is over 31% and the availability rate... is 42%. In comparison, the Los Angeles retail vacancy rate is 21% and the availability rate is 27%." Vacancy and availability rates are typically used as economic indicators that provide a snapshot of market conditions. The amount of retail floor area in Westwood Village is estimated to be 329,073 square feet. CoStar data also indicates that vacancies have been rising in Westwood Village over the last five years at a rate that outpaces West Los Angeles and the City at large, as shown in Figure 2.

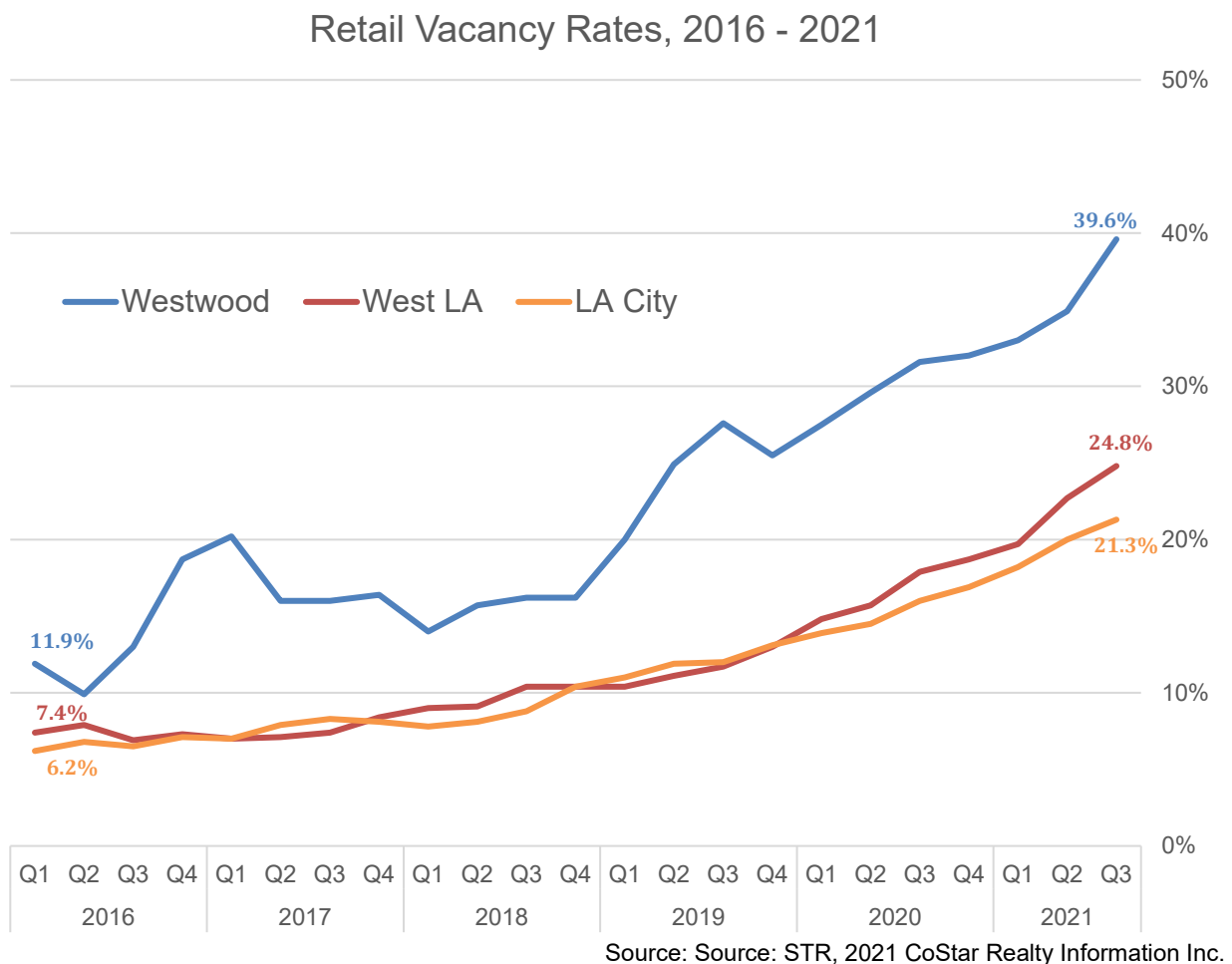


Figure 2: Historical Retail Vacancy

Moreover, staff performed a query on LoopNet (www.loopnet.com) - a commercial real estate data inventory tool available to the public that provides listings for sale and commercial leases. The sample query¹ found that 32 commercial leases and the 32 commercial lease spaces are mostly interspersed throughout the Project area, as seen in Figure 3.

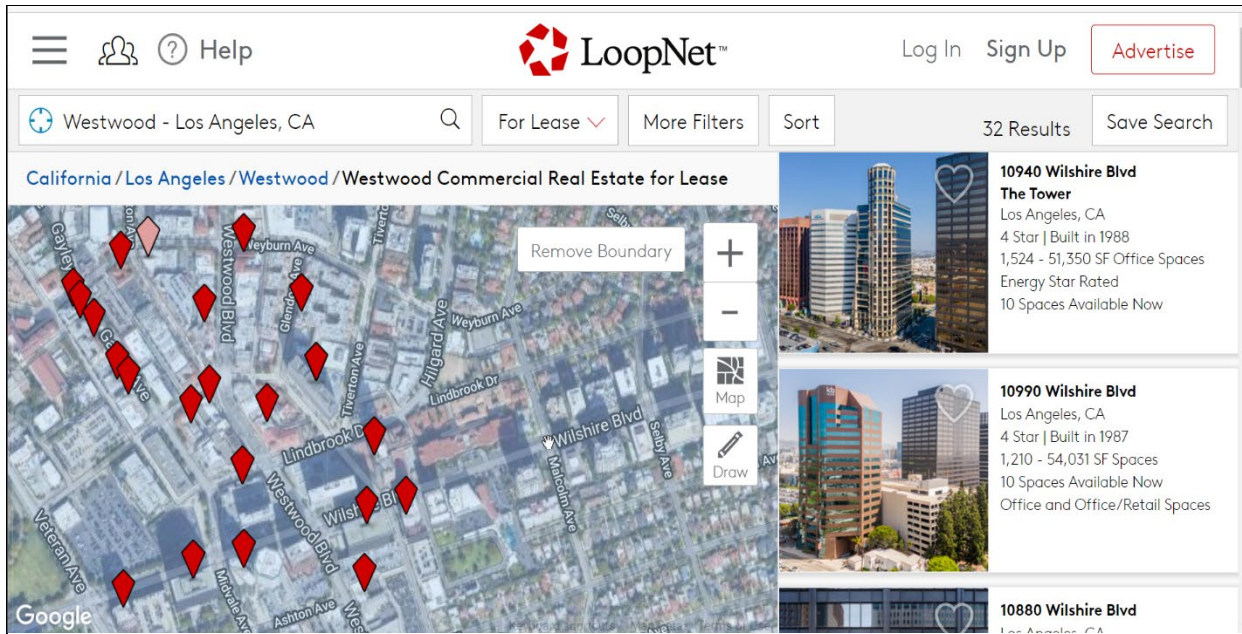


Figure 3: Sample query Listing 32 commercial leases in Westwood Village

In addition, the Council motion mentions a potential overabundance of parking in Westwood Village with "approximately 1,000 available spaces, at all times of the day, even during peak hours," as determined by a prior parking study².

The [Cultural Resource Documentation Report Westwood Village](#)³ identified six buildings that qualify for individual listing in the National Register of Historic Places (Fox Westwood Village Theater, Fox Bruin Theater, University Professional Building, Masonic Clubhouse, Alice's Restaurant Building, and the Janss Investment Company Building). Table 1 in the Westwood Village Specific Plan identifies 46 buildings which qualify as locally significant historic resources based on City of Los Angeles Historic Preservation Overlay Zone

¹ LoopNet, a subsidiary of CoStar Realty Information Inc. <https://www.loopnet.com/search/commercial-real-estate/westwood-los-angeles-ca/for-lease/?sk=d0abbfa567f38c27b595f60b31fa84ae&bb=39j-71vinNnkg4B>, access on January 30, 2022 Note that please note that leases fluctuate and could change on a daily, weekly, or monthly bases.

² Westwood Village Parking Study, <https://thewestwoodvillage.com/wp-content/uploads/2019/08/Westwood-Parking-Assessment.pdf>, accessed on January 18, 2022

³ Cultural Resource Documentation Report: Westwood Village. https://drive.google.com/file/d/1R6iUV3CPwz0aQfV8q-Nw5O2_duiKIhzL/view

(HPOZ) criteria.

A centralized public parking garage on Broxton Avenue with a Village-wide parking validation system provides accessible and affordable short-term parking and makes the Village more competitive with other shopping areas on the Westside.

3.2.3 Surrounding Land Uses

Properties to the north, across LeConte Avenue, are developed with buildings and improvements that encompass the UCLA campus and are zoned PF-1XL with a general plan designation of Public Facilities. Properties to the east, across Tyvertone Avenue, are zoned [Q]R3-1-O and [Q]R5-1-O with a general plan designation of Medium Residential and developed with multi-family residential buildings. Properties to the south, across Lindbrook Drive, are zoned [Q]C4-2-O with a general plan designation of Regional Center Commercial and are developed with commercial and office buildings. Properties to the west, across the alleyway parallel to Gayley Avenue, are zoned PF-1XL with a general plan designation of Public Facilities and are developed with residential and institutional structures that serve UCLA.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project consists of an ordinance to amend the Westwood Village Specific Plan to reduce commercial vacancies. The Westwood Community Design Review Board Specific Plan will also be amended to ensure procedural consistency between the two plans. In the proposed Westwood Village Specific Plan, a new section will be created entitled “Review Procedures” and will introduce a ministerial review process entitled “Administrative Review”. The Project does not propose or approve of any development project, any construction or ground disturbing activities. The proposed regulations would only apply to “Projects”, defined in the Specific Plan as:

“the construction, erection, addition to or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan area. A project does not include interior remodeling of a building which does not increase the floor area”

The intent of this Specific Plan amendment is to promote economic opportunity within the Westwood Village area and facilitate case processing. The proposed ordinance will not change the range of neighborhood-serving land uses that are allowed by the Westwood Village Specific Plan. Future development will still be required to undergo an environmental review process to ensure that impacts to health and safety are analyzed before permits are issued. The Project has been analyzed for its reasonably foreseeable

indirect impacts.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Negative Declaration will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to Section 11.5.7 G and 12.32 of the Los Angeles Municipal Code (LAMC), Recommend Approval of the ordinance to amend the Westwood Village Specific Plan and Westwood Community Design Review Board Specific Plan.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is generally defined as a public view of highly valued visual and scenic resources exhibiting a unique or unusual feature, such as mountains, hillsides, bodies of water and/or urban skylines. A scenic vista may also be a particular distant view that provides visual relief from less attractive nearby features. Designated federal and state lands, as well as local open space or recreational areas, and may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape. Examples of local scenic views include public

views of the Pacific Ocean, the Santa Monica Mountains, and the downtown Los Angeles skyline. A significant impact would occur if a proposed project would have a substantial adverse effect on a scenic vista. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

Senate Bill (SB) 743, signed into law by Governor Brown in September 2013, eliminates the need to evaluate aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on infill sites within a Transit Priority Area (TPA) by providing these types of projects shall not be considered to have a significant impact on the environment. The Project Area is located within the Westwood Village neighborhood in Los Angeles thus portions of this area may have scenic vistas of the Pacific Ocean, scenic vistas of the Santa Monica Mountains, Hollywood Hills or the downtown Los Angeles skyline. According to Southern California's Association of Government's (SCAG) Transit Priority Areas (TPA) 2045 Plan⁴ the Westwood Village Specific Plan area is wholly within a TPA. Therefore, pursuant to SB 743, the Project will not have a significant aesthetic impact on the environment.

In addition, the Project does not propose or approve a development project. The Project does not change zoning or General Plan designations, nor does it change height limits. The Project does not create any zoning entitlements, nor introduce any new land uses that would result in an adverse effect on a scenic vista. The proposed ordinance will not change the range of neighborhood-serving land uses that are allowed by the Westwood Village Specific Plan. Future development will still be required to undergo an environmental review process to ensure that impacts to health and safety are analyzed before permits are issued. The Project does not include alterations to existing height limitations or property development standards, hence the Project does not create any physical changes to the environment that could impact scenic vistas. Therefore, there will no impact related to scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

No Impact. A significant impact would occur if a proposed project would substantially damage scenic resources within a state scenic highway. The California Department of Transportation manages the State Scenic Highway Program. Additionally, the Project does not change zoning or General Plan designations, nor does it change zoning height limits. The project does not create any zoning entitlements, nor propose or approve any development, nor introduce new land uses that would result in an adverse effect on a state scenic highway. Finally, since the entire Project is within a TPA, the Project will not have a significant aesthetic impact on the environment pursuant to SB 743. Therefore, no impacts related to scenic highways would occur. According to the California State Scenic Highway System Map⁵, no portion of the Project Area contains a segment of any officially designated State Scenic Highway.

⁴ SCAG TPA - 2045 Plan, <https://gisdata-scag.opendata.arcgis.com/maps/c9249b6bba0f49829b67ce104f81ef20/about>, accessed on December 13, 2021.

⁵ California State Scenic Highway Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed on December 13, 2021.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. A significant impact would occur if a proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of a proposed project detract from the visual character of an area.

The Project is located within Westwood Village which is an urbanized area that is comprised of developed land (approximately 50 acres) located immediately south of the University of California, Los Angeles (UCLA), bounded by Le Conte Avenue to the north, Tiverton and Hilgard Avenues to the east, Lindbrook Avenue to the south, and Gayley Avenue to the west as referenced in Figure 1 in this report. The following aerial picture of the area also helps to visualize the current urban pattern of development in the Project area – please see Figure 4 below:



Figure 4: Aerial photo of from Weyburn and Broxton looking into the Project area
Photo map was downloaded from www.loopnet.com January 2022.

Properties to the north, across LeConte Avenue, are developed with buildings and improvements that encompass the UCLA campus and are zoned PF-1XL with a general plan designation of Public Facilities. Properties to the east, across Tiverton Avenue, are zoned [Q]R3-1-O and [Q]R5-1-O with a general plan designation of Medium Residential and developed with multi-family residential buildings. Properties to the south, across Lindbrook Drive, are zoned [Q]C4-2-O with a general plan designation of Regional Center Commercial and are developed with commercial and office buildings. Properties to the west, across the alleyway parallel to Gayley Avenue, are zoned PF-1XL with a general plan designation of Public Facilities and are developed with residential and institutional structures that serve UCLA.

Furthermore, Westwood Village (the “Village”) is a unique low-rise community center consisting almost entirely of storefronts and located between UCLA and Wilshire Boulevard. The Village is a historical, cultural, pedestrian-oriented area developed with retail shops, restaurants, and entertainment facilities. It is conveniently located to serve the Westwood Community and surrounding areas but has historically attracted people from the entire region. As described in the environmental settings section, the size, scale, and design of the buildings was intended to attract pedestrians and has resulted in an urbanized village served by multiple forms of transit.

The Project does not change zoning or General Plan designations, nor does it change zoning height limits. The Project does not create any zoning entitlements, nor propose or approve any development or construction activities, nor introduce any new land uses that would result in an adverse effect related to visual character. Additionally, the Project will require signs and changes of use approved under the new Administrative Review to comply with an objective checklist of criteria aimed at eliminating any impacts. Any signs or uses that do not meet the criteria or deviate in any way will not be eligible for Administrative Review and must go through the environmental review process. Furthermore, as identified above, since the entire Project is within a TPA, the Project will not have a significant aesthetic impact on the environment pursuant to SB 743. Therefore, the Project, would not alter the visual character or quality of the urbanized Project Area and its urbanized surroundings, as such a less than significant impact would occur. No further analysis is required.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

No Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely composed of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

The proposed Project amends the Westwood Village Specific Plan to remove potential barriers, such as location ratios, to filling commercial vacancies and streamline the approval project for

eligible sign and change of use projects. The Project Area is mostly built out with a mix of uses and generally set within an urbanized environment with existing levels of ambient nighttime lighting, including streetlights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures that passes through windows) and automobile headlights. These uses are either currently producing some light (as in the case of existing commercial, residential, mixed-use and industrial buildings) or would generally be located in active areas and situated along streets with active commercial storefronts most likely not facing residential homes. The Project Area consists of streets improved with street lighting and developed with various commercial activity and uses.

The existing vacancy rate in the Project Area is about 39%, and it is reasonably foreseeable or anticipated that the Project could result in decreasing the existing vacancy rate down to a citywide vacancy rate which is at about 20%. As vacancies potentially decrease in the Project Area and permitted businesses start to occupy previously vacant commercial spaces, it is unlikely that these such new occupations will result in significant glare and lighting impacts.

Further, existing allowable uses would not be expected to emit large amounts of nighttime lighting or glare as all development projects are required to comply with provisions of the LAMC in this regard. The Project will require signs and changes of use approved under the new Administrative Review to comply with an objective checklist of criteria aimed at eliminated any impacts. Any signs or uses that do not meet the criteria or deviate in any way will not be eligible for Administrative Review and must go through the environmental review process. Additionally, the Project does not change zoning or General Plan designations, create any zoning entitlements, or approve any development. Finally, since the entire Project is within a TPA, the Project will not have a significant aesthetic impact on the environment pursuant to SB 743 as light and glare impacts are aesthetic in nature. Thus, the Project is not expected to create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. There would be no impacts and no further analysis is required.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact would occur if a proposed project would convert valued farmland to non-agricultural uses. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland”. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area has no Farmland⁶. The Project amends the Westwood Village Specific Plan to better support a mix of uses and reduce commercial vacancies in existing structures. The Project does not involve or include farmland or agricultural use. The Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses, and is not anticipated to result in new development that would convert any farmland to non-agricultural use. Therefore, the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A significant impact would occur if a proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The Project Area does not contain any agricultural use or land regulated under a Williamson Contract. The Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses, and is not anticipated to result in new development that would conflict with or change existing zoning for agricultural use or a Williamson Act Contract. As such, the Project would not conflict with existing zoning for agricultural use or conflict with a Williamson Contract. Therefore, no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. A significant impact would occur if a proposed project conflicted with existing zoning or caused rezoning of forest land or timberland or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The Project Area is not zoned for forest land or timberland. Accordingly, the proposed Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

⁶ State of CA Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed on December 13, 2021

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to Section II(c) above. Forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” Timberland is defined as “land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees.”⁷ The Project Area does not consist of any forest land or timberland. Therefore, there would be no impact and no further analysis is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See response to Section 2(a) through (d) above. A significant impact would occur if a proposed project caused the conversion of farmland to non-agricultural use. The Project Area does not contain Farmland identified by the State of CA Department of Conservation, Division of Land Resource Protection as Unique Farmland⁸. Moreover, the Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses, and is not anticipated to result in new development that would involve other changes in the existing environment which could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. Therefore, no impacts would occur.

⁷ California Public Resources Code Section 4526

⁸ State of CA Department of Conservation, Division of Land Resource Protection. CA Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/>

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The City of Los Angeles is entirely within the South Coast Air Basin (SCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency primarily responsible for comprehensive air pollution control in the SCAB and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2016 AQMP to meet federal and state ambient air quality standards while accommodating population growth forecasts compiled by the Southern California Association of Governments (SCAG). A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, nor introduce any new land uses, and is not anticipated to result in new development that would conflict with or obstruct implementation of an applicable air quality plan.

The Project removes potential barriers to full occupancy of existing commercial structures such as ratios for density in food establishments and providing an administrative process for eligible changes of use that could lead to a change in traffic patterns that would increase or change vehicle emissions from existing conditions. However, given the pedestrian-oriented nature of the Project Area, ample public transit in and around the area, capacity of the low-rise commercial establishments, and current overabundance of parking, any impact to air quality would be less than significant. As such, the Project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. In fact, the proposed reductions to parking space requirements and location in a TPA would likely help reduce air quality impacts from baseline conditions. Therefore, impacts would be less than significant, and no further analysis is required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

No Impact. A significant impact would occur if a proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The Project Area is located in an urbanized environment surrounded by existing public facilities, residential, industrial, and commercial buildings, traffic impacts that would have been included in the AQMP. The proposed Project does not propose or approve any development project, does not change zoning or General Plan designations, create any zoning entitlements, nor introduce any new land uses. The Project amends the Westwood Village Specific Plan to remove location restrictions and streamline projects involving signs and changes of use. While the proposed Project does not involve entitlements, the alteration to the regulations may result in a reduction in vacancies. While a reduction in vacancy may increase the volume of patrons, this area is located in an area with moderate to high density. It is anticipated that most of urban growth in this area would be considered infill or redevelopment. This area also has a well-connected street networks, and the mix and intensity of uses will result in a highly walkable environment. These areas offer enhanced access and connectivity for people and patrons who choose not to drive or have access to a vehicle, thus it is foreseeable that such increases would be insignificant. Additionally, reduced vacancies will not significantly alter the pattern of development as the existing building pattern is prescribed by the height, use, setback, parking and FAR regulations of the Specific Plan. The construction work necessary for tenant improvements associated with re-letting retail space would be limited to mostly interior improvements that do not require excavation or movement of earth. As such the Project is not anticipated to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard. Therefore, the Project by itself would result in no impact and no further analysis is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare

centers, and athletic facilities⁹. As described above in section III (a) and (b), the Project does not propose or approve any development project or ground disturbing activity, nor does it change any existing land uses. The Project does not incentivize or disincentivize construction of new residential, commercial, mixed use or industrial development, therefore, it is not reasonably foreseeable that the Project will expose sensitive receptors to substantial pollutant concentrations. Thus, the Project would result in a less than significant impact and no further analysis is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding¹⁰. Odors from these types of uses would be localized and generally confined to the immediate area surrounding a project site. A proposed development would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Since no construction activity or development is proposed or approved as part of this Project, it would not likely cause an odor nuisance. Furthermore, the Project does not change zoning or General Plan designations, create any zoning entitlements, nor introduce any new land uses, and is not anticipated to result in new development that would result in other emissions, such as those leading to odors that could adversely affect a substantial number of people. It is anticipated that the Project would not likely result in activities that create objectionable odors. Therefore, the Project would result in no impact and no further analysis is required.

⁹ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issue in General Plans and Local Planning. <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf> accessed on December 14, 2021.

¹⁰ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf> accessed on December 14, 2021.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A project would have a significant biological impact if it resulted in the loss or destruction of individuals of a species or the degradation of sensitive habitat. Habitats are natural and/or artificial environments that support the survival of wild animals and native plants. Five habitat types have been identified by the City. These habitat types include Inland Habitats, Significant Ecological Areas (SEA), Wildlife Corridors, Ocean, and Coastal Wetlands. The Project Area is located in an urbanized setting located in the Westwood Village neighborhood of Los Angeles and is not located in or adjacent to any Significant Ecological Areas¹¹.

The proposed Project does not propose to change any existing land uses or approve any new development. As such, the proposed Project would not directly or indirectly affect any special status species and would not modify any special status species habitat. The proposed Project would have no substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CA Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the proposed Project would result in no impacts to candidate, sensitive, or special status species. No further analysis is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of development. The Project Area is largely built out and located in an urbanized area and does not contain any sensitive biological resources. Therefore, the Project would have no adverse effects on riparian habitat or other sensitive natural communities in these areas. Moreover, the Project by itself does not propose or approve any development and would not change existing land uses. Any development that separately occurs pursuant to the Specific Plan would require its own individual environmental review. Thus, the Project would not result in direct impacts to biological resources, including riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service, within the Project Area or in the surrounding area, and no impacts would occur. No further analysis is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are two categories of wetlands, coastal/tidal wetlands and inland/non tidal wetlands. Inland/non-tidal wetlands are most common on floodplains along rivers and streams (riparian wetlands), in isolated depressions surrounded by dry land (for example playas, basins

¹¹ LA County Sensitive Ecological Areas Program, <http://planning.lacounty.gov/site/sea/maps>, accessed December 14, 2021

and “potholes”), along the margins of lakes and ponds, and in other low-lying areas where the groundwater intercepts the soil surface or where precipitation sufficiently saturates the soil (vernal pools and bogs)¹². A significant impact would occur if federally protected wetlands would be modified or removed by a project.

The Project Area does not contain any wetlands, coastal/tidal wetlands or inland/non-tidal wetlands as defined by Section 404 of the Clean Water Act¹³. Additionally, the proposed Project does not approve or propose any development project, nor does it modify any City regulations that would adversely affect federally protected wetlands. Therefore, the proposed Project will not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impact will occur. No further analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Wildlife corridors are land segments that connect two or more large habitat areas and provide a habitat for movement of animals between those areas. A significant impact would occur if a proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. According to the Los Angeles County Regional Planning Department there are no wildlife corridors or regional wildlife linkages in the Project Area¹⁴. Additionally, there are no bodies of water in which fish are present in the Project Area. Further, the Project does not propose or approve a development project or any construction activity. As the Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses, and is not anticipated to result in new significant development that would interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of nature wildlife nursery sites, there would be no impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. A significant impact would occur if a proposed project would be inconsistent with local regulations pertaining to biological resources. The Project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance. The City’s Protected Tree Ordinance No. 177,404 (Chapter IV Article 6 of the Los Angeles Municipal Code), defines protected trees as: Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree:

¹² United States Environmental Protection Agency, Wetlands - <https://www.epa.gov/wetlands/what-wetland>, accessed on December 14, 2021

¹³ U.S. Fish & Wildlife Service, National Wetlands Inventory, <https://www.fws.gov/wetlands/data/Mapper.html>, accessed on December 14, 2021

¹⁴ Los Angeles County Regional Planning. Regional Habitat Linkages and Wildlife Corridors. http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-2_Regional_Wildlife_Linkages.pdf, accessed on December 14, 2021

- Oak trees including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*);
- Southern California Black Walnut (*Juglans californica* var. *californica*);
- Western Sycamore (*Platanus racemosa*); and
- California Bay (*Umbellularia californica*);

The Project Area likely contains locally protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. However, the Project does not propose or approve any development project and development is not anticipated to occur either directly or indirectly as a result of the Project. Additionally, any future development project would be required to comply with all policies and ordinances protecting biological resources including the Protected Tree Ordinance. Therefore, the Project does not conflict with any local policies or ordinances protecting biological resources, and no impact would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Area does not fall within any identified Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the Project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur. No further analysis is required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?

Less Than Significant Impact. Section 15064.5 of the State CEQA Guidelines state that a “historical resource” is defined as: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record; in addition, (4) the fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register or historical resources, or identified in an historical resources survey does not preclude a lead agency from determining that the resource may be an historical resource.

Under the City’s Cultural Heritage Ordinance, local buildings and sites that meet the criteria for designation can be declared HCMs by the City Council after recommendation from the Cultural Heritage Commission. As of today, there are six declared City HCMs within the Project Area (see Table 1). On December 17, 2020, the Cultural Heritage Commission voted to add the Holmby Building to the list of HCMs. As such, part of this Specific Plan amendment will include modifications to Figure 2 and Table 1 of the Specific Plan to reflect this addition. The inclusion of the Holmby Building as an HCM would not lead to an adverse change in the significance of the building as a historic resource.

Table 1. Historic Cultural Monuments, Westwood Village Specific Plan Area

Historic Cultural Monument	Date Adopted/Approved	Site Address
Bratskeller - Egyptian Theater (Ralphs Grocery Store)	June 21, 1988	1142-1154 Westwood Boulevard and 10887 Lindbrook Drive
Fox Bruin Theater	June 21, 1988	926-950 Broxton Avenue and 10935- 10943 Weyburn Avenue
Fox Village Theater	June 21, 1988	945-961 Broxton Avenue and 10953- 10961 Weyburn Avenue
Janss Investment Company Building	June 21, 1988	1045-1099 Westwood Boulevard
Kelly Music Building	December 10, 2019	1043 Westwood Boulevard
Holmby Building	December 17, 2020	901-951 Westwood Boulevard 10904-10914 Le Conte Avenue 10903-10907 Weyburn Avenue

A significant impact would occur if a proposed project would substantially alter the environmental context of or remove identified historical resources. The Project, by itself, does not propose or approve any development and it is unlikely that the Project would result in the demolition or removal of any structure that may be historically significant. It is foreseeable that adaptive re-use projects, and remodels that would possibly need typical tenant improvements to comply with LADBS code and safety requirements. Future development activity within the Project Area that includes the issuance of a building, grading, or demolition, sign, or change of use permit on sites with identified historic resources or on any sites with a resource not previously identified but with substantial evidence submitted to the City's Office of Historic Resources that the subject is a historical resource under the CEQA Guidelines would need to comply with any applicable ordinances and provisions of the LAMC and any applicable mitigation measures. Any change of use or increase in certain uses due to the removal of ratios would also be subject to these ordinances, provisions, and any applicable mitigation measures.

The Project amends the Westwood Village Specific Plan to introduce a new ministerial approval process for certain projects involving signs and changes of use. Under this process, Projects on sites with identified historic resources require a Certificate of Appropriateness and therefore not be eligible for change of use and sign permits issued under the Administrative Review. In addition, future projects would be subject to all federal, state, and local regulations regarding the protection and preservation of historic resources. Therefore, the Project would result in a less than significant impact causing a substantial adverse change in the significance of a historical resource. No further analysis is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant Impact. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of a proposed

development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources.

The Project consists of an ordinance to amend the Westwood Village Specific Plan to better support a mix of uses and reduce commercial vacancies in existing structures. The proposed Project does not propose or approve any development project or ground disturbing activity. The Project will not increase new building construction that would require excavation or grading as the purpose of the amendment is primarily to reduce vacancies in existing commercial buildings. As such, there is less than significant potential for archeological resources to be affected by the proposed Project. Therefore, impacts to archeological resources would be less than significant. No further analysis is required.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with a proposed project. However, the Project does not propose or approve any development project. As such, no construction activities or ground disturbing activities are anticipated. Since the Project does not involve any development, no human remains would be disturbed as a result of the adoption of the Project. Therefore, a less than significant impact would occur, and no further analysis is required.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact. The Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, nor introduce any new land uses, and is not anticipated to result in new development that would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. It is unlikely that the Project would result in new development. New development, changes of use, adaptive re-use projects, typical tenant improvements, including building interior remodels would remain subject to the Los Angeles Green Building Code (LAGBC - Ord. No. 181,479 and Ord. No. 181,480), which is based on the California Green Building Standards Code. The LAGBC serves as the mechanism to regulate and reduce a building's energy use, water use and overall carbon footprint.

The Project removes potential barriers to full occupancy of existing commercial buildings such as location restrictions for food establishments and provides a ministerial approval process for eligible changes of use that could lead to an increase in the consumption of energy resources. However, given the capacity of the low-rise commercial establishments, any increase is expected to be less than significant. Furthermore, any new occupants and uses will be required to comply with all applicable energy efficiency standards designed to conserve energy. Therefore, the Project would result in no impact to energy resources. No further analysis is needed.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. A significant impact would occur if a proposed project were to conflict or obstruct a state or local plan for renewable energy or energy efficiency. The Project removes potential barriers to full occupancy of existing commercial structures such as location restrictions for food establishments and provides a ministerial approval process for eligible changes of use that could lead to an increase in the consumption of energy resources. However, given the capacity of the low-rise commercial establishments, any increase is expected to be less than significant. Furthermore, any new occupants and uses will be required to comply with all applicable energy efficiency standards designed to conserve energy. Additionally, the Project does not propose or approve any new development.

As mentioned in VI (a), any future development would be subject to the City's Green Building Code which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems. In addition, the California Energy Commission is the state's primary energy policy and energy planning agency responsible for assessing California's energy systems and trends as well as generating information resulting in renewable energy and energy efficiency promoting policies. There are several adopted State bills that promote renewable energy and energy efficiency for which future development projects will be required to comply including but not limited to: Senate Bill (SB) 350 Clean Energy and Pollution Reduction Act (2015), and Assembly Bill 2514 Energy Storage System Procurement Targets from Publicly Owned Utilities (2010). Some of these new policies inform and or expand the framework for local plans, programs and regulations regarding renewable energy and increased energy efficiency including, but not limited to the City of Los Angeles' Green New Deal Plan, the Los Angeles Green Building Code; and the City's Existing Buildings Energy and Water Efficiency (EBEWE) Program. Therefore, the Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, a less than significant impact would occur.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☐ ☒

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
- ii) Strong seismic ground shaking?**
- iii) Seismic-related ground failure, including liquefaction?**
- iv) Landslides?**

i. No Impact. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zone, which are regulatory zones around active faults. These zones, which extend from 200 to 500 feet on each side of known active faults, could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. A significant impact may occur if a project would cause personal injury or death or result in property damage as a result of a fault rupture occurring in the project area and is also located in a State-designated Alquist-Priolo fault zone or where appropriate building practices are not employed. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy.

According to the California Department of Conservation Special Studies Zone Map, no portion of the Project Area is located in a Earthquake fault zone¹⁵. The proposed Project does not propose construction nor approve a development project. Therefore, grading, excavation, and fault endangering activities associated with new development are not anticipated. The proposed Project includes amendments to address vacancy rates in existing structures. It is anticipated that the Project can likely result in redevelopment and infill construction activity such as remodeling or tenant improvements of existing structures that do not likely include grading activities that would cause significant vibrations to fault lines. The proposed Project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. Thus, there would be no impact related to personal injury or death or resulting in property damage due to a fault rupture would occur. No other analysis is required.

ii. Less Than Significant Impact. A significant impact would occur if a proposed project would cause personal injury or death or result in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, any development could expose people and structures to

¹⁵ California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed on December 16, 2021

strong seismic ground shaking. The Project Area is located within seismically active Southern California and therefore, could be subject to moderate and possibly strong ground motion due to earthquakes on the Santa Monica Fault Line. However, the Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses that would result in strong seismic ground shaking or exacerbate existing environmental conditions to potentially cause or exacerbate strong seismic ground shaking.

In addition, all future development in the Project Area is required to comply with all relevant California Building Code (CBC) and the City of Los Angeles Uniform Building Code (UBC) seismic standards, and if necessary, the preparation of a site-specific geotechnical investigation that would evaluate the potential for seismic risk and identify appropriate mitigation measures. Implementation of the proposed Project does not trigger new development or construction and is not expected to induce development or otherwise alter existing development patterns. Grading, excavation, and activities associated with increasing strong seismic ground shaking are not anticipated. The proposed Project includes amendments to address vacancy rates in existing structures. It is anticipated that the Project will likely result in some redevelopment or infill construction activity such as remodeling or tenant improvements of existing structures that do not likely to include grading activities that would cause significant vibrations to fault lines. Therefore, the proposed Project would result in less than significant impacts. No further analysis is required.

iii. Less Than Significant Impact. A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking.

The California Department of Conservation's Seismic Hazard Zones Map identifies a portion of the Project area in a liquefaction zone¹⁶. The Project does not propose or approve any development project or ground disturbing activity. Any current or future construction activities incentivized by the Project would continue to be required to comply with current seismic design provisions of the California Building Code and City's Building Code, which incorporates relevant provisions related to protection against liquefaction. Compliance with regulatory measures would reduce potential impacts. The proposed Project includes amendments to address vacancy rates in existing structures. Additionally, it is anticipated that the Project will most likely result in some redevelopment or infill construction activity such as remodeling or tenant improvements of existing structures that does not include grading activities which would cause vibrations to fault lines. As such, the proposed Project would result in a less than significant impact related to seismic-related ground failure, including liquefaction and so no further analysis is required.

¹⁶ California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed on December 16, 2021

iv. No Impact. Landslides are movements of large masses of rock, and/or soil. Landslide potential is generally the greatest for areas with steep and /or high slopes, low shear strength, and increased water pressure. A significant impact would occur if a proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated that would suggest potential for sliding.

The Project does not propose or approve any development project or any ground disturbing activity that would result in a landslide. According to the California Department of Conservation, the Project Area contains no landslide zones¹⁷. Therefore, the Project will have no impact as it relates to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No further analysis is required.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact. A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Erosion is the movement of rock and soil from place to place and is a natural process. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities or where erosion control measures are not used.

The Project does not propose or approve any development project. Any anticipated increase in commercial occupants and decrease of vacancies in existing structures resulting from the removal of location restrictions is not expected to have any impact on soil in the area because it is likely that the vacancies would be filled by changes of use that would include some level of remodeling, or tenant improvements of existing buildings to comply with LADBS standards and safety codes. In addition, future changes of use or new applications for permitted uses would be consistent with LADBS regulations required of commercial development that would typically be resistant to soil erosion and topsoil loss. Construction of future development projects that would result in ground surface disturbance during site clearance, excavation, and grading and could create the potential for soil erosion would be subject to LADBS regulations in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, future projects would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. All future onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety Soils Report Approval Letter. Furthermore, development or likely redevelopment, remodeling or tenant improvements of existing buildings for commercial uses or changes of use that would result from the Project would be subject to all applicable Best Management Practices (BMPs) relating to erosion and stormwater runoff and included in the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899). Therefore, no impact would occur with respect to erosion or loss of topsoil.

¹⁷ California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed on December 16, 2021

Therefore, no impact would occur with respect to erosion or loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. A significant impact would occur if a proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map, the Project Area is not located within landslide hazard zones and is not susceptible to liquefaction. The proposed Project does not propose or approve development or any ground disturbing activity and does not authorize new land uses. Westwood Village is located within an urban environment and is built out with existing structures including a mix of office and commercial uses. The majority of lots that are built out contain improvements or buildings that are likely to not result in any major construction as a result of this Project. Approximately four surface parking lots in the Westwood Village Area can accommodate new construction, these four surface parking lots are used to accommodate parking needs in this area and are located between or adjacent to properties with built out structures. There is no evidence that these lots are located on a geologic unit or unstable soil. Should the Project result in an increase or change development patterns, those projects are likely to be infill projects within an environment that is built out with surrounding existing structures. It is mostly likely anticipated that the Project would accommodate changes of use or typical tenant improvements within existing structures that would not likely include construction that would incur ground disturbance. Since the Project does not approve any construction or ground disturbing activity, the Project is not likely to expose people or structures to soil that is unstable or that would become unstable and the potential effects resulting from landslides, lateral spreading, subsidence, liquefaction, or collapse and no impacts would occur.

d) Be located on expansive soil, as defined in Table 18.1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. A significant impact would occur if a proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Expansive soils have relatively high clay minerals and expand with the addition of water and shrink when dried, which can cause damage to overlying structures.

The Project site contains Ramona Loam Class 013 and Yolo Loam class 016 Soil, per the Los Angeles County Soil Types [Map \(hyperlink address included for reference https://data.lacounty.gov/Shape-Files/LA-County-Soil-Types/sz94-meiu\)](https://data.lacounty.gov/Shape-Files/LA-County-Soil-Types/sz94-meiu). These soil types are a member of the fine-loamy, mixed, thermic family of Typic Haploxeralfs. According to the National Cooperative Soil Survey, performed by the United States Department of Agriculture, Loam and sand drain fairly well, which makes them non-expansive unless circumstances are extreme. Therefore, there is no evidence that the site contains expansive soil. It is mostly likely anticipated that the future development activity resulting from the Project would be typical tenant improvements and remodeling activity in existing structures that would not likely include construction that would incur ground disturbance.

In the case that expansion soil evidence was found in the Project, either as a result of extreme circumstance or geological change, any future development and application for construction or LADBS permit activity in the Project Area would be required to comply with the requirements of the Uniform Building Code (UBC), LAMC, and other applicable building codes. LADBS regulates this aspect of permitting and construction for projects that require underground construction or activity. It is anticipated that the Project could result in development activity such as remodels, or typical tenant improvements for changes of use or fill vacancies in existing structures. In the event that development or construction activity became extreme and required further study due to type and intensity of construction, or other extreme circumstances, permits for such activity would be regulated and reviewed by LADBS. Compliance with such requirements would reduce foreseeable impacts to a less than significant level. However, since the proposed Project does not propose or approve any development project or any ground disturbing activity, the proposed Project would likely result in no impact to creating direct or indirect risks to life or property. No further analysis is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. A project would cause a significant impact if adequate wastewater disposal were not available. The Project Area is fully located in a developed area which includes existing public infrastructure for wastewater disposal systems. The use of septic tanks or alternative wastewater disposal systems would not be required. The proposed Project does not propose or approve development and does not adopt new allowable land uses. Therefore, the proposed Project would result in no impacts to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. No further analysis is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations. A significant impact may occur if a project destroys a unique paleontological resource site or unique geologic feature. The Project does not involve any development project, construction or ground disturbing activity that would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. There, the proposed Project would result in no impact and no further analysis is required.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Greenhouse gases (GHG) are gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. GHG has been recognized to contribute to global climate change. Predicted effects of global climate change include sea level rise, water supply changes, changes to ecosystems and habitat, and human health effects.

The Project removes potential barriers to full occupancy of existing commercial buildings, such as location ratios, and provides an administrative review process for eligible changes of use that could lead to a change in traffic patterns that would increase or change vehicle emissions from existing conditions. However, given the pedestrian-oriented nature of the Project Area, ample public transit in and around the area, capacity of the low-rise commercial establishments, and current overabundance of parking, the Project is unlikely to generate GHGs, either directly or indirectly, that would have a significant impact on the environment. In fact, the proposed reductions to parking requirements and the Project's location in a TPA should help reduce GHG impacts from baseline conditions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use

and wastewater generation. The City has also adopted the LA Green New Deal Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. Through required implementation of the LAGBC and the LA Green New Deal Plan, the proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed Project's generation of GHG emissions would result in a less than significant impact on the environment.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the Southern California Association of Government (SCAG) region, the SCS is contained in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2020-2045 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce Vehicle Miles Traveled (VMT), which contribute to GHG emissions, as required by AB 32. The Project removes potential barriers to full occupancy of existing commercial buildings, such as location ratios, and provides an administrative review process for eligible changes of use that could lead to a change in traffic patterns that would increase or change vehicle emissions from existing conditions. However, given the pedestrian-oriented nature of the Project Area, ample public transit in and around the area, capacity of the low-rise commercial establishments, and current overabundance of parking, the Project strives to support the goals and policies aimed at reducing GHGs. Any impacts to GHGs would be less than significant. In fact, the proposed reductions to parking requirements and the Project's location in a TPA should help reduce GHG impacts from baseline conditions. The proposed Project is a Specific Plan amendment that seeks to address vacancies in existing buildings, and does not include the approval of a new development project. The Project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2020-2045 RTP/SCS. The Project, therefore, would not conflict with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ☐ ☐ ☒ ☐

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. A significant impact would occur if a proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project would not specifically result in the transport, use, and disposal of construction related hazardous materials, as no specific development is proposed or approved. The Project does not consist of any development, or any construction related activity. The Project does not propose or approve any activities that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. It is anticipated that the Project is likely to result in changes of use or remodels that might require typical tenant improvements to meet building code standards and other LADBS safety requirements. Future development and building permit activity in the Project Area would be required to comply with all applicable local, state and federal regulations governing the routine transport, use or disposal of hazardous materials. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to hazardous materials, the proposed Project would not create a significant hazard and would result in no impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. A significant impact would occur if a proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The Project does not approve or propose any new development and is not expected to significantly alter existing development or development patterns. It is anticipated that the Project is likely to result in changes of use or remodels that might require typical tenant improvements to meet building code standards and other LADBS safety requirements. No excavation or construction-related activities are anticipated to occur which could result in the release of hazardous materials into the environment. Therefore, the Project would not create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, the Project would result in no impact related to upset and accident conditions. No further analysis is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant. Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The University of California, Los Angeles (UCLA), college campus is immediately abutting north of the Project area but is not within the Project area, however there are several

educational serving uses located in or within one-quarter mile of the Westwood Village area. UCLA Extension is located at 1145 Gayle Avenue, and the UCLA Extension American Language School is located at 10920 Lindbrook Avenue. In addition, Angels Academy of Music is located at 10921 Weyburn Avenue. The Project does not approve or propose any new development, however as a result of the Project it is likely that construction activity such as remodels, infill-construction, and typical tenant improvements to accommodate changes of use or fill commercial vacancies within existing buildings are anticipated to occur. This type of development activity is not likely to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances within one-quarter mile of an existing or proposed school.

As discussed in Section IX (a) above, any future development project may include the use of those hazardous materials that are typically necessary for construction of new developments (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.) where construction activities would involve routine transport, use and disposal of construction-related hazardous materials. Conformance with all applicable local, state and federal regulations governing such activities would result in a less than significant impact related to hazardous emissions, acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. However, the proposed Project is likely to result in construction activities such as tenant improvements or remodels to existing buildings and such building permit activity would be in conformance with LADBS rules that regulate the transport and handling of hazardous or acutely hazardous materials and substances. As such, the proposed Project would result in less than significant impacts within one-quarter mile of an existing or proposed school. No further analysis is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight.

A review of the EnviroStor website showed that there are no Cleanup Sites located in the Project Area¹⁸. Additionally, the Project would not produce any impact causing a significant hazards risk to the public. The Project does not propose or approve development or ground disturbing activity and would not authorize or expand any new or allowable land uses. The proposed Project does not contain any Clean Up sites and would not create a significant hazard to the public or the environment since no development or ground disturbing activity is associated with the Project thus no impact would occur. Any future development that occurs in the Project Area would be

¹⁸ Department of Toxic Controlled Substances, Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60002866 accessed on December 16, 2021

required to comply with existing regulations related to hazardous materials. Therefore, with no proposed or approved development project and compliance of state and local laws and regulations for future projects, the Project by itself would result in no impacts related to hazardous materials sites. No further analysis is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is located within seven miles of the Los Angeles International Airport (LAX) and three miles of the Santa Monica Municipal Airport. Therefore, the Project Area is not located within two miles of any airport. Additional, the proposed Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses, or foreseeably result in new development that would expose people residing or working in the Project Area to a safety hazard or excessive noise. Therefore, no impact will occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. Emergency services in the City are provided by the City of Los Angeles Fire Department (LAFD) and the City of Los Angeles Police Department (LAPD). Emergency incidents of a larger natural or manmade disaster require coordinated efforts between the LAFD, LAPD and the City's Emergency Operation Center (EOC). The EOC is the focal point for coordination of the City's emergency planning, training, response and recovery efforts. EOC processes follow the U.S. Department of Interior National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism and large-scale events in the City that require involvement by multiple city departments. The City of Los Angeles, General Plan Safety Element identifies the following streets as designated disaster routes serving the Project Area: Westwood Boulevard¹⁹. The Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Area or surrounding area. The Project does not propose or approve any development project, nor alter development patterns. Emergency access to and from the Project Area would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). The reduced potential barriers to full occupancy could lead to an increase in transit, roadway, bicycle, or pedestrian traffic near or around locations within the Project Area. However, given the low-rise pedestrian nature of the structure in the area, commercial setting, and ample public transit, any increase is likely to be negligible. Therefore, it is not anticipated that the Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

¹⁹ City of Los Angeles, General Plan Safety Element, Exhibit H Critical Facilities and Lifeline Systems. https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed on December 21, 2021

Less Than Significant Impact. The Project Area is located within an urbanized area with a mix of commercial uses and various existing structures. The Selected Wildfire Hazard Areas are located mostly in the hilly areas of the City. Within the Project Area, Exhibit D Selected Wildfire Hazard Areas Map of the General Plan Safety Element identifies portions of the Project Area containing areas within Fire Buffer Zones²⁰. However, the Project does not propose or approve any development or construction activities. Thus, the Project is not anticipated to increase risk or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where existing structures are intermixed with wildlands. Prior to the issuance of any building permits for any future development pursuant to the Project, developments would be reviewed by the Los Angeles Fire Department to ensure any new development is designed and constructed to conform with all applicable Los Angeles Fire Code regulations protecting it from wildfires. This would include the addition of automatic sprinklers, smoke detectors and a fire alarm system for new development projects located in high fire severity zones. Therefore, the Project would result in less than significant impacts related to wildland fires. No further analysis is required.

²⁰ City of Los Angeles, General Plan, Safety Element Exhibit D WildFire Hazard Areas. https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed on December 21, 2021

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact. A significant impact would occur if a development discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) or the State Water Resources Control Board (SWRCB). The LARWQCB issued Waste Discharge Requirements for Municipal Stormwater and Urban Runoff Discharges (NPDES Permit No. CAS004001), which requires new development and redevelopment projects to incorporate stormwater mitigation measures. Depending on the type of project, either a SUSMP or a Site-Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves a project site.

The Project does not propose or approve a development or expand any land uses and does not produce any point source discharge (discharge of polluted water from a single point such as sewage outflow pipe). The Project is not anticipated to result in substantial new development or change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses that would result in a violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Additionally, any new commercial occupants would be required to comply with all applicable water quality standards, wastewater discharge requirements, and other measures designed to protect surface and ground water quality. As such, the Project would result in a less than significant impact related to water quality and water discharge. No further analysis is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. A significant impact would occur if a proposed project would substantially deplete groundwater or interfere with groundwater recharge. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. The Project does not propose or approve any development project, nor changes permitted land uses. The proposed Project is likely to result in commercial uses occupying commercial spaces within existing structures. Any increase in commercial occupants caused by the Project is expected to comply with LADWP thresholds and guidelines that impact groundwater supplies. The Project is anticipated to mostly likely result in development activity such as typical tenant improvements or remodels to existing structures. Therefore, it is anticipated that the Project would not require direct additions or withdrawals of groundwater. There would be no impact on groundwater supplies or groundwater recharge, no further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. **Result in substantial erosion or siltation on- or off-site;**
- ii. **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- iii. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- iv. **Impede or redirect flood flows?**

No Impact. A significant impact would occur if a proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. In general, the Project Area is mostly built out with multi-family and commercial uses. There are no natural waterways and streams located in the Project Area²¹. In addition, the proposed Project does not propose or approve development, nor does it intensify or change any land uses. Significant alterations to existing drainage patterns within the Project Area and surrounding area would not occur as a result of the Project. As discussed in Section X(a) above, future development that occurs in the Project Area would be required to comply with all federal, state and local regulations regarding stormwater runoff, including the City's LID Ordinance and the City's UWWMP Best Management Practices (BMPs). Compliance with these regulatory measures would reduce the amount of surface water runoff in the Project Area after a storm event. In addition, compliance with construction related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation on or off-site. Moreover, the Project does not construct any structures that would impede flood flows within a 100 year or 500-year flood plain. Therefore, it is not anticipated that the proposed Project would result in impacts related to stormwater drainage patterns that would cause flooding, contribute to excess polluted runoff, on- or off-site erosion or siltation impeding or redirecting of flood flows, as such, there would be no significant impact. No further analysis is needed.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. A significant impact would occur if a proposed project would be located within an area susceptible to inundation by seiche, tsunami, or inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. The Project Area is not located in an area where it would be susceptible to a seiche. A tsunami is a great sea wave produced by a significant undersea disturbance. The Project Area is not in the Coastal Zone and is not susceptible to a tsunami or possible inundation.

Additionally, the Project Area is not in the Coastal Zone and is not susceptible to a tsunami or possible inundation in the event of a natural disaster. According to the Safety Element of the City of Los Angeles General Plan, Exhibit F 100-Year & 500-Year Flood Plains Map, the Project Area is not located within a 100-year or 500-year flood plain. Additionally, the General Plan Safety

²¹ City of Los Angeles, Navigate LA. <https://navigatea.lacity.org/navigatea>, accessed on December 21, 2021

Element, Exhibit G identifies portions of the Project Area as areas susceptible to inundation²². However, the Project does not propose or approve any development, construction, or ground disturbing activity. Therefore, it is not anticipated that the Project would release pollutants due to Project inundation in flood hazard, tsunami or seiche zones, and a less than significant impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. A significant water quality impact may occur if a project is not consistent with water quality control plans or sustainable groundwater management plans. The Project does not propose or approve any construction activity . Thus, existing conditions are not expected to significantly change or cause a conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Any future development in the Project Area would continue to be subject to all applicable state or local water quality control plans or sustainable groundwater management plans. Therefore, the proposed Project would result in no impacts related to implementation of a water quality control plan or sustainable groundwater management plan. No further analysis is needed.

²² City of Los Angeles, General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas, https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed on December 21, 2021

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Physically divide an established community?

No Impact. A significant impact would occur if a proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The Project does not propose or approve any development or construction. Additionally, the Project does not involve any street vacation or closures or result in development of new thoroughfares or highways which would divide established communities. Therefore, no impact would occur as it relates to the physical division of an established community. No further analysis is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning are designed to avoid or mitigate.

In the City of Los Angeles, the General Plan Framework Element serves as the City's strategy for long-term growth and sets the citywide context to help guide the update of the Community Plans (Land Use Element) and citywide elements (e.g., Housing Element, Conservation Element, Air Quality Element, Safety Element, etc.). The City's Land Use Element consists of the 35 Community Plans, which include goals and land use policies to guide the physical development of specific areas throughout the City.

The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy or regulation. The Project Area consists of the Westwood Village Specific Plan area which is located in the Westwood Community Plan. The Project consists of an ordinance to amend the Westwood Village Specific Plan. The Project would support the vision and purpose of the adopted General Plan Framework and land use plans in a manner that is complementary

to the goals and policies of the City as it relates to urban form, neighborhood design, and economic development.

The proposed Project is consistent with several goals, objectives and policies of the City's General Plan Framework because it aims to reduce commercial vacancies which will enable its unique low-rise pedestrian-oriented district to thrive, enable this mixed-use center to thrive, and attract new businesses to fill those vacancies.

The proposed Project is also consistent with several goals, objectives, and policies of the Westwood Community Plan because it will reduce barriers to commercial vacancies which will enable its unique low-rise commercial center to flourish and provide opportunities for new compatible uses to fill those vacancies. As the goal is to fill existing vacant commercial structures, the Project will ensure the viability of the currently occupied stores and businesses and add new compatible uses to this established commercial center.

For reasons stated above, the Project will not conflict with the stated goals related to commercial uses in the City's General Plan Framework Element or the Westwood Community Plan. Therefore, no impact would occur, and no further analysis is necessary.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact would occur if a proposed project would result in the loss of availability of known mineral resources of regional value or locally important mineral resource recovery sites. According to the City's General Plan Conservation Element²³, the Project Area has no lots classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the Project does not propose construction or approve development. Therefore, the Project would not result in the loss of availability of any known mineral resource that would be of value to the region, and no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if a proposed project would result in the loss of availability of known mineral resources of regional value or locally important mineral resource recovery sites delineated on a local general plan, specific plan or other land use plan. As discussed in XII (a), there are no portions of the Project Area that are designated as a mineral resource as delineated in the City's General Plan Conservation Element. Therefore, the Project would result in no impact related to the loss of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan or other land use plan.

²³ City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources.
https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf,
 accessed on December 21, 2021

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The Citywide noise regulations are included in the LAMC, Chapter XI, Section 111.03 which sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for residential zones are 50 dB(A) during the day and 40 dB(A) during the night and 60 dB(A) during the day and 55 dB(A) during the night for commercial uses. Section 112.05 of the LAMC establishes that between the hours of 7 a.m. and 10 p.m. a maximum noise level for construction equipment is 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone. Construction activity could result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels could fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

The Project will amend the Westwood Village Specific Plan to change various policies in an effort to facilitate a reduction in commercial vacancies in existing structure and encourage a mix of

uses. The Project does not propose or approve development, construction, or any ground disturbing activity. Any future development in the Project Area would need to comply with the Citywide Noise Regulations. Additionally, the anticipated increase in commercial occupancies that is expected to result from the Project will fit within the low-rise commercial center of the Project Area and is not expected to generate substantial ambient noise in excess of the City's noise regulations. Thus, the Project is not anticipated to result in substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project more than the City's noise regulations. The Project will result in a less than significant impact in ambient noise, and no further analysis is needed.

b) Generation of, excessive groundborne vibration or groundborne noise levels?

No Impact. A significant impact may occur if a project were to generate excessive vibration during construction or operation. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. The Project does not propose or approve any development project, operational use of any equipment, and does not include construction activities. The Project may result in entitlement requests, however since this area is highly urbanized, new development such as changes of use are likely to occur within existing structures and include typical tenant improvements that are not likely to include significant construction and excessive vibrations. Because the Project does not propose or approve any development, the Project would not have any corresponding operational impacts. Therefore, the Project is not expected to generate excessive groundborne vibration or groundborne noise levels. Consequently, the Project would result in no impacts and no further analysis is required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The Project Area is located within seven miles of the Los Angeles International Airport (LAX) and three miles of the Santa Monica Municipal Airport. Therefore, no airport is located within two miles of the Project Area and the Project is not expected to expose people residing or working in or patronizing the Project Area to excessive noise levels. As such, the Project would have no impact and no further analysis is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact would occur if a proposed project would induce substantial population growth by locating new development such as homes, businesses, or infrastructure, with the effect of substantially inducing unplanned growth that would otherwise not have occurred as rapidly or in as great a magnitude. The Project would not induce substantial population growth in an area directly or indirectly. No increase in residential population resulting from the Project is anticipated. Therefore, it is not anticipated that the Project will induce substantial unplanned growth in the Project Area. Additionally, the Project does not propose to extend or add any roads or other infrastructure that would induce such growth. Therefore, a less than significant impact related to population growth would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact would occur if a proposed project would displace a substantial quantity of existing residences or a substantial number of people or housing units necessitating construction of replacement housing elsewhere. The entire Project Area is zoned for commercial use. The Project would not result in displacement of any existing housing or people necessitating the construction of replacement housing elsewhere. The Project does not propose or approve any development and would not displace any existing housing or people necessitating construction of replacement housing elsewhere. Therefore, the Project would not result in an impact in and no further analysis is required.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Fire protection?

Less Than Significant Impact. The Los Angeles Fire Department (LAFD) is responsible for providing fire prevention, protection, and emergency medical services to the Project Area. A significant impact would occur if the LAFD requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services. Although there are no Fire Stations within the Project area, the area is served by Los Angeles Fire Dept. Station 37 located at 1090 Veteran Avenue²⁴.

The proposed Project will amend the Westwood Village Specific Plan to help reduce commercial vacancies in existing structures and encourage a greater mix of uses. The amendments are intended to address rising vacancies resulting from economic factors, including the COVID-19 pandemic and the rise of online shopping. Therefore, any reduction in vacancies will not result in public service needs beyond what has historically been required for the Plan Area. Since the proposed Project does not propose or approve any development, it would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Furthermore, any increase in customers visiting the area as a result of the anticipated increase in commercial occupancies is not expected to have an impact on capacity or service level. Therefore, the Project would result in a less than significant impact related to fire protection. No further analysis is required.

²⁴ Los Angeles Fire Department Fire Stations. <https://www.lafd.org/fire-stations/station-results>, accessed on December 21, 2021

b) Police protection?

Less Than Significant Impact. The Los Angeles Police Department (LAPD) is responsible for providing police protection services to the Project Area. A significant impact would occur if the LAPD could not adequately serve a proposed project, necessitating a need for a new or physically altered station, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other service objectives. Although there are no Police Stations within the Project area, the area is served by West Los Angeles Community Police Station located at 1663 Butler Avenue²⁵.

The Project will amend the Westwood Village Specific Plan to reduce commercial vacancies in existing structures and encourage a greater mix of uses. The Project does not propose or approve development in the Project Area that could impact service level or capacity. Additionally, any increase in customers visiting the area as a result of the anticipated increase in commercial occupancies is not expected to have an impact on capacity or service level. Therefore, the Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. Additionally, the Project will not result in a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Since the Project is not anticipated to increase the demand for police services much less create the need for new or expanded police stations, there would be a less than significant impact on Police Services.

c) Schools?

No Impact. The Project Area is located within the boundaries of the Los Angeles Unified School District (LAUSD). A significant impact would occur if a proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. There are no schools located within the Project Area.

The Project would not introduce any new population into the area to require the construction of new or physically altered school facilities since the Project does not propose or approve any development project. Any future development would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new commercial space. Additionally, any increase in employment resulting from the increase in retail occupancies in existing low-rise commercial structures would not result in substantial employment growth that would generate demand for school facilities. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the Project would result in no impact to public schools.

d) Parks?

No Impact. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The RAP operates and maintains over 16,000 acres of parkland and 444 park sites. A significant impact would occur if a proposed project exceeded the capacity or capability of the local park system to serve the proposed project resulting in the need for new or

²⁵ Los Angeles Police Department. http://lapd-assets.lapdonline.org/assets/pdf/Citywide_09.pdf accessed on December 21, 2021

physically altered park, the construction of which could cause substantial adverse impacts. There are no parks located within the Project Area.

The Project is an ordinance to amend the Westwood Village Specific Plan to help reduce commercial vacancies in existing structures. The Project does not propose or approve any development and does not directly or indirectly increase population in the Project Area. Therefore, it is not anticipated that the Project would create unplanned capacity or service level problems or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the Project would result in no impact on park facilities.

e) Other public facilities?

No Impact. A significant impact would occur if a proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, such as libraries, which exceed the capacity available to serve the project area, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Los Angeles Public Library (LAPL) provides library services within the City of Los Angeles. The LAPL provides services at the Central Library, 8 Regional Branch Libraries and 72 Community Branch Libraries and 4 Bookmobiles. Although there are no Public Libraries within the Project area, the area is served by Westwood Branch Library located at 1246 Glendon Avenue.

The Project consists of an ordinance to amend the Westwood Village Specific Plan to help reduce commercial vacancies in existing structures and encourage a greater mix of uses. The Project does not propose or approve any development and would not cause a substantial increase in population. The Project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Additionally, any increase in employment resulting from the increase in retail occupancies in existing low-rise commercial structures would not result in substantial employment growth that would generate demand for other public facilities. As such, there would be no increase in demand for library services and resources and no need for additional library resources or facilities to be constructed. Therefore, the Project would result in no impact to libraries and other public facilities. No further analysis is required.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

No Impact. A significant impact would occur if a project resulted in substantial population growth that would generate a demand for recreation and park services such that substantial physical deterioration of the park facilities would occur or be accelerated. The Department of Recreation and Parks operates and maintains over 16,000 acres of parkland and 444 park sites, including Westwood Park and Westwood Gardens Park, which are located near the Project Area. The Project does not propose or approve any development or uses that would directly or indirectly increase population in the Project Area that would increase the use of existing and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. As such, the Project would have no impact on park and recreation facilities. No further analysis is required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. A significant impact would occur if a project resulted in substantial population growth that would generate a demand for recreation and park services requiring the construction of new or physically altered park facilities within the project area. The Department of Recreation and Parks operates and maintains hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, and 12 museums located throughout the City²⁶. The

²⁶ Los Angeles Recreation and Parks. <https://www.laparks.org/department/who-we-are> accessed on December 21, 2021

Project is limited to an ordinance to amend the Westwood Village Specific Plan. The Project, by itself, does not propose or approve any development or uses which would require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, no impact on park and recreation facilities would occur. No further analysis is required.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. A significant impact may occur if a project would conflict with a program, plan, ordinance, or policy designed to maintain adequate effectiveness of an overall circulation system, including transit, roadway, bicycle and pedestrian facilities. The City of Los Angeles has adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes. The overall goals of these policies are to achieve a safe, accessible, and sustainable transportation system for all users. The Circulation Element of the City's General Plan, the Mobility Plan 2035, offers a comprehensive vision and set of policies and programs for the City and aims to provide streets that are safe and convenient for all users. Furthermore, the Department of Transportation's Vision Zero Los Angeles aims to reduce transportation fatalities to zero by using extensive crash data analysis to identify priority corridors and intersections and applying safety countermeasures.

The Project consists of an ordinance to amend the Westwood Village Specific Plan. The Project does not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Specific Plan's parking regulations will be amended to be consistent with the General Zoning Code requirement and to align with the City's Mobility goals. Under the existing Specific Plan, certain types of projects in the Plan Area require additional parking beyond what is required under the General Zoning

Code. Given the overabundance of parking in the Plan Area, additional parking beyond what is required of the zoning code is not needed. Westwood Village is a pedestrian oriented transit rich area with a future Metro rail stop scheduled to be in operation in 2025. Westwood Village also has an extensive transit network which includes several bus lines serviced by the Big Blue Bus and Metro, and an existing network of micro mobility options such as: rideshare, bike-share, and dockless scooters. Projects in the Westwood Village Specific Plan will still need to meet the Citywide parking requirements of the underlying zone. Additionally, the Project does not increase population or provide land use incentives that would increase the density, FAR or height of development in the Project Area. The Project does not propose or approve any development and is not expected to generate significant traffic impacts, which would conflict with an applicable plan, ordinance or policy, related to traffic. Therefore, the Project would result in no impacts related to the circulation system. No further analysis is required.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. A significant impact may occur if a project's Vehicle Miles Traveled (VMT) substantially increase compared to existing counts. The Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) which states that land use projects that indicate VMT exceeding an applicable threshold of significance may indicate a significant impact. Pursuant to CEQA Guidelines section 15064.3(b)(1), projects that decrease VMT in a proposed project area compared to existing conditions should be presumed to have a less than significant transportation impact. CEQA Guidelines section 15064.3, subdivision (b), also states that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. The Project is an ordinance to amend the Westwood Village Specific Plan. No VMT would be generated from the Project, that would otherwise have occurred from any new development, since no development project is approved or proposed as part of the Project. The entire Project Area is within a pedestrian-oriented Transit Priority Area (TPA). Moreover, the Project reduces parking requirements for changes of use and relaxes parking provisions in the Specific Plan. The Project also includes an amendment to the Specific Plan to add provisions to comply with LAMC Section 12.26.J - Traffic Demand Management Ordinance No. 168,700, which includes several trip reduction strategies to help alleviate congestion and will likely help to reduce VMT overall. Therefore, the Project's amendments to relax parking requirements and additional language to comply with LAMC 12.26.J, is not likely to result in an inconsistency with CEQA Guidelines Section 15064.3, subdivision (b). Furthermore, the Specific Plan's parking regulations will be amended to be consistent with the General Zoning Code requirement and to align with the City's Mobility goals. Therefore, the Project would result in less than significant impacts related to any applicable congestion management plan. No further analysis is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. A significant impact would occur if a proposed project included new roadway design or introduces a new land use or project features into an area with specific transportation requirements, characteristics, or project access or other features designed in such a way as to create hazardous conditions. No hazardous design features or incompatible land uses would be introduced with the Project that would create significant hazards to the surrounding roadways.

The Project does not propose construction nor approve any development, thus no increase in hazards due to geometric design features or incompatible uses would occur to local vehicular circulation routes and patterns, or impede public access or travel on any public rights of way. The Project would result in no impacts related to traffic hazards. No further analysis is required.

d) Result in inadequate emergency access?

No Impact. A significant impact may occur if a project design does not provide emergency access meeting the requirements of the Fire Department or threatens the ability of emergency vehicles to access and serve a project site or adjacent uses. As previously identified in Section IX(f) per the City's General Plan Safety Element (Exhibit H, Critical Facilities & Lifeline Systems, 1996), the nearest emergency/disaster route serving the Project Area is Westwood Boulevard. The Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Area or surrounding area. The Project is an ordinance to amend the Westwood Village Specific Plan. The Project does not propose or approve any development or change or expand any land uses. As such, the Project would not require the closure of any public or private streets, would not impede emergency vehicle access, would not impede access to the City's designated disaster routes, and would not impair the City's emergency response plan. Therefore, the Project would result in no impact with respect to inadequate access to emergency routes.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

No Impact. A substantial adverse change to a Tribal Cultural Resource (TCR), as defined in Public Resources Code §21074, is a significant effect on the environment under CEQA. Assembly Bill 52 ("AB 52"), signed into law on September 25, 2014, requires lead agencies to evaluate a project's potential to impact TCRs, and establishes a formal notification and consultation process for California Native American Tribes as part of CEQA. TCRs include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a TCR.

Consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects, and that is traditionally and culturally affiliated with the geographic area of a project. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of the proposed projects. A tribe must respond in writing within 30 days of the lead agency's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Area . On January 10, 2022, AB52 Tribal Consultation Notice letters were mailed to the following California Native American Tribes via certified mail:

- Fernandeano Tataviam Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino-Tongva Tribe
- San Fernando Band of Mission Indians
- Soboba Band of Luiseño Indians
- Torres Martinez Desert Cahuilla Indians

To date, Staff has received one letter from the Gabrieleno Band of Mission Indians – Kizh Nation dated January 31, 2022, expressing agreement with the Specific Plan amendment, while requesting consultation for any and all future projects when ground disturbances will be occurring within the Project Area. No other tribes responded to the notification to date, and no additional information and materials related to tribal cultural resources have been submitted. The proposed Project will amend the Westwood Village Specific Plan to better support a mix of uses and reduce commercial vacancies. No land use changes are proposed. The Project does not propose or approve any development or construction and would not authorize new land uses. Therefore, the Project will not result in an impact to Tribal Cultural resources.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. See response to Section XVIII (a) above. Further, any future development projects requiring a Negative Declaration, Mitigated Negative Declaration or an Environmental Impact Report will need to comply with AB 52 and conduct the necessary research and/or prepare the necessary reports to determine if the individual development project would cause a substantial adverse change in the significance of a tribal cultural resource. The proposed Project includes

no proposed development project, requires no ground disturbing or any other related construction activity, and does not induce development. Therefore, the proposed Project will result in no impacts. No further analysis is required

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact would occur if a proposed project would exceed water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Project consists of an ordinance to amend the Westwood Village Specific Plan to reduce commercial vacancies in existing structures. A decrease in commercial vacancies could lead to an increase in the use of utilities, such as electricity, natural gas, or telecommunication facilities. However, any increase in the use of such utilities would be less than significant given these utilities were designed to serve the existing structures in the Plan Area and reducing vacancies would not add to these structures.

The Project does not propose or approve development or ground disturbing activity. The Project is likely to result in supporting to reduce vacancies and this activity might also include remodeling or typical tenant improvements of structures that are already constructed to be serviced by public utilities. As such, existing conditions are not expected to significantly change related to public facilities. Future development projects would be reviewed on a case-by-case basis and depending on the scope of the development project would be subject to its own environmental review. Therefore, the proposed Project would not increase the demand for water and the generation of wastewater, consequently increasing the demand of treatment facilities compared to existing conditions such that physical expansion of the treatment facilities or construction of a new treatment facility may be required. Additionally, the Project would not increase consumption of electrical power and natural gas such that existing supply facilities may need to be expanded or relocated. Similarly, telecommunications facilities would not need to be expanded or relocated as the Project does not propose or approve development. As such, the Project does not propose nor will it require construction of new water, wastewater treatment, storm water drainage facilities, electric power, natural gas, or telecommunication facilities or expansion of existing facilities. One of the goals of the Project is to help reduce vacancies in the future, and while a reduction to the vacancy rates may result in an increase in the use of utilities, such as electric power, natural gas, or telecommunications facilities, that increase is anticipated to result in a less than significant impact as the utilities have been designed to serve the existing structures. Reducing vacancies would not likely add significant demand at a level that would incur impact. Thus, the Project does not propose or approve any development and it is not anticipated to significantly alter existing development or development patterns. No impact would occur.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. A significant impact would occur if a proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City and conducts water planning based on forecast population growth. As the Project Area is located within an urban environment, any future development within the Project Area would likely be connected to the City's water line and

served by LADWP. Prior to any construction activities for future development projects, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the project would be undertaken as part of the project.

The Project consists of an ordinance to amend the Westwood Village Specific Plan to help reduce commercial vacancies in existing structures. A decrease in commercial vacancies could lead to an increase in the use of water. However, any increase in the use of water supplies would be less than significant given these water supplies were designed to serve the existing structures in the Plan Area and reducing vacancies is not likely to significantly impact water supply. The Project does not alter existing development or development patterns. No development project is proposed or approved as part of the Project. One of the goals of the Project is to help reduce vacancies in the future, and while a reduction to the vacancy rates may result in an increase in the use of water consumption, that increase is anticipated to result in a less than significant impact to water supply, as water utilities have been designed to serve the existing structures. Reducing vacancies would not likely add significant demand at a level that would incur impact.

Thus, the Project would be consistent with the anticipated Citywide growth, and the Project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Therefore, it is not foreseeable that there would be insufficient water supplies available to serve the Project Area and future development in the Project Area during the normal, dry, and multiple dry years. Less than significant impacts would occur, and no further analysis is needed.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. See response to Section XIX (b) above. As previously mentioned, LADWP conducts water planning based on population growth forecasts. The Project is not anticipated to impact population growth in the City since the Project itself does not propose or approve any development project. The Project consists of an ordinance to amend the Westwood Village Specific Plan to help reduce commercial vacancies in existing structures. A decrease in commercial vacancies could lead to an increase in the amount of wastewater generated by retail occupants. However, any increase in wastewater would be less than significant given that wastewater treatment providers were intended to serve the existing structures in the Plan Area and reducing vacancies would not add to these structures. As such, the Project will not change demand for water or wastewater treatment. One of the goals of the Project is to help reduce vacancies in the future, and while a reduction to the vacancy rates may result in an increase in the use of water consumption by the commercial occupants, but not expected to be significant. Wastewater treatment provides already service the Project area, and the water utilities have been designed to serve the existing structures. Reducing vacancies would not likely add significant demand at a level that would incur impact.

The Project does not significantly alter existing development or development patterns. Therefore, a less than significant impact will occur as it relates to adequate capacity to serve the Project's projected demand for wastewater treatment and the provider's existing commitment.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Los Angeles Bureau of Sanitation (LABOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the Project Area. Construction waste materials are expected to be typical construction debris, including wood, paper, glass, plastic, metals, cardboard and green wastes. The Project consists of an ordinance to amend the Westwood Village Specific Plan to reduce commercial vacancies in existing structures. A decrease in commercial vacancies could lead to an increase in the amount of solid waste generated. However, any increase in solid waste would be less than significant given that local infrastructure was designed to serve the existing structures in the Plan Area and reducing vacancies would not likely impact the attainment of solid waste reduction goals. Waste generated by future individual development projects would be assessed on a case-by-case basis through the environmental review process. Pursuant to the California Green Building Code, individual project applicants would be required to recycle/divert 65 percent of the construction waste (CALGreen Sections 4.408 and 5.408). Since the Project does not involve a development and does not alter existing development or development patterns, impacts are expected to be less than significant. Therefore, the Project is expected to have a less than significant impact related to the generation of solid waste in excess of State or local standards, exceed the capacity of local infrastructure or impair the attainment of solid waste reduction goals. No further analysis is necessary.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project does not significantly alter existing development or development patterns. The Project, does not propose or approve any development that would generate solid waste – also see explanations in Sections XIX a, b, c, and d above. Current and future individual development projects are required and would continue to be required to comply with all federal, state, and local statutes and regulations related to solid waste. All applicable regulations would ensure that the impact to reduction statutes and regulations related to solid waste is less than significant.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City of Los Angeles' General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, along with the location of selected emergency facilities.

According to the Safety Element, the Project Area is located along the following designated disaster routes: Westwood Boulevard. However, the Project does not significantly alter existing development or development patterns. The Project also does not propose or approve development, nor does it modify any existing regulations regarding permanent street closures which may directly or indirectly impair an adopted emergency response plan or emergency evacuation plan. The Project does not change the designation of Westwood Boulevard. The

Project does not include construction that would impact street frontages or access along Westwood Boulevard. Therefore, it is unlikely that the Project would impair an emergency evacuation plan.

The Project consists of an ordinance to amend the Westwood Village Specific Plan to help reduce commercial vacancies in existing structures and helps to alleviate potential barriers to commercial activity. A decrease in commercial vacancies and possible increase of new commercial businesses starting their businesses could result in more pedestrian activity and visitors in the Project area. This possible increase can possibly result in an increased use of emergency evacuation routes or emergency facilities during an emergency situation.

During an emergency situation, it is likely that specific evacuation routes may be used or new routes may emerge depending on the emergency situation. As discussed in a previous Section IX.F (Hazards and Hazardous Materials), the Emergency Management Department manages and coordinates emergencies, including coordination with the Los Angeles Fire Department, LADOT, and LAPD regarding evacuation routes for several types of emergencies. It is speculative to discuss which type of emergency could arise, but it is likely that the EMD would be prepared to coordinate and manage an emergency.

The proposed Project does not include amendments that alter the City's adopted Emergency response or emergency evacuation plans. The Project area is serviced by walkable and accessible pedestrian routes, and it is likely to offer multiple ways to access or evacuate this Project area by walking, by public transit, and/or by car. The Project's amendments, support the pedestrian-oriented environment in the Project area and is not likely to interfere or impair an adopted emergency plan or emergency evacuation. In addition, future development that would likely occur as a result of commercial vacancies is likely to occur to respond to commercial vacant listings (See Figure 3 in Section 3.2 Environmental Settings, subsection 3.2.2.Existing Conditions). The sample query discussed includes a map that shows the current commercial vacancies interspersed throughout the Project area. Such commercial activity and building permits would most likely include typical tenant improvements and remodels and are not likely to impact an adopted emergency plan. Should development occur in the Project Area such construction and development would be required during construction to comply with construction management plans that would be implemented to ensure adequate circulation and emergency access. As such, the Project is anticipated to result in a less than significant impact to an adopted emergency response plan or emergency evacuation plan. No further analysis is needed.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. A portion of the Project Area is located within a Fire Buffer Zone. The Project Area is wholly within an urbanized area. Additionally, the Project does not propose or approve a development project and does not intensify or change any land uses nor does it alter existing development or development patterns, including in Wildfire Hazard Areas. Therefore, impacts would be less than significant relative to slope, prevailing winds and other factors that could exacerbate wildfire risks and expose Project occupants to pollutant

concentrations from a wildfire or the uncontrolled spread of a wildfire, no further analysis is needed.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project does not propose or approve development or any construction. Given the Project's scope, no impacts would occur that would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Thus, the Project would result in no impact and no further analysis is needed.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As discussed in Section IX (g) and Section XX (b) above, a portion of the Project Area is located within a City-designated Fire Buffer Zone. However, the Project does not propose or approve development and does not significantly alter existing development or development patterns. Therefore, it is anticipated that the Project will result in a less than significant impact as it relates to exposure of people or structures to significant risks - including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. No further analysis is needed.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. Based on the analysis in this Initial Study, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Compliance with existing regulations would reduce impacts to less than significant levels. No further analysis is required.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact. As indicated above, the proposed Project will not result in any individually significant impacts. Further, the Project does not propose or approve any development or construction, does not change any land uses, and does not alter any existing development or development patterns, and is not anticipated to result in substantial new development. As such, the Project will not result in any significant impacts or cumulatively considerable impacts.

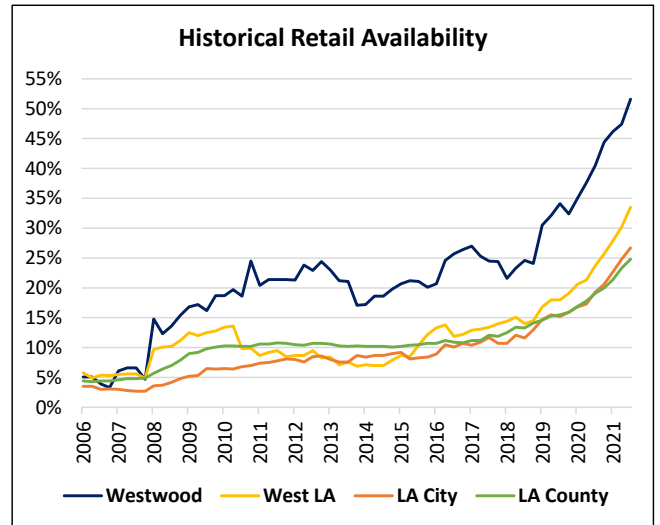
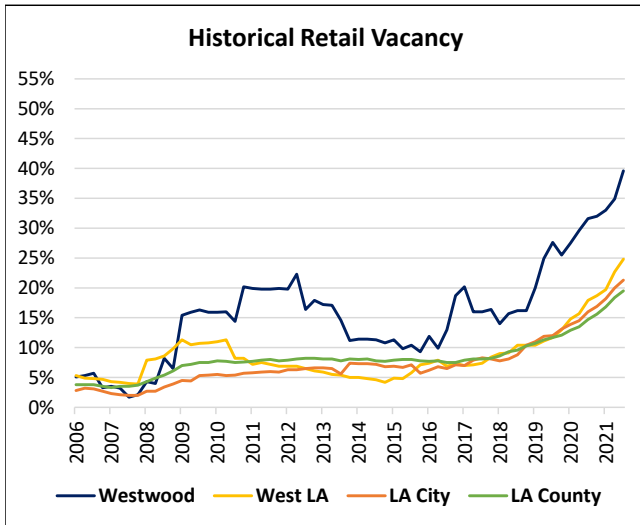
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No impact. As identified throughout the analysis, the Project would not have an environmental effect that would cause substantial adverse effects on human beings directly or indirectly. No other impacts have been identified that would result in adverse effects. No impacts would occur, no further analysis is needed.

EXHIBIT H

Historical Retail Vacancy and Availability Data

Historical Retail Vacancy & Availability



Period	Westwood			West LA			LA City			LA County		
	SF	Vacant %	Available %	SF	Vacant %	Available %	SF	Vacant %	Available %	SF	Vacant %	Available %
2021 Q3	329,073	39.6%	51.6%	5,545,209	24.8%	33.5%	18,206,404	21.3%	26.7%	89,521,908	19.5%	24.8%
2021 Q2	329,073	34.9%	47.4%	5,545,209	22.7%	30.2%	18,202,154	20.0%	24.8%	89,467,458	18.4%	23.3%
2021 Q1	329,073	33.0%	46.2%	5,545,209	19.7%	27.9%	18,196,715	18.2%	22.7%	89,407,465	16.8%	21.4%
2020 Q4	329,073	32.0%	44.4%	5,545,209	18.7%	25.7%	18,196,715	16.9%	20.6%	89,323,846	15.6%	20.0%
2020 Q3	329,073	31.6%	40.5%	5,545,209	17.9%	23.7%	18,001,966	16.0%	19.3%	89,084,703	14.7%	19.1%
2020 Q2	329,073	29.6%	37.6%	5,545,209	15.7%	21.3%	17,985,566	14.5%	17.3%	88,840,649	13.5%	17.8%
2020 Q1	329,073	27.5%	35.0%	5,545,209	14.8%	20.6%	17,980,504	13.9%	16.8%	88,814,163	12.9%	16.9%
2019 Q4	329,073	25.5%	32.4%	5,545,209	13.0%	19.1%	17,980,504	13.1%	15.9%	88,611,475	12.1%	15.9%
2019 Q3	329,073	27.6%	34.1%	5,545,209	11.7%	18.0%	17,902,645	12.0%	15.2%	88,506,959	11.7%	15.5%
2019 Q2	329,073	24.9%	32.1%	5,545,209	11.1%	18.0%	17,893,645	11.9%	15.5%	88,483,507	11.3%	15.3%
2019 Q1	329,073	20.0%	30.5%	5,505,209	10.4%	16.8%	17,853,645	11.0%	14.7%	88,072,604	10.7%	14.6%
2018 Q4	329,073	16.2%	24.1%	5,505,209	10.4%	14.5%	17,847,045	10.4%	13.0%	88,053,619	10.3%	14.1%
2018 Q3	329,073	16.2%	24.6%	5,505,209	10.4%	14.0%	17,821,873	8.8%	11.6%	88,024,247	9.6%	13.3%
2018 Q2	329,073	15.7%	23.3%	5,505,209	9.1%	15.1%	17,821,873	8.1%	12.1%	87,969,907	9.3%	13.4%
2018 Q1	329,073	14.0%	21.6%	5,505,209	9.0%	14.4%	17,821,873	7.8%	10.7%	87,944,098	8.6%	12.5%
2017 Q4	329,073	16.4%	24.4%	5,505,209	8.4%	14.0%	17,821,873	8.1%	10.7%	87,915,494	8.2%	11.9%
2017 Q3	329,073	16.0%	24.5%	5,505,209	7.4%	13.4%	17,821,873	8.3%	11.7%	87,847,073	8.1%	12.1%
2017 Q2	329,073	16.0%	25.3%	5,505,209	7.1%	13.1%	17,821,873	7.9%	10.9%	87,763,433	8.1%	11.2%
2017 Q1	329,073	20.2%	27.0%	5,505,209	7.0%	12.9%	17,802,373	7.0%	10.4%	87,724,476	7.9%	11.2%
2016 Q4	329,073	18.7%	26.4%	5,505,209	7.3%	12.2%	17,802,373	7.1%	10.7%	87,724,476	7.5%	10.8%
2016 Q3	329,073	13.0%	25.7%	5,505,209	6.9%	11.9%	17,802,373	6.5%	10.1%	87,724,476	7.5%	10.9%
2016 Q2	329,073	9.9%	24.6%	5,504,159	7.9%	13.8%	17,786,437	6.8%	10.5%	87,653,816	7.8%	11.2%
2016 Q1	329,073	11.9%	20.7%	5,504,159	7.4%	13.3%	17,785,727	6.2%	8.9%	87,634,687	7.7%	10.7%
2015 Q4	329,073	9.3%	20.1%	5,504,159	7.1%	12.2%	17,693,844	5.7%	8.4%	87,542,804	7.8%	10.7%
2015 Q3	329,073	10.4%	21.1%	5,504,159	5.8%	10.4%	17,545,697	7.1%	8.3%	87,096,860	8.0%	10.5%
2015 Q2	329,073	9.8%	21.2%	5,504,159	4.8%	8.5%	17,545,697	6.7%	8.1%	87,053,581	8.0%	10.4%
2015 Q1	329,073	11.3%	20.7%	5,504,159	4.9%	8.7%	17,532,367	6.9%	9.2%	87,011,605	7.9%	10.2%
2014 Q4	329,073	10.8%	19.8%	5,504,159	4.2%	7.9%	17,532,367	6.8%	9.0%	86,622,008	7.7%	10.1%
2014 Q3	329,073	11.3%	18.6%	5,504,159	4.6%	7.0%	17,532,367	7.2%	8.7%	86,583,090	7.8%	10.2%
2014 Q2	329,073	11.4%	18.6%	5,504,159	4.8%	7.0%	17,532,367	7.3%	8.7%	86,536,504	8.1%	10.2%
2014 Q1	329,073	11.4%	17.2%	5,504,159	5.0%	7.1%	17,532,367	7.3%	8.4%	86,528,029	8.0%	10.2%
2013 Q4	329,073	11.2%	17.1%	5,504,159	5.0%	6.9%	17,528,556	7.4%	8.7%	86,514,024	8.1%	10.3%
2013 Q3	329,073	14.6%	21.1%	5,504,159	5.4%	7.6%	17,523,876	5.6%	7.6%	86,468,144	7.8%	10.2%
2013 Q2	329,073	17.1%	21.2%	5,504,159	5.5%	7.1%	17,523,876	6.5%	7.6%	86,432,644	8.1%	10.3%
2013 Q1	329,073	17.2%	23.0%	5,504,159	5.9%	8.4%	17,523,876	6.6%	8.0%	86,333,195	8.1%	10.6%
2012 Q4	329,073	17.9%	24.4%	5,500,359	6.1%	8.3%	17,520,076	6.6%	8.6%	86,320,224	8.2%	10.7%
2012 Q3	329,073	16.4%	22.9%	5,500,359	6.5%	9.5%	17,515,891	6.5%	8.5%	85,961,616	8.2%	10.7%
2012 Q2	329,073	22.3%	23.8%	5,500,359	6.9%	8.7%	17,515,891	6.3%	7.6%	85,929,739	8.1%	10.4%
2012 Q1	329,073	19.8%	21.3%	5,442,480	6.9%	8.7%	17,515,891	6.3%	8.0%	85,867,880	7.9%	10.5%
2011 Q4	329,073	19.9%	21.4%	5,442,480	6.9%	8.5%	17,515,891	5.9%	8.1%	85,845,851	7.8%	10.7%
2011 Q3	329,073	19.8%	21.4%	5,442,480	7.2%	9.5%	17,237,500	6.0%	7.8%	85,563,693	8.0%	10.8%
2011 Q2	329,073	19.8%	21.4%	5,442,480	7.5%	9.2%	17,237,500	5.9%	7.5%	85,451,702	7.9%	10.6%
2011 Q1	329,073	19.9%	20.4%	5,442,480	7.2%	8.7%	17,237,500	5.8%	7.4%	85,451,702	7.7%	10.6%
2010 Q4	329,073	20.2%	24.5%	5,442,480	8.2%	9.9%	17,237,500	5.7%	7.0%	85,446,949	7.6%	10.2%
2010 Q3	329,073	14.4%	18.6%	5,442,480	8.2%	9.8%	17,237,500	5.4%	6.8%	85,407,826	7.5%	10.2%
2010 Q2	329,073	16.0%	19.7%	5,442,480	11.3%	13.6%	17,210,000	5.3%	6.4%	85,174,141	7.7%	10.3%
2010 Q1	329,073	15.9%	18.7%	5,442,480	11.0%	13.4%	17,210,000	5.5%	6.5%	85,160,282	7.8%	10.3%
2009 Q4	329,073	15.9%	18.7%	5,442,480	10.8%	12.8%	17,080,498	5.4%	6.4%	84,961,537	7.5%	10.1%
2009 Q3	329,073	16.3%	16.2%	5,442,480	10.7%	12.5%	17,080,498	5.3%	6.5%	84,961,537	7.5%	9.8%
2009 Q2	329,073	15.9%	17.2%	5,442,480	10.5%	12.0%	17,080,498	4.4%	5.3%	84,889,589	7.2%	9.2%
2009 Q1	329,073	15.4%	16.8%	5,442,480	11.3%	12.5%	17,080,498	4.5%	5.2%	84,862,849	7.0%	9.0%
2008 Q4	329,073	6.5%	15.4%	5,442,480	9.8%	11.2%	17,080,498	3.9%	4.8%	84,523,963	6.1%	7.9%
2008 Q3	329,073	8.2%	13.6%	5,442,480	8.6%	10.2%	17,064,912	3.4%	4.2%	84,295,489	5.4%	7.0%
2008 Q2	322,154	4.0%	12.3%	5,435,561	8.1%	10.1%	17,034,900	2.7%	3.7%	84,038,992	4.9%	6.4%
2008 Q1	322,154	4.3%	14.8%	5,435,561	7.9%	9.7%	16,822,891	2.7%	3.6%	83,560,969	4.3%	5.7%
2007 Q4	322,154	2.1%	4.7%	5,435,561	3.9%	4.9%	16,627,523	2.0%	2.7%	83,272,655	3.7%	4.9%
2007 Q3	322,154	1.7%	6.6%	5,435,561	4.0%	5.6%	16,618,837	2.0%	2.7%	83,153,017	3.5%	4.8%
2007 Q2	322,154	3.2%	6.6%	5,435,561	4.2%	5.6%	16,567,205	2.1%	2.8%	83,011,544	3.5%	4.8%
2007 Q1	322,154	3.5%	6.1%	5,435,561	4.3%	5.5%	16,555,079	2.3%	3.0%	82,844,999	3.3%	4.6%
2006 Q4	322,154	3.3%	3.3%	5,435,561	4.7%	5.3%	16,531,751	2.7%	3.1%	82,415,851	3.5%	4.4%
2006 Q3	322,154	5.7%	3.9%	5,428,841	4.8%	5.4%	16,431,441	3.1%	3.0%	82,288,391	3.8%	4.4%
2006 Q2	322,154	5.3%	5.1%	5,426,649	4.9%	4.9%	16,431,441	3.2%	3.5%	82,014,058	3.8%	4.3%
2006 Q1	322,154	5.1%	5.1%	5,410,288	5.3%	5.8%	16,405,898	2.8%	3.5%	81,786,104	3.8%	4.4%

EXHIBIT I

Westwood Village Parking Study

MEMORANDUM

To: Westwood Village Improvement Association

From: Civic Enterprise Associates LLC

Date: September 30, 2013

Re: **Westwood Village Parking Study**

1. **OVERVIEW & SUMMARY**

The Westwood Village Improvement Association (WVIA) retained Civic Enterprise Associates LLC (CEA) to complete a parking study for the commercial center of Westwood Village. The intent of this effort was to provide data and analysis that can inform parking policy and operations in Westwood into the future, improving visitor perceptions, business success and resident quality of life. Following is a summary of the findings and recommendations:

Findings:

- There is substantial parking in Westwood Village—6,298 spaces generally accessible to visitors.
- At all times of day there are many unused spaces (no fewer than 1,000), even though parking meters are full much of the time.
- At certain times, a large proportion (>40%) of on-street spaces are occupied by cars displaying disabled parking placards. The high level of disabled placard use significantly impacts metered parking availability in the Village.
- A weekday survey of people walking in Westwood Village found that a majority of daytime visitors did not drive into the Village—most had walked, bike or ridden transit from their prior destination.
- Stakeholders place a higher priority on convenient parking than inexpensive parking.

Recommendations:

- a. Increase on-street parking supply by converting unnecessary loading zones to metered spaces.
- b. Increase meter availability by implementing demand-based pricing and advocating changes to California's disabled parking placard laws.
- c. Increase availability of short-term spaces at the Broxton Garage (owned by City of L.A.) by eliminating monthly parking permits there.
- d. Make underutilized parking in office buildings available to Westwood Village employees during evening and weekend hours.
- e. Promulgate "good neighbor" parking policies among private operators.
- f. Help drivers locate parking easily and form realistic pricing expectations through wayfinding signage and online tools.

2. **OBJECTIVES**

During the study process, the Westwood Village Improvement Association (WVIA) and CEA engaged a steering committee of local stakeholders—property owners, business representatives and area residents—to help guide the efforts and solidify goals. CEA also participated in several public meetings of the Westwood Village Improvement Association and conducted both online and in-person stakeholder surveys to help define the study's goals. In this context, the study's objectives were defined as follows:

- a. Characterize parking conditions comprehensively, including inventory and utilization.
- b. Collect stakeholder and City insights and opinions.
- c. Make recommendations to increase the utilization of existing parking, improve the parking experience for Westwood Village Visitors, encourage “park-once” behavior (i.e., visitors patronizing multiple destinations without moving their cars), and facilitate neighborhood-supported businesses.

3. STUDY AREA

The Study Area comprises an approximately 13-block, 72-acre portion of Westwood Village, generally including the commercial properties between Wilshire Boulevard to the south and Le Conte Avenue to the north. The Study Area is illustrated in Figure 1, below.

Figure 1. Westwood Village Parking Study Area



4. DATA COLLECTED & METHODOLOGY

- a. **Parking Inventory.** CEA determined the total number of parking spaces in the Study Area through physical inspection of the public right-of-way and private facilities. The inventory includes on-street spaces (metered and unmetered), and off-street spaces (in surface lots and in parking structures).

Westwood Village’s parking supply consists of on-street metered spaces, on-street spaces with restrictions (such as loading zones, taxi zones and police parking), off-street spaces on private properties

(structures and lots) and off-street spaces in publicly owned facilities (such as the City-owned Broxton garage and UCLA's Structure 32).

To complete our inventory, CEA physically inspected the spaces and supplemented the findings with building record research and, in some cases, owner-provided data.

- b. **Parking Utilization.** CEA completed a utilization study of all accessible parking, both on- and off-street, in order to better understand the dynamics in the Village. We followed standard City of Los Angeles Department of Transportation (LADOT) methodology for completing the utilization study. We completed physical surveys between 9 a.m. and midnight on February 9, 2012, a typical Thursday (chosen to reflect the conditions on a busy farmers' market day) and February 11, 2012, a typical Saturday. UCLA was in session and weather was normal on both days.

Every hour, we recorded whether or not a car was parked in each on-street and off-street parking space to which we had access. We recorded license plate numbers of cars parked in on-street spaces to allow documentation of length of stay/turnover.

To calculate the occupancy rate during every hour, we used the following formula:

$$\text{OCCUPANCY \%} = \# \text{ OF CARS OBSERVED} / \# \text{ OF PARKING SPACES}$$

Because some metered spaces convert to passenger loading zones at night, while yellow commercial loading zones convert to legal parking spaces after 6 p.m., the number of on-street spaces at any hour varied.

Some property owners declined to provide our data collection team access to their parking structures; their properties were not included in our occupancy study.

- c. **Stakeholder Insights & Opinions.** We worked with the Westwood Village Improvement Association to convene a Steering Committee of property owners, business representatives, UCLA, and area residents. We also conducted an online survey of residents, an intercept survey of people walking through Westwood Village on a typical weekday and worked with UCLA, which kindly conducted an employee survey to supplement the data available for this Study.

5. **RESULTS & FINDINGS**

- a. **There is a substantial parking supply in Westwood Village.**

- i. **Inventory**

There are 6,298¹ parking spaces serving destinations in Westwood Village.² This yields an "as-built" parking ratio of 2.2 spaces per 1,000 SF of building. We note that while this is a lower parking ratio than zoning code would require for newly-built projects, it is generally consistent with parking ratios in other mixed-use walking areas of L.A. and elsewhere in California.³

¹ This total does not include the 640 permit-only spaces at UCLA Structure 32.

² Based on 2.9 million SF of buildings according to L.A. County Assessor's records.

³ The Sunset Strip area of West Hollywood which has 7,696 parking spaces and 3.6 million SF of building, yielding a similar ratio of 2.1 spaces per 1,000 SF of building. The Melrose Avenue corridor of West Hollywood has a parking ratio of 2.0 spaces per 1,000 SF. Source: Civic Enterprise (parking inventories) and L.A. County Assessor's Office (building data).

Figure 2

Westwood Village Parking by Type

On-Street	527
Metered	452
Loading and Other	75
Off-Street (Visitor-Accessible)	5,741
Privately-Owned	5,252
UCLA Structure 32 public spaces	124
Broxton Garage (City-Owned)	365
Total Visitor Accessible Spaces	6,268

More than 90% of this parking is concentrated in just 13 off-street facilities, each of which has more than 75 spaces.

ii. **Pricing & Operations**

Privately Owned Parking

During daytime business hours, **the median off-street facility (i.e., lot or structure) charges \$8.25 for the first hour** of parking with a maximum daily parking fee of \$12. The highest observed posted parking fees were at 10861 Weyburn (Target, Ralph's, Best Buy), which charges \$40 for the first hour with a \$50 daily maximum for tickets without validation. Parking at this location is free for two hours with validation, suggesting that the relatively high price is intended to encourage turnover and discourage non-customer parking, which is presumed to boost retail performance. Many structures provide free or low-cost parking for customers/patrons of on-site businesses for one or two hours; therefore, many parkers do not pay the posted parking rates.

During evening hours, the median price for private off-street parking is \$6.50, generally charged as a flat rate. There is less variability in evening rates among parking facilities, and therefore greater predictable for people driving to Westwood Village businesses during the evening. Facilities offer monthly parking at prices ranging from \$100 per month to \$180 per month, with a median price of \$140.

Other parking facilities, particularly small lots behind retail stores, restrict access to customers or employees only. Some do not allow any visitor parking at all.

It is important to note that private **off-street parking prices can change substantially based on day, time and whether or not special events in the Village (such as movie premieres) create a spike in demand.**⁴ We observe that this lack of pricing stability creates a lack of predictability for patrons visiting the Village, which may be a barrier to attracting casual patrons.

On-street Parking

On Westwood Boulevard, Broxton and surrounding blocks, parking meters operate from 8 a.m. every day to 8 p.m. Sunday through Thursday, and to Midnight on Fridays and Saturday. On most other streets, they operate from 8 a.m. to 8 p.m. Monday through Saturday and from 11 a.m. to 8 p.m. on Sundays.

Meters are generally priced at \$1.00 per hour with a maximum time limit of two hours.

⁴ Comments from Steering Committee and interviews with private parking operators.

Broxton Garage

The L.A. City garage at 1036 Broxton Avenue has 365 spaces and offers visitors two hours of free parking (no validation required) between 7 a.m. and 6 p.m. For stays of two hours or longer, drivers pay \$4.50 an hour with a daily maximum of \$9. The flat rate after 6 p.m. is \$3.

The City sells monthly parking passes based on an assessment of parking availability.⁵ 76 monthly parking permits are issued on average, representing 20% of the facility's capacity. The passes cost \$125 per month.

As of 2011, the City collects total annual revenues of \$743,000 from the Broxton Garage: \$618,000 from transient (hourly) parkers and \$125,000 from monthly parkers. Monthly parking passes account for about 20% of total revenue.⁶

b. There are many unused spaces at all times even though meters are nearly always full.

At all times, there are more than 1,000 parking spaces available in Westwood, even during the weekday peak hour of 1 p.m. to 2 p.m.

That said, parking meters are effectively full⁷ starting as early as 9 a.m. on a typical weekday and do not show meaningful availability until after 10 p.m. on a typical weekday or 11 p.m. on a typical Saturday. The Broxton structure operates below maximum occupancy⁸ before noon and after 5 p.m. on weekdays, and most of the day on weekends, with more than 150 available spaces at nearly all times on Saturday. Importantly, because on-street spaces are the most visible source of public parking, full meters in Westwood contribute to the false perception that there is a parking shortage in Westwood.

The graphs and charts on the following pages show that, while the occupancy of on-street parking spaces is above the 85% target occupancy at nearly all times that Westwood Village businesses are open, the occupancy of private off-street parking spaces is much lower, particularly during the evenings and on weekends.

In addition, because the vast majority of Westwood Village parking is in off-street facilities, there is always a large supply of parking available. For example, between 7 p.m. and 9 p.m. on weekdays, when there are 10 or fewer vacant on-street spaces in all of Westwood Village, there are more than 2,000 vacant off-street spaces.

⁵ Interview with Rene Sagles, LADOT, March 1, 2012

⁶ Data provided by LADOT on March 1, 2012:

<https://docs.google.com/open?id=0B9Anx1MCWencQWJnbWRuMnVCVFk>

⁷ In general, on-street parking is considered fully utilized when 85% of parking spaces are occupied. Higher occupancy levels can generate negative consequences, including "cruising" for empty spaces and blocking lanes waiting for vehicles to leave parking spaces.

⁸ We conservatively use 85% as the maximum effective operating occupancy. Because off-street parking lots generally can be used more efficiently than on-street parking (it is often easier to see vacant spaces, queueing while waiting for space to become vacant does not create traffic congestion, etc.) many planners and parking operators use higher effective occupancy rates of 90% or 95%.

Figure 3: Percent of Parking Spaces Occupied Weekday—By Parking Type

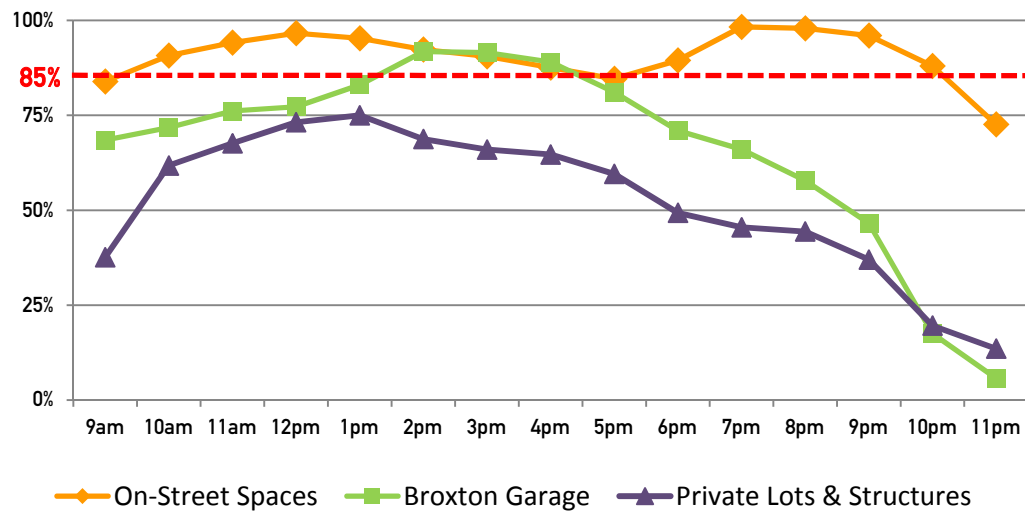
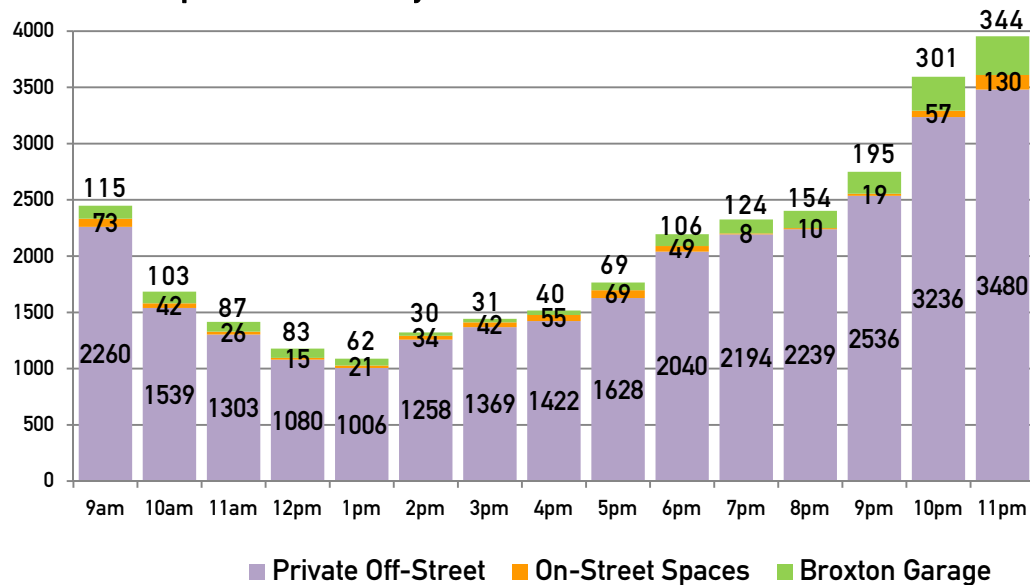
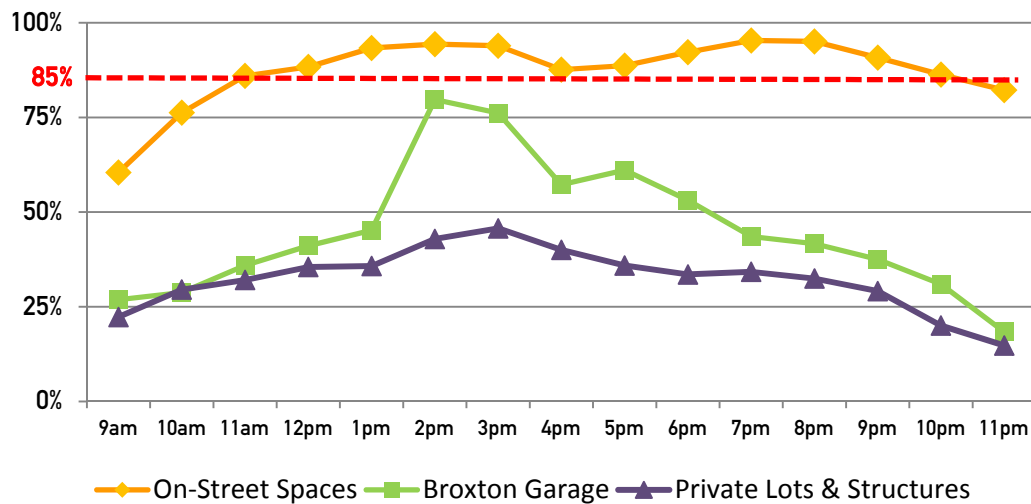


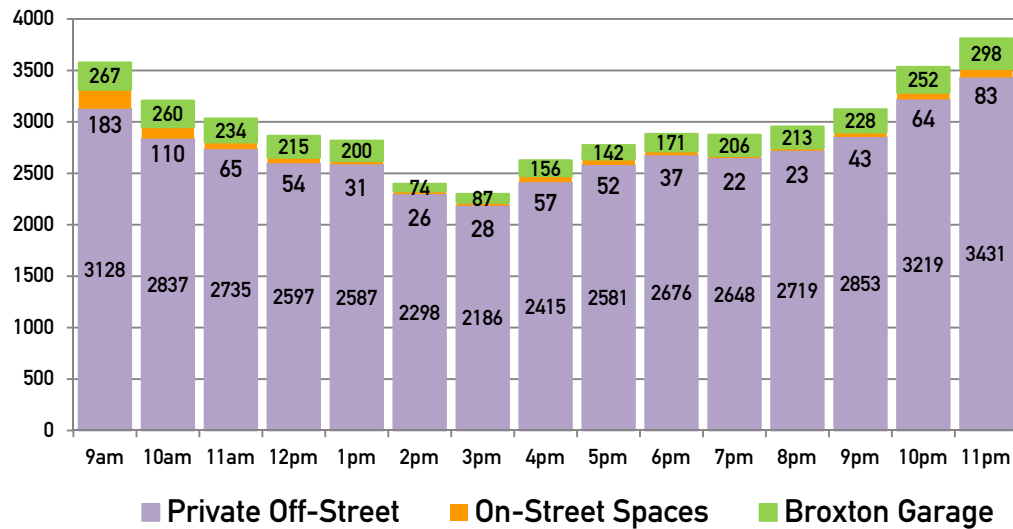
Figure 4: Number of Vacant Parking Spaces—Weekday



**Figure 5: Percent of Parking Spaces Occupied
Weekend--By Parking Type**



**Figure 6: Number of Vacant Parking
Spaces--Weekend**



c. A large proportion of spaces are occupied by vehicles displaying disabled parking placards.

During our utilization survey, we noted a large proportion of spaces occupied by cars displaying disabled parking placards. During one survey hour, more than 40% of spaces in the Village were occupied by cars with disabled placards.



North side of Le Conte Avenue, east of Westwood Boulevard.

Figure 7, below, provides a more complete picture of the impact of disabled placard use in Westwood Village, indicating the percentage of spaces occupied by cars displaying disabled parking placards during a peak-hour snapshot..

Figure 7: Disabled Parking Placards by Block

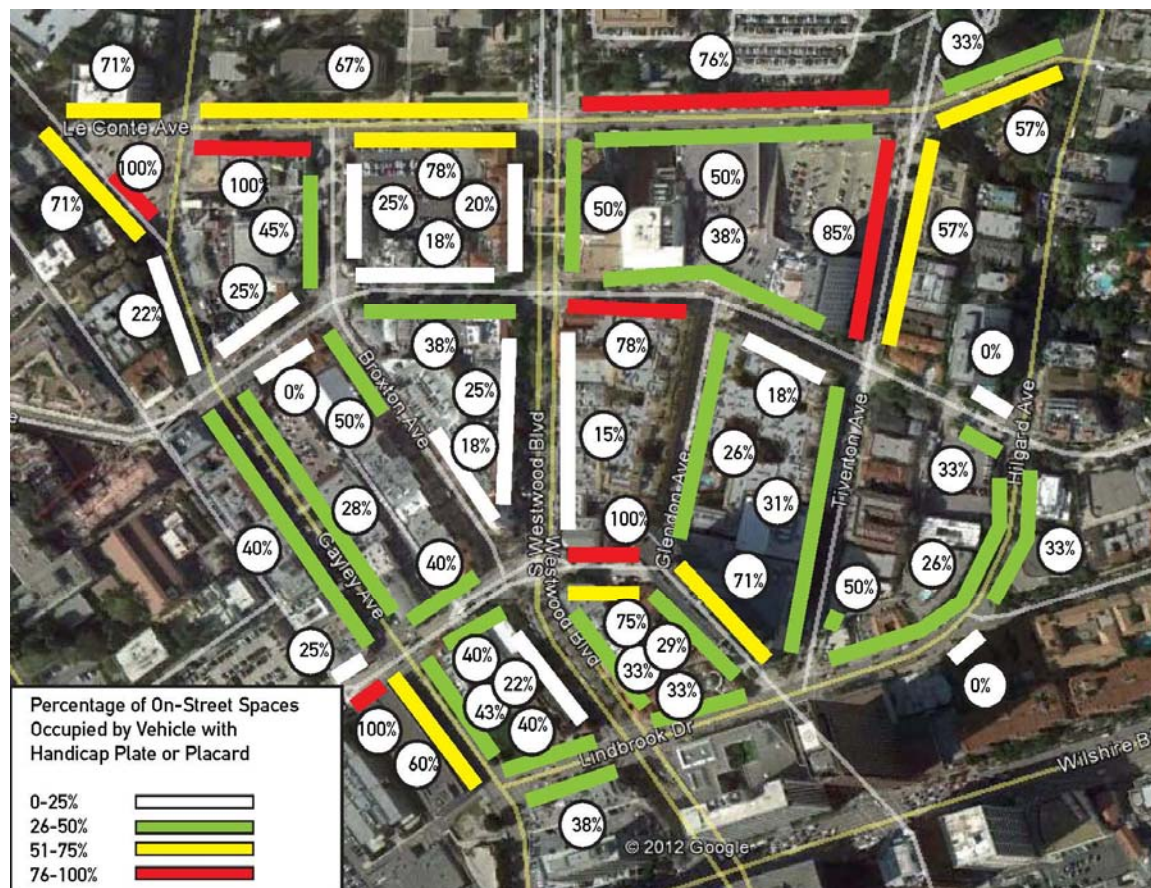


Figure 8 provides another perspective by showing (1) the average length of stay for vehicles parked in on-street spaces on each block; and (2) the proportion of meter-hours on each block consumed by vehicles parked longer than four hours (double the posted 2-hour time limit). The percent figures were calculated as follows:

$$\frac{\text{SUM OF METERS OCCUPIED EACH HOUR BY VEHICLE STAYING LONGER THAN 4 HOURS}}{\text{SUM OF METERS OCCUPIED EACH HOUR BY ANY VEHICLE}}$$

Figure 8: Average Length of Stay/Long-Term Parking by Block



d. Stakeholder surveys

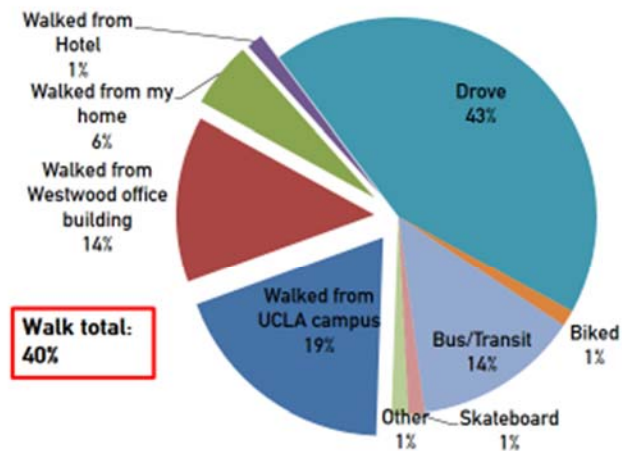
Three stakeholder surveys were conducted in April 2012 as part of this study:

- An online survey distributed through local resident organizations conducted by CEA (104 responses)
- An online survey of UCLA employees conducted by the UCLA Events & Transportation office (315 responses)
- An intercept survey of pedestrians in Westwood Village conducted on a weekday afternoon by CEA (74 responses)

Following are key findings of these surveys:

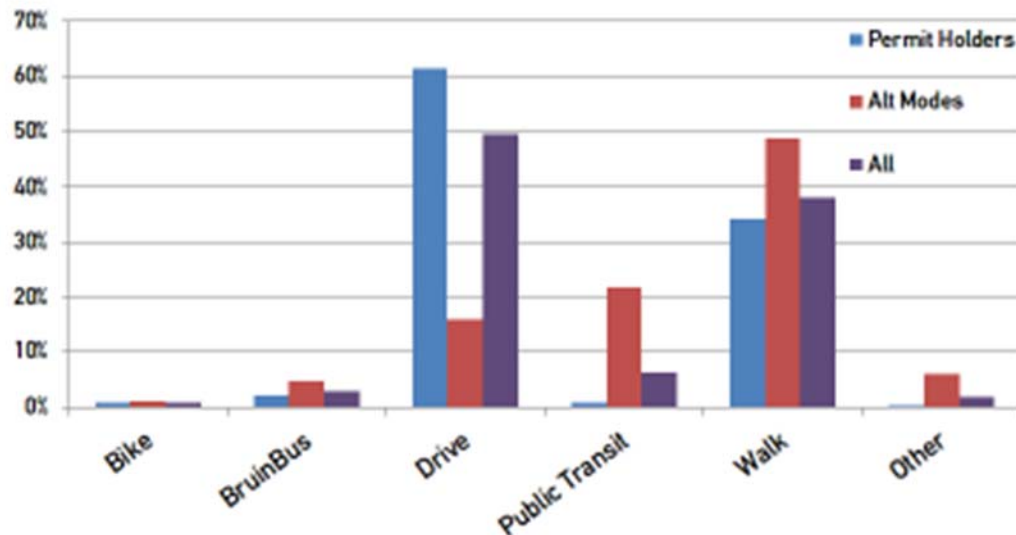
- i. The majority of daytime visitors to the Village arrive by a mode other than the single-occupant automobile.

Figure 9. Pedestrians: How did you get to Westwood today?



Source: CEA Pedestrian Intercept Survey

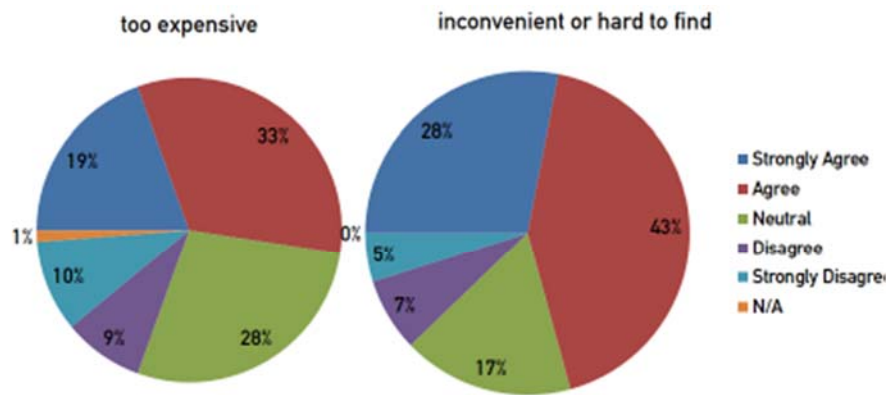
Figure 10. UCLA Employees: How do you get to/from Westwood Village?



Source: UCLA Employee Survey

ii. Parking convenience is more important than pricing.

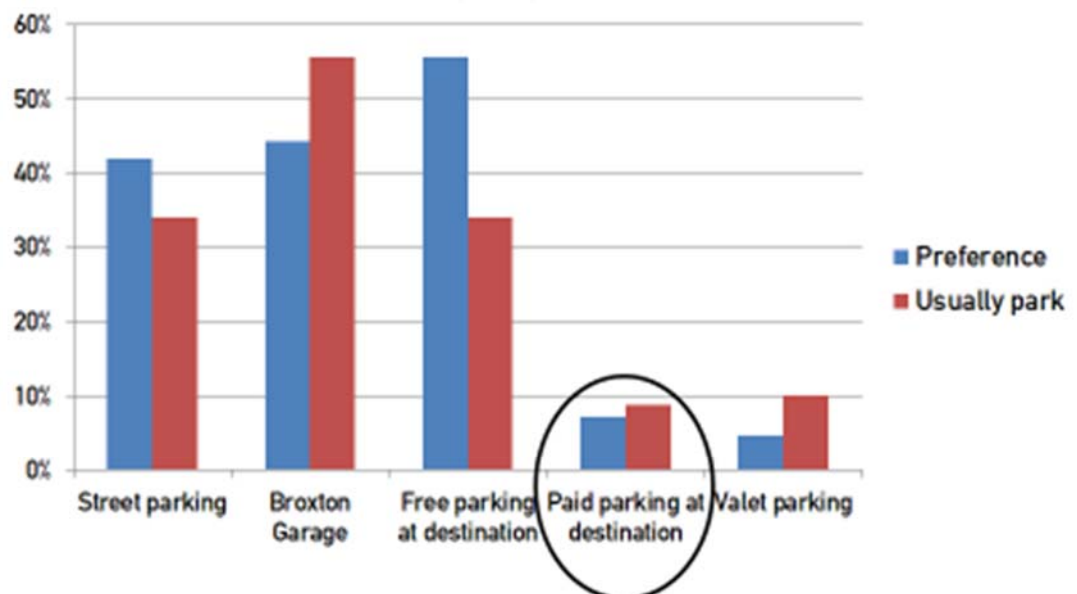
Figure 11. Residents: Parking in Westwood Village is . . .



Source: CEA Residents Survey

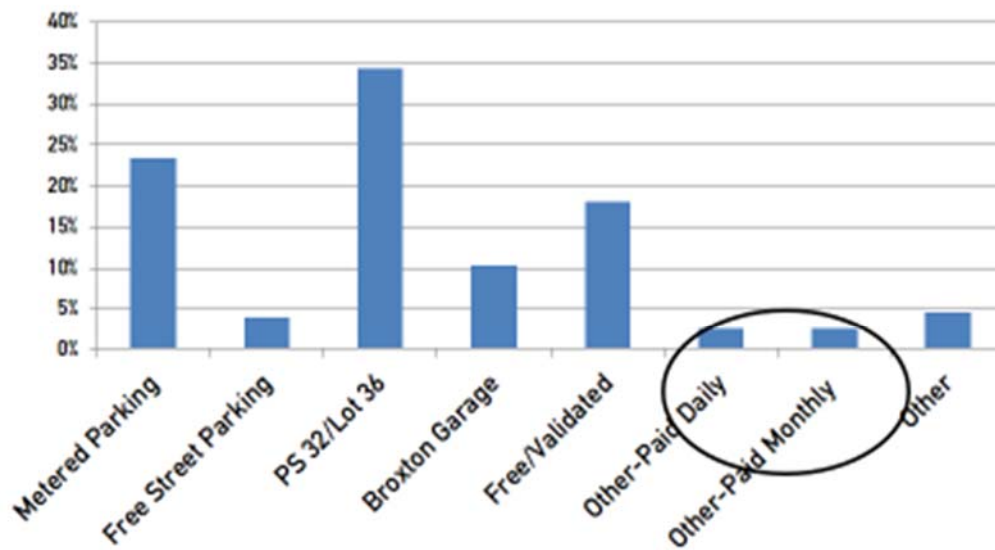
iii. At the same time, even though the market price for off-street parking is relatively high, most survey respondents do not regularly pay the market price for parking.

Figure 12. Residents: When you go to Westwood Village, where do you usually park?



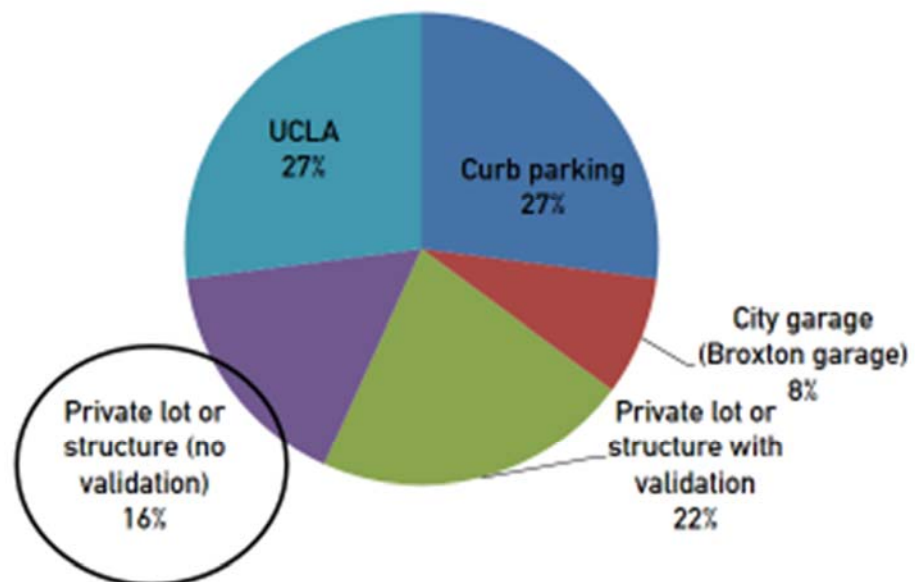
Source: CEA Residents Survey

Figure 13. UCLA Employees: Where do you park in Westwood Village?



Source: UCLA Employee Survey

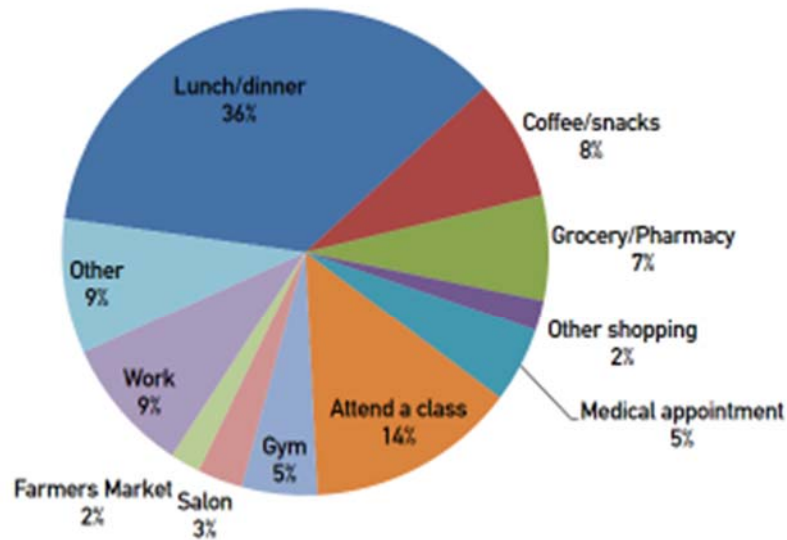
Figure 14. Pedestrians: If you drove to Westwood today, where did you park?



Source: CEA Pedestrian Intercept Survey

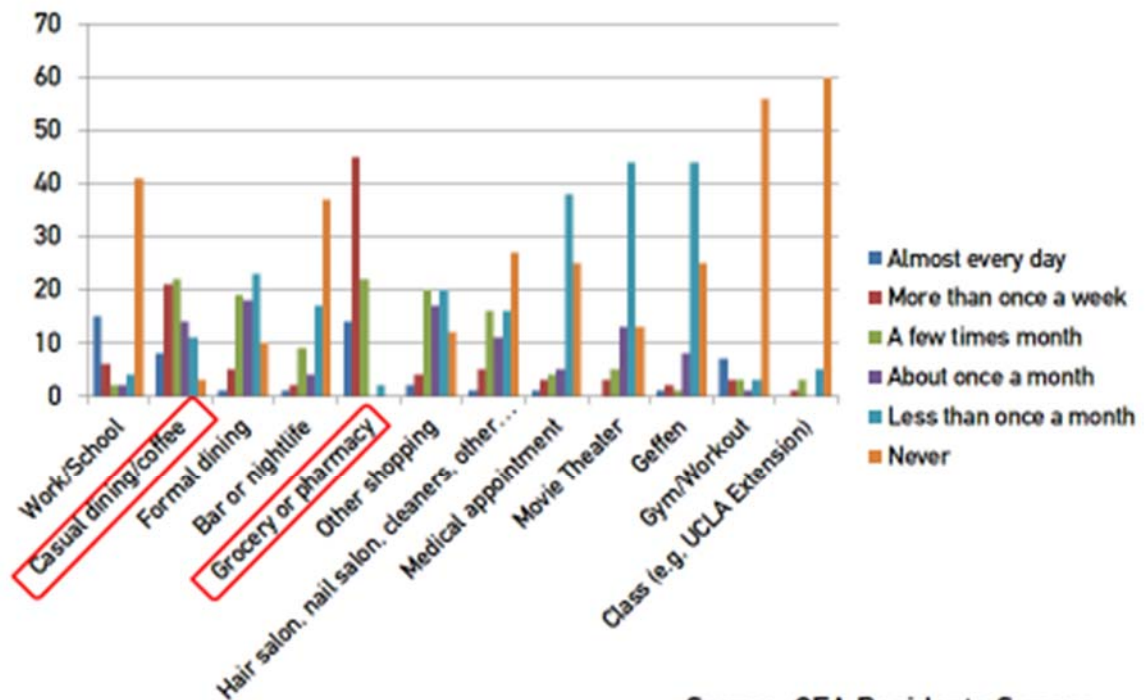
iv. Most visits to the Village are for dining and grocery shopping.

Figure 15. Pedestrians: Why did you come to Westwood Village today?

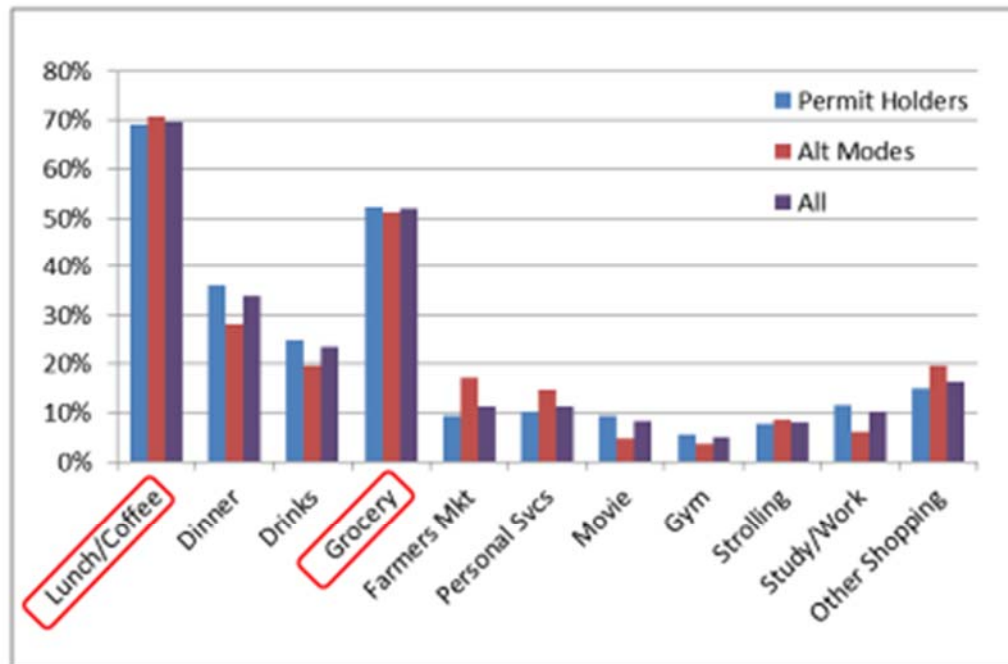


Source: CEA Pedestrian Intercept Survey

Figure 16. Residents: How often do you visit Westwood Village for ... ?



Source: CEA Residents Survey

Figure 17. UCLA Employee Top Reasons for Visiting Westwood Village

Source: UCLA Employee Survey

6. HISTORICAL CONTEXT

Westwood Village parking has been studied many times over the years. In 1962, Wilbur Smith and Associates completed a study on behalf of the City of Los Angeles. That study was updated in 1970. In 1986, Gruen and Associates completed an evaluation of parking alternatives for the Westwood Village Specific Plan EIR. More recently, UCLA's CityLAB addressed parking in its 2011 "Westwood Village Vision" report.

Perhaps the most helpful data come from the 1970 Wilbur Smith report, provides an interesting baseline against which we can measure current conditions.

Figure 18**1970 Data versus 2012 Data**

	1970 (Wilbur Smith)	2012 (CEA)	Change
# of Curb Spaces	480	452	-6%
# of Off-Street Spaces	4,334	5,741	32%
Curbside Peak Occupancy	94%	98%	4%
Public Off-Street Peak Occupancy	84%	92%	10%
Private Off-Street Peak Occupancy	86%	69%	-20%

It is interesting to observe what has changed and what has remained consistent since 1970:

- a. The number of curbside parking spaces has decreased slightly as some traditional curbside spaces have been converted to loading zones in the years since 1970.

- b. The number of off-street parking spaces has grown by almost a third.
- c. Peak curbside occupancy was very high then (94%), as it is now (98%).
- d. Peak occupancy of private off-street parking, on the other hand, is significantly lower today (69%) than it was then (86%), suggesting that the primary effect of building additional off-street parking has been simply to increase supply of off-street parking relative to demand for off-street parking, but not to change demand for curbside parking. As a result, more off-street parking is unlikely to reduce demand for on-street spaces without a more comprehensive approach to parking management, including demand-based pricing of on-street spaces.

7. Recommendations

a. Increase on-street parking supply by converting unnecessary loading zones to metered spaces

There are currently 47 white curb passenger loading or taxi zone spaces, 16 yellow commercial loading spaces and 12 blue disabled parking spaces in Westwood Village. Based on our preliminary assessment of needs, we believe 49 of these spaces could be converted to meters by petition to the LADOT. We recommend that any proposed conversion of restricted space to meter be predicated upon sufficient outreach to potentially impacted businesses.

Figure 19

RECOMMENDED INCREASE IN METER INVENTORY

	Existing	Proposed	New Meters Yielded
White Passenger Loading & Taxi Zones	47	19	28
Yellow Commercial Loading	16	7	9
Blue Disabled	12	0	12
Total Spaces with Special Restrictions	75	26	49
 Two-Hour Meters	 428	 477	 11% increase

b. Increase meter availability by implementing demand-based pricing and advocating changes to California's disabled parking placard laws.

The City of Los Angeles' "Express Park" program offer communities the opportunity to implement "demand-based pricing" for parking meters, adjusting prices up and down by hour and location in order to optimized occupancy. We recommend that WVIA proceed with implementation of an Express Park pilot project.

One factor limiting the ability of demand-based pricing to effectively moderate parking demand in Westwood Village is the large proportion of on-street meters occupied by cards displaying disabled parking placards. These cars may park for an unlimited amount of time at meters for free. Unlimited free parking for placard holders is required under State law. But increasingly, California cities, civic organizations and even disabled advocates are calling for legislative reform to our disabled parking policies. There is an increasing awareness that free parking for placard holders often fails to create adequate access for people with mobility-limiting disabilities, and that the current policy invites abuse.

We recommend that the Westwood Village Improvement Association join other BIDs, community organizations and disabled advocacy groups in California in calling for revisions to the laws that mandate free unlimited parking at meters for any car displaying a placard.

c. Increase availability of short-term spaces at the Broxton Garage (owned by City of L.A.) by eliminating monthly parking permits

In light of the relatively high peak occupancy of the Broxton Garage (92%), we recommend steps to increase the availability of spaces for transit parkers. As noted earlier in this memorandum, the Broxton Garage rents approximately 33% of its spaces to monthly permit holders, which reduces availability for transit parkers. While this does provide revenue stability to the City, it does not provide a service monthly parkers could not receive nearby at the same price, and it decreases the number of free and convenient public parking spaces available to Westwood visitors.

We thus recommend phasing out monthly parking at the Broxton Garage, being sensitive, of course, to those who currently depend on the structure for their monthly parking needs.

d. Make underutilized parking in office buildings available to Westwood Village employees during evening and weekend hours

In other Los Angeles-area communities, employees have proven to be a very significant source of demand for curbside parking spaces. Efforts to increase availability of curbside parking for customers have been enhanced both when restrictions were put in place that limit long-term parking, such as when Santa Monica installed sensors at Downtown meters to enforce turnover in late 2012, and when economical and convenient solutions have been found for lower-wage workers. Glendale, Santa Monica and West Hollywood now all offer employee parking passes for City facilities.

As in many other areas, demand for metered spaces in Westwood peaks during the early evening, a time when many restaurant employees are arriving for work. This is the very time when office building parking structures experience very low levels of utilization. We recommend the WVIA work with local building owners to offer low-cost parking to evening and weekend employees in the Village. In facilities with keycard access control, this could be done at nominal cost to the owner/operator of the parking, and even relatively low monthly charges to users could result in a revenue-positive operation for the parking owner.

e. Promulgate “good neighbor” parking policies among private operators to encourage “Park Once” behavior.

A common complaint we heard from Westwood Village stakeholders is that private off-street parking rates are expensive, unpredictable and, at times, opaque. Contributing to this perception is a practice we observed of operators raising daily maximums and/or flat rates during special event times, such as movie premieres.

To help improve perceptions and clarity among parking customers, we recommend creating and promulgating a “good neighbor” parking policy among private operators. Operators who voluntarily agree to abide by the policy would be eligible to display a branded logo provided by the WVIA indicating that they are a preferred parking provider for the Village.

Such a policy could include items commitments to:

- i. Abide by consistent rates by location
- ii. Forgo price increases during special event periods
- iii. Clearly post parking pricing and policies
- iv. Display Westwood Village standard wayfinding signage



f. Help drivers locate parking easily and set realistic pricing expectation through wayfinding signage and online tools.

In light of the facts that Westwood has more available off-street parking now than it did in 1970, and that stakeholders have consistently indicated their preference for clear and predictable parking over parking that is simply inexpensive, we recommend the WVIA take steps to better educate visitors about parking locations and rates, in order to help them set realistic expectations as early as possible in their visitor experience.

The two key avenues for implementing this recommendation are:

- i. **Wayfinding Signage**, posted at key locations in the Village, to help visitors find parking and other destinations quickly and easily; and
- ii. **Online Tools**, such as ParkMe™, which allow visitors to identify parking locations and rates on their computers and smartphones.

It is worth noting as facilities agree to follow the sort of “good neighbor” policies discussed in (e) above, the improved consistency and transparency may also improve visitor perceptions.

g. Conclusion

Westwood Village suffers from a common problem in commercial districts: a large supply of physical parking spaces that are indeed available for public parking, but inefficient allocation of parking among users. In plain English, parking meters are overcrowded while off-street parking sits largely vacant. (Again, we note that from 1970 to today, the additional off-street parking that has been built appears to have reduced crowding in off-street facilities but has done nothing to relieve pressure on curbside spaces.) The result is an inaccurate perception that “there is no parking” in Westwood Village. With more active and effective management of the existing parking resources, however—including adding new metered spaces, increasing availability of curbside parking through price adjustments and hoped-for changes in disabled placard laws, and programs to make off-street parking more attractive to Westwood Village employees and visitors—the area could offer an improved parking experience both for visitors and for residents. We would be pleased to assist in the implementation of any follow-up efforts.

APPENDIX A – WESTWOOD VILLAGE OFF-STREET PARKING INVENTORY

ID	Name	Address	Total Striped Spaces	Max Occupancy (1)	Peak Occupancy	Peak Occupancy %	Peak Time
1	Broxton Garage (City Owned)	1036 Broxton	365	365	335	92%	2-3 p.m. Thursday
2	Parking structure at Weyburn	1015 Hilgard	225	225	155	69%	2-3 p.m. Thursday
3	Surface lot west of Westwood	10924 Le Conte	145	145	124	86%	1-2 p.m. Thursday
4	Surface lot behind Tommy Taco & Gushi	10975 Weyburn	32	46	46	100%	12-1 p.m. Thursday
5	Surface lot behind CVS	10916 Weyburn	39	47	47	100%	2-3 p.m. Thursday
6	UCLA Structure 32	1100 Veteran	124	124	111	90%	9-10 a.m. Thursday
8	Surface lot btwn Barney's Beanery & CPK	1013-31 Broxton	56	62	62	100%	7 p.m. Thursday
9	Office building at Le Conte	924 Westwood	334	334	259	78%	1-2 p.m. Thursday
10	Target, Ralph's and Best Buy	10861 Weyburn	643	643	224	35%	12-1 p.m. Thursday
11	Palazzo (West Side)	1001 Glendon (gen. access space)	32	31	20	65%	12-1 p.m. Thursday
12	Palazzo (East Side)/Trader Joes	1000 Glendon (gen. access space)	435	435	336	77%	1-2 p.m. Thursday
13	Office building (Napa Valley Grille)	1100 Glendon	635	635	522	82%	12-1 p.m. Thursday
14	Whole Foods	1050 Gayley (Lower)	84	84	56	67%	3-4 p.m. Saturday
14		1050 Gayley (Roof)	97	97	95	98%	11-12 p.m. Thursday
15	Retail and offices at Kinross	1101 Gayley	205	205	82	40%	3-4 p.m. Thursday
16	Westwood Village Square	1101 Westwood	221	221	157	71%	1-2 p.m. Thursday
17	Retail and UCLA Extension	10920 Lindbrook	73	73	72	99%	11-12 p.m. Thursday
18	Westwood Medical Plaza/L.A. Fitness	10921 Wilshire	310	310	217	70%	10 a.m. Thursday
19	Le Conte/ Broxton/ Weyburn/ Gayley	Small lots on block	49	48	48	100%	6-7 p.m. Thursday
20	Le Conte/ Westwood/ Weyburn/ Broxton	Small lots on block	44	44	31	70%	1-2 p.m. Saturday
21	Weyburn Av/ Gayley/ Kinross/ Weyburn Pl	Small lots on block	61	56	41	73%	1-2 p.m. Saturday
22	Weyburn Av/ Broxton/ Kinross/ Gayley	Small lots on block	72	71	58	82%	12-1 p.m. Saturday
23	Weyburn Av/ Westwood/ Kinross/ Broxton	Small lots on block	27	27	27	100%	3-5 p.m. Thursday
24	Weyburn Av/ Glendon/ Kinross/ Westwood	Small lots on block	42	42	26	62%	4-5 p.m. Thursday
25	Kinross/ Westwood/ Lindbrook/ Gayley	Small lots on block	7	7	7	100%	10-11 a.m. Thursday
26	Kinross/ Glendon/ Lindbrook/ Westwood	Small lots on block	28	28	24	86%	2-3 p.m. Thursday
27	Weyburn Av/ Hilgard/ Lindbrook/ Tiverton	Small lots on block	21	25	25	100%	8-9 p.m. Saturday
OFF-STREET SUBTOTAL SURVEYED			4,406	4,430	3,020	68%	1-2 p.m. Thursday
28	Center West	10877 Wilshire	782	n/a	n/a	n/a	Owner declined
29	Occidental Petroleum Building	10889 Wilshire	553	n/a	n/a	n/a	Owner declined
OFF-STREET SUBTOTAL NOT SURVEYED			1,335				
TOTAL OFF-STREET PARKING (2)			5,741				

(1) The greater of (a) striped spaces or (b) maximum occupancy observed with attendant parking

(2) Excludes permit-only spaces, such as portions of UCLA Structure 32, and spaces in exclusively residential properties within Westwood Village