

III. PROJECT DESCRIPTION

A. PROJECT LOCATION AND OVERVIEW

Casden Glendon, LLC. (the “Applicant”) is requesting approval for Palazzo Westwood, a 528,490-square foot mixed-use Project in Westwood Village, on the southwest corner of Weyburn and Tiverton Avenues (**Figure III-1**, Regional Location Map, and **Figure III-2**, Project Vicinity Map, **Figure III-3a**, ALTA Survey Map, and **Figure III-3b**, Preliminary Parcel Map) on a 185,119.2-square foot, 4.25-acre site. The site is zoned C4-2D-O. Palazzo Westwood will feature a 350-unit (413,490-square feet) upscale, contemporary residential apartment community and 115,000 square feet of retail space. The retail component will consist of a variety of neighborhood-serving shops and services, including uses such as drug stores, markets, clothing stores, home furnishing stores and other similar types of retail establishments.¹ One or more restaurants with outdoor dining may also be featured.² Project renderings, as shown on the cover of this document and in **Figure III-4**, depict the proposed development.

Palazzo Westwood will be constructed on privately owned, primarily vacant lots. The majority of the east side of the property is currently used for at-grade public parking and the majority of the west side is vacant. The site will also encompass the space currently occupied by the Glendon Manor apartment building on the east side of Glendon Avenue and the remainder of the block north of the Moustache Café on the west side of Glendon Avenue, including the existing Mann Plaza motion picture theater (the theater will not be retained as part of the Project). Prior to or during construction, the Applicant will record a Lot Tie Agreement to join all the lots on the site.

B. PROJECT DESIGN

Project Architecture

Palazzo Westwood has been designed to complement the architectural character of Westwood Village. The development plan is intended to meet the overall aesthetic and architectural goals of the Westwood Village Specific Plan (the “Specific Plan”). Spanish Colonial Revival architecture with substantial architectural detail will be featured throughout the Project. In compliance with the Specific Plan, there will also be architectural elements such as, a varied roofline, façade variations and balconies, that enhance the Project’s Spanish Colonial style.

The development consists of 528,490 square feet, of which 460,050 square feet is net new development. The Project has an overall density of 2.85 to 1 Floor Area Ratio (“FAR”). **Table III-1**, below identifies existing, proposed, and net new development floor space.

The Applicant has recently³ removed several vacant commercial structures located on the west side of Glendon Avenue, just south of Weyburn Avenue. Currently, the 652-seat Mann Plaza movie theater located at 1067 Glendon Avenue is in use, while the Glendon Manor apartment building at 1070 Glendon Avenue is vacant. Both structures will be removed as part of the Project.

¹ The analysis in this document assumes that a supermarket, which has greater impacts than other shopping center uses, will be included as part of the project. Thus, this analysis does not underestimate Project impacts. The Alternatives Section includes analysis of several shopping center alternatives without a supermarket.

² Note that if one or more of these may include outdoor dining in the public right-of-way on the sidewalk, future tenants will be required to obtain additional approval. All restaurants, if any, will front on Glendon Avenue; thus Project outdoor dining could occur only on Glendon Avenue.

³ Summer of 2002.

Figure III-1 Regional Location Map

Figure III-2 Vicinity Map

Figure III-3a ALTA Survey Map

Figure III-3b Preliminary Parcel Map

Figure III-4 Project Renderings

While variations from the Specific Plan are proposed, most are required because a hotel use was previously approved for this site, and the Specific Plan provisions for this site were amended specifically to permit that hotel development. The Applicant is now proposing a mixed use project, which requires variations from several of the Specific Plan's hotel-based provisions. Overall, the Project is designed to preserve the integrity and spirit of the Specific Plan. (See **Section III.E**, Intended Uses of the EIR, below, which lists amendments and other entitlement requirements.)

Table III-1
Existing-Built and Proposed Project Land Uses

Land Use	Existing-Built (sq. ft.)	Proposed Project (sq. ft.)	Net New Development (sq. ft.)
Retail/ Restaurants	29,400 ⁽¹⁾	115,000 ⁽²⁾	85,600 ⁽²⁾
Movie Theater	12,000	0	-12,000
Residential Apartments	27,040	413,490	386,450
Total Bldg. Floor Area	68,440	528,490	460,050
⁽¹⁾ Area calculation based upon actual square footage of the commercial structure demolished summer of 2002 (Demolition Permit No. 02019-10000-00761). Since the building was occupiable at the time of the NOP, credit is given for this square footage. The Traffic analysis (and Air Quality and Noise calculations based upon traffic impacts) utilize a lower square footage of 24,400, because this is the amount of credit for existing uses that has been granted to the site by the Los Angeles Department of Transportation (LADOT). Since the Traffic, Air and Noise analysis takes less credit for existing uses, and the "net new" development calculation is higher, these sections conservatively estimate greater impacts than they would using the actual square footage shown in this Table. ⁽²⁾ May include a Supermarket up to 54,000 square feet in size; if a Supermarket is included, restaurants at up to 9,150 sq. ft. may be included. If a Supermarket is not included, restaurants at up to a total of 15, 000 sq. feet may be included. In either case, restaurants, will only be located where they front on Glendon Avenue. The EIR analyzes the most intensive uses for each analysis issue, in order to not underestimate impacts.			

The Proposed Project is situated on three parcels - Parcels "A" (2.724 acres) and "C" (0.292 acres) on the east side of Glendon Avenue, and Parcel "B" (1.234 acres) on the west side of Glendon Avenue totaling 4.25 acres.⁴ The overall site has a 19-foot grade differential between the most northern portion of the properties at Weyburn Avenue and the most southern portion of the property.

Project Height

The Proposed Project buildings (including roofs, roof structures and parapet walls) will be no higher than 65 feet from the highest point of the roof to the elevation of the ground surface below that point of measurement. The building excluding roof and roof structures shall be no more than 55 feet as measured from the top of the habitable space to the ground surface below that point of measurement. As permitted in the Specific Plan, unoccupied towers would be permitted to 40 feet

⁴ For ease of description in the EIR analysis, these three portions are described as Parcels A, B and C. The project site actually consists of 20 individual lots and will be subject to a Parcel Map for the merger and resubdivision of 19 of the 20 lots, as shown above, in Figure III-3b. Further information on the Parcel Map is provided in Section V.F, Land Use. The total site acreage is 4.249, which is rounded to 4.25 acres.

above the building/roof height at corners and 20 feet above the building/roof height elsewhere. The highest point of the building relative to the ground surface below is 70 feet; this height occurs at an unoccupied tower. Because of the significant slope of the Project site (up to 19 feet at some points), the highest point of the building relative to grade (the lowest point of the site) is 82 feet.

Proposed Distribution of Project Land Uses

The Project will rise five stories above street level, and extend three parking levels below ground. Retail uses will occupy the street level⁵, with the apartments and apartment amenities situated above. A full set of Project floor plans are reproduced on the following pages, as **Figures III-5 through 13**. Project Elevations (**Figures III-14 and 15**) and Project Cross Sections (**Figure III-17 through 19**) are also provided to demonstrate the layering and structure of the entire Project as well as the spatial relationship between Project components. The Project land use components are described below.

Retail Component

Palazzo Westwood includes 115,000 square feet of ground floor retail located directly below four levels of dwelling units. The ground floor retail area is currently designed as an open floor plate to provide flexibility to future retail users. Approximately 71,000 square feet of retail space will be located on Parcels A and C, which may accommodate two large retailers, such as a drug store and a market. Parcel B will have 44,000 square feet of retail space and may accommodate a series of smaller retail establishments and restaurants, one or more of which may feature an outdoor dining area to be located within the courtyard and on portions of the 17-foot wide sidewalk. Tenant requirements and needs will determine the final layout of the retail space.

The exterior design of the retail and residential uses are fully integrated and designed as a unified development. The retail street frontages will feature window displays for each retail space, except on Tiverton Avenue where retail display, windows, signs and commercial vehicular ingress and egress are not permitted.

As noted, the property has a 19-foot grade differential between the most northern portion of property at Weyburn Avenue and the most southern portion of the property. This difference in grade causes portions of the retail floor plate to be below grade (see **Figure III-19**, Location of ground floor retail space below grade). The lowest single point will be 8 feet below grade. The overall height of the retail space will be between 15 and 16 feet, rendering the retail space substantially above grade. This grade differential will allow for handicapped access (in accordance with the American Disabilities Act) without the need for ramps. Commercial loading for the retail uses will be located in the alley west of the site, on Parcel B, and on the southern edge of Parcel C.

Residential Component

Four levels of residential development are located above the entry grade, starting with the Podium Level, which is one story above ground, over the retail uses), and including the Second Floor through Fifth Floor levels. On the Podium Level, the open areas to serve the residents will be designed with landscaped and hardscaped areas to provide for passive recreation and garden views from the apartment units. The residential lobby, management office and private clubhouse

⁵ Because of the grade differential, the retail establishments on Parcel A will be situated slightly below street level, with the ceilings extending to the top of the ground floor level. For EIR analysis, this level will be described as the ground level, along with the remaining retail uses.

Figure III-5 Ground Floor Street Level Plan

Figure III-6 First Floor Residential "Podium Level" Plan

Figure III-7 Second Floor Residential Plan

Figure III-8 Third Floor Residential Plan

Figure III-9 Fourth Floor Residential Plan

Figure III-10 Roof Plan

Figure III-11 P-1 Level Parking Plan

Figure III-12 P-2 Level Parking Plan

Figure III-13 P-3 Level Parking Plan

Figure III-14 Project Evaluations Glendon Avenue Looking East and West

Figure III-15 Project Elevations, Tiverton Avenue Looking West and Weyburn Avenue Looking South

Figure III-16 Project Cross Sections (A-A, B-B, and C-C)

Figure III-17 Project Cross Sections (E-E, F-F, and G-G)

Figure III-18 Project Cross Sections (G-G Continued)

Figure III-19 Location of Ground Floor/Retail Space/Below Grade Cross Section

are located at the corner of Tiverton and Weyburn Avenues on the Street Level. General public access to the residential units will be restricted, as described under Project Access and Parking, below. Several apartment designs will be provided, ranging in size from 750 square-foot one-bedroom flats to 2,000 square foot two-story townhouses. Private amenities for the residents will also be provided, including a health club, clubhouse and a series of themed gardens. These areas are designed to avoid impacts on the adjoining residential neighbors on Tiverton Avenue. The proposed residential unit floor plans are shown in **Figures III-20 through 22**.

Project Access and Parking

Palazzo Westwood will encourage pedestrian use along Glendon Avenue by incorporating 17-foot sidewalks on each side of the street. The sidewalks will feature colored concrete textured paving, new street trees and improved crosswalks, and may be utilized for outdoor dining patios.⁶ The Applicant proposes to narrow the pavement width of Glendon Avenue adjacent to the development from 42 feet to 36 feet, and eliminate street parking (which will be replaced within the Project's parking structure) to accommodate the proposed wider sidewalks. This will further the pedestrian-oriented character of the Village. Additionally, the street improvements will eliminate on-street parking and will provide a left-turn pocket, thereby reducing traffic impacts. The full right-of-way of Glendon Avenue will remain 70 feet. Landscaping and a new streetscape will also be included to provide a visually pleasing environment that blends with and enhances the community.

The Project will provide 1,452 automobile parking spaces and 73 bicycle parking spaces, as shown in **Table III-2**, and detailed further in Section V.F., Land Use, below. All retail parking access to the Project will occur on Glendon Avenue approximately 180 feet south of the intersection of Glendon and Weyburn. Residential parking access is located on Tiverton Avenue, 120 feet south of the intersection of Tiverton and Weyburn Avenues. All residential parking access to the Project will occur on Glendon Avenue, as shown in Figure III-6. The residential parking area will be completely separated from the retail parking area. Access points will be separate and vehicles will not be able to pass from one area to another without re-entering.

Loading is designed to occur at three locations. Retail loading for the western portion of the site will be provided along the alley west of Glendon. Loading for the retail facilities along the east side of Glendon will be provided at the site's southern boundary. Residential loading will occur along Tiverton at the Project's southern boundary.

Project Landscaping

As noted, the Project will include landscaping at street level to enhance the appearance of the structure and to soften the Project's overall look at street level. Additionally, the Project will provide themed gardens within the residential Podium Level of the development. Landscape plans for the Project are shown in **Figures III-23 and III-24**.

⁶ As noted above, sidewalk patio dining would require subsequent approvals to be obtained by future tenants.

Figure III-20 Residential Unit Designs (1 of 3)

Figure III-21 Residential Unit Designs (2 of 3)

Figure III-22 Residential Unit Designs (3 of 3)

Figure III-23 Landscape Plan Street Level

Figure III-24 Landscape Plan Residential Podium Level

Table III-2
Proposed Project Parking

Type of Parking	Number of Spaces
Residential Parking	702
Commercial Parking	550
Public Replacement Parking	215 ^(a)
Subtotal Required Automobile Parking	1467
Reduction for Providing Bicycle Parking	(15) ^(b)
Total Proposed Automobile Parking	1,452 ^{(c), (d)}
Residential Bicycle Parking	35.10
Commercial Bicycle Parking	27.50
Public / Replacement Bicycle Parking	11.75
Bicycle Parking Calculation	73.35 ^(a)
Total Proposed Bicycle Parking	73 ^(a)

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

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

^(c) The proposed parking structure includes tandem parking pursuant to the requirements provisions of the Los Angeles Municipal Code. The Proposed Project does not include density bonuses for providing additional parking.

^(d) Although the Project site includes a building that is eligible for listing as a historic resource in the California Register (see Section V.C., Cultural Resources), it the site does not contain any buildings listed in the Specific Plan as "Locally Significant Historic Resources" (as set forth in Table 1 of the Specific Plan). Therefore, the Specific Plan restriction that subterranean parking shall not be permitted where a designated cultural resource is involved does not apply.

Project Construction

Construction of the Project will require demolition of the two existing structures on the site (the Mann's Theater and the Glendon Manor Apartments), excavation of earth under the entire site and erection of the Project structures. An estimated 9,500 cubic yards of demolition debris will be removed from the site (see **Figure III-25**, Grading Plan). Removal of this material is expected to take 30 working days (one and a half calendar months). Additionally, an estimated 330,000 cubic yards of earth will be excavated for the three-level subterranean garage, which will underlie the entire site, including the area underneath Glendon Avenue. Excavation and removal of the earth will take seven to eight months.

Figure III-25 Grading Plan (undercut)

The Project will then be constructed from the lowest level of the subterranean parking structure upwards. As soon as possible, when construction reaches grade level, Glendon Avenue will be reconstructed. Completion of the three subsurface parking levels will take approximately 24 months. As a result of this process, Glendon Avenue will be closed during that period. In addition, intermittent short-term closures will occur during the next 12 months to allow for the delivery and loading of materials as construction of Project buildings occurs. Thus, access on Glendon Avenue will be impacted to some degree for a total 36-month period. The entire Project, including the reconstructed roadway, will be constructed to the satisfaction of all City of Los Angeles Departments including the Department of City Planning, LADOT, the Department of Building and Safety and the Bureau of Engineering.

Haul Route

Hauling of earth and debris would be restricted to a haul route approved by the Department of Building and Safety, as outlined in Section 91.7006.74 of the Los Angeles Building Code. Possible haul sites identified for the Project are Lopez Canyon landfill, Terminal Island and Playa Vista. The proposed haul route would direct trucks to travel south on Glendon Avenue to Wilshire Boulevard, turn right to the San Diego Freeway, and then travel either north to Lopez Canyon landfill, or south to either the Terminal Island dump site or the Playa Vista development site. Return trips will follow the same route. No truck staging or travel is planned to occur on the adjacent Weyburn or Tiverton Avenues.

Staging Area (prior to 7:00 AM)

The truck staging area will be located outside of the Village, on Sepulveda Boulevard north of Constitution Avenue to Montana Avenue. All staged trucks will be called to the site by radio. The trucks proceed south to Wilshire Boulevard to Glendon Avenue. This staging area has been used for haul trucks for the construction of various UCLA Projects. After 9:00 AM, the trucks will proceed directly to Glendon Avenue.

C. SURROUNDING LAND USES

The Project site is surrounded primarily by commercial properties on three sides, with residential properties to the northeast and east. Commercial space just north of the site is located in the Westwood Marketplace (former Bullock's/Macy's building, also called the Madison Marquette Project), which houses several large retail establishments. Just to the east of that building is the Westwood Horizons high-rise apartment complex, on the corner of Tiverton and Weyburn Avenues.

West of the Project, across the alley from Glendon Avenue, are commercial uses which front on Westwood Boulevard, including shops, a restaurant and some office space. Commercial uses south of the site, on the west side of Glendon Avenue north of Kinross Avenue, include the Moustache Café, a florist and a brew pub (the Westwood Brewing Company). South of the Project on the east side of Glendon Avenue are commercial uses including a tailor shop, travel agent, the Westwood Center Building at 1100 Glendon Avenue and vacant commercial space where Glendon Avenue curves easterly to intersect with Tiverton Avenue and Lindbrook Drive.

Multi-family residential units are located east of the Project site, on the east side of Tiverton. Hotel uses are located further south on the east side of Tiverton. Additionally, restaurants are located south of the hotel uses and fronting on Lindbrook Drive.

D. PROJECT OBJECTIVES

The Palazzo Westwood development proposal is designed to accomplish the following objectives, as provided by the Project Applicant:

- Create a mixed-use community, consistent with the purposes and intent of the Westwood Village Specific Plan, and the General Plan Framework, that includes a pedestrian-oriented, urban infill development with residential housing above ground floor retail uses.
- Allow a broad mix of land uses that include both residential uses and retail businesses that encourages a balanced mix of neighborhood-serving and community-serving retail uses. This will contribute to the concept of Westwood Village as a retail center that primarily serves the surrounding community and secondarily serves the broader regional and tourist market.
- Preserve the high quality architectural character of Westwood Village through the design of a Project that aesthetically and stylistically complements and enhances the Mediterranean feel of Westwood Village, including the use of appropriately scaled buildings, architectural detailing, landscaping and pedestrian streetscape improvements.
- Improve one of the largest under-utilized parcels in Westwood Village by providing an economically productive and vibrant use of the property that benefits the Westwood community and the local Business Improvement District, reduces vagrancy and crime that might be associated with vacant blighted sites, and revitalizes and invigorates the local economy.
- Reduce vehicle trips that would otherwise be associated with a development of this size (if it were exclusively commercial or residential), and the associated traffic, noise and air quality environmental impacts from those trips, by creating a mixed-use residential community together with a neighborhood serving retail component that serves the residents of the Project and the surrounding community, thereby reducing the need to travel outside the Village for basic goods and services.
- Provide additional parking including the addition of a substantial number of parking spaces to the Westwood Village parking validation system, which will enhance the Village's role as a full-service shopping area.
- Provide additional housing proximate to the Wilshire Boulevard employment center and UCLA to encourage and facilitate opportunities to live and work in the Village especially for UCLA faculty and staff and for employees of businesses operating on the Wilshire corridor, thereby reducing the use of automobiles. Provide residents of the Proposed Project, as well as residents of Westwood, with opportunities to shop and dine in Westwood Village, which will benefit the overall economic and physical revitalization of Westwood Village.
- Provide mixed-use development on the Westside to help correct the jobs/housing imbalance⁷.
- Meet the spirit and intent of the Westwood Village Specific Plan including the following purposes:
 - Permit, encourage and facilitate a balanced mix of uses and an environment attractive to a cross-section of the community (in particular, nearby residents, office employees and UCLA students and staff), so that Westwood Village continues to function as a retail center that primarily serves the surrounding community and secondarily serves the broader regional and tourist market;
 - Be compatible with the predominant character and pedestrian scale of the Village and the capacity of the Village street system;

⁷ According to the new economy and jobs/housing balance in Southern California", SCAG, April 2001 (Available on the SCAG web site), the Project site is in a jobs-rich area.

- 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;
- Encourage the provision of streetscape improvements and additional public parking directly by developers and through the assessment of all developed properties in the Village;
- Locate new development strategically in order to attract new uses and users;
- 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;
- Encourage and facilitate non-automobile access (or reduced automobile access) to the Village by:
 - Facilitating pedestrian and shuttle access from UCLA, Wilshire Boulevard offices and surrounding residential areas;
 - Providing sufficient parking to serve the Village without encouraging excessive automobile trips to the Village; and
 - Developing programs to encourage employee car-pooling and the use of public transit.
- Meet the goals of the Westwood Community Plan in the following ways:
 - Purpose - "Improve the function, design and economic vitality of commercial areas."
 - Policy 1-1.3 - "Provide for adequate multi-family residential development."
 - Objective 2-2 - "To promote distinctive commercial districts and pedestrian-oriented areas."
 - Policy 2-2.1 - "Encourage pedestrian-oriented design in designated areas and in new development."
 - Policy 2-2.2 - "Promote mixed-use Projects along designated Mixed Use boulevards and in Westwood Village."

E. INTENDED USES OF THE EIR

This Environmental Impact Report (EIR) will serve as the environmental document for all Project approvals that may be subject to the California Environmental Quality Act (CEQA). These requested actions and approvals are expected to include, but may not be limited to the list below, which includes a General Plan Amendment, Specific Plan Amendments, a Specific Plan Exception, Adjustments, a Conditional Use, a Parcel Map, site plan review and adoption of all required findings. All approvals are from the City of Los Angeles, including its component Departments and Agencies. (See Section V.F., Land Use for a discussion of land use issues.)

1) *General Plan Amendment*

Pursuant to Section 11.5.6 B of the Los Angeles Municipal Code ("LAMC"), a General Plan Amendment from the Circulation Element's designation of Tiverton Avenue from a Secondary Highway to a Collector Street.

2) *Westwood Village Specific Plan Amendments*

Pursuant to LAMC Section 11.5.7 I, amendments from the following sections and figures:

- A. Section 3 to include a subsection exempting Projects within the Specific Plan area from the Commercial Corner Ordinance.
- B. Section 4 to include the definition of a Mixed Use Project.
- C. Section 4 to include the definition of Unified Development.
- D. Figure 1 to include portions of the west side of Glendon Avenue into Subarea 2.
- E. Section 5.B 13 to include subsection (b) to reduce the required lot area per unit from 800 to 400 and limit the number of residential units to 350 in Subarea 2.
- F. Section 5.B 14 to permit commercial uses along Tiverton Avenue in Subarea 2 in conjunction with a mixed use development (subject to limitations).
- G. Section 7.B 6 to include subsection (b) to permit Floor Area Ratio averaging in Subarea 2.
- H. Section 8.B 1 to change the permitted height on lots over one acre in Subarea 2 to 65 feet (including roofs, roof structures and parapet walls).
- I. Section 8.C 1 to allow Unified Developments in Subarea 2 to be 65 feet without a building setback at 40 feet.
- J. Section 9.F to reduce the number of required bicycle-parking spaces for the entire Specific Plan from one bicycle parking space per five automobile parking spaces to one bicycle parking spaces per twenty automobile parking spaces.

3) Specific Plan Exception

An exception from the following Westwood Village Specific Plan requirement pursuant to 11.5.7 F:

Section 10.E, which requires a 15-foot landscape buffer along the Tiverton frontage. The Project will include a 15-foot landscape buffer, but the Applicant requests an exception while the redesignation of Tiverton from a Secondary Highway to a Collector Street is being processed.

4) Conditional Use

Pursuant to LAMC Section 12.28, Conditional Use approval for the following Code requirement:

LAMC Section 12.24 W 1, which requires a Conditional Use Permit for the sale or dispensing of alcoholic beverages including beer and wine. The Applicant requests conditional use approval to sell a full line of alcoholic beverages at two off-site uses (*i.e.* retail drug store or market) and three on-site uses (*i.e.* restaurants).

5) Adjustments

Pursuant to LAMC Section 12.28, adjustments to the following Code requirements:

- A. LAMC Section 12.16 C 3, which requires residential uses in the C4 zone to utilize the R4 (Section 12.11 C 4) lot area and set back requirements. The Applicant requests a zero front, side and rear yard requirement for the residential portions of the Project.
- B. LAMC Section 12.21 G 2, which requires multi-family developments of 6 units or more to provide specified amounts of useable open space for its tenants. Although the Project exceeds the Code requirement to provide 43,175 square feet of open space (the Project will provide a total of 51,400 square feet of open space), the Applicant requests permission to disperse the open space throughout the Project site. Specifically, the Project will contain 9,600 square feet of open space on the west side of Glendon Avenue, (13,825 square feet are required) and 41,800 square feet of open space on the east side of Glendon Avenue (29,350

square feet are required). This request relates to the Applicant's request that the Project be treated as a unified development.

- 6) *Site Plan Review findings required in LAMC Section 16.05 F.*
- 7) *Parcel Map (Merger and Resubdivision) for the subsurface vacation of Glendon Avenue pursuant to Ordinance 174471 (March 5, 2002).*