

WESTWOOD

Community Plan

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ADOPTION	PLAN	CPC FILE No.	COUNCIL FILE No.
July 27, 1999	Westwood Community Plan Update	97-0049 CPU	98-1534
Jan. 17, 1997	West Los Angeles Transportation Improvement Mitigation Program (TIMP) Specific Plan	96-0220 SP	96-0156
Sept. 12, 1989	North Westwood Village Specific Plan	12142	84-1635
Sept. 12, 1989	Westwood Community Multiple Family Residential Specific Plan	12142	84-1635
Sept. 12, 1989	Westwood Community Design Review Board Specific Plan	12142	84-1635
Sept. 12, 1989	Westwood Village Specific Plan	12142	84-1635
	Wilshire-Westwood Scenic Corridor Specific Plan	28905	80-0773

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WESTWOOD

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Westwood Community Plan Area contains 2,571 acres (four square miles) which is less than one percent of the land in the City of Los Angeles. The Community area is generally bounded by Sunset Boulevard and the Bel Air Community on the north; the City of Beverly Hills on the east; Santa Monica Boulevard and the West Los Angeles Community on the south; and the Veterans Administration property, the Brentwood-Pacific Palisades Community and Sepulveda Boulevard on the west.

Sited within the Community's boundaries are some significant uses including the University of California at Los Angeles (UCLA), Westwood Village, the Los Angeles Country Club, and the Mormon Temple. Adjoining the Plan area is the Veterans Administration facility located on unincorporated Los Angeles County land.

The terrain varies from flat land in the southern section to rolling hillside in the north. The predominant land use in the Community is residential with the average net density for all housing types at 19 units per acre. Single family uses occupy 70 percent of the residential acreage and constitute 16 percent of all housing units at an average net density of five units per acre. Single family housing is located generally between Westwood Boulevard and the Country Club, both north and south of Wilshire Boulevard; and east of the San Diego (I-405) Freeway south of Sunset Boulevard.

A majority of the multiple-family housing consists of High Medium and Medium density residential. High-rise towers are located along Wilshire Boulevard between the Los Angeles Country Club and Malcolm Avenue. Significant concentrations of multi-family development occur on Beverly Glen Boulevard, adjacent to Veteran Avenue, and in North Westwood Village. Low-rise multi-family housing, including three and four story buildings, is concentrated south of Wilshire Boulevard, along Hilgard Avenue just east of the university, and on portions of Sepulveda Boulevard. The average net density for multiple family is 55 units per acre.

Approximately 3 percent of the land is designated for commercial uses. Westwood has four concentrations of commercial development. The high-rise office corridor along Wilshire Boulevard serves as a Regional Center with financial institutions and corporate headquarters. Westwood Village is a unique pedestrian-oriented low-rise Community Center consisting almost entirely of storefronts and located between UCLA and Wilshire Boulevard. Neighborhood-oriented commercial development is located on Westwood Boulevard south of Wilshire, which is predominantly a storefront corridor with small-scale commercial facilities designed to primarily serve the local population. The remaining commercial areas are designated General Commercial and are located along Santa Monica and Sepulveda Boulevards.

A large portion of the Community including all multiple family development, and most of the commercial area is currently regulated through Specific Plans that address such issues as development intensity, signage, parking, height, landscaping and design. These include the Westwood Village, Wilshire-Westwood Corridor, Westwood Community Plan Multiple Family Residential, and North Westwood Village Specific Plans which require Design Review Board approval for all projects.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan. Government Code Section 65351 reads "During the preparation or amendment of the General Plan, the planning agency shall provide opportunities for involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate".

Community participation occurred through focus group meetings, a public workshop, an open house and a public hearing. Community members assisted in identifying major issues and formulating the land use policies and objectives to be contained in the Westwood Community Plan.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Westwood Community.

RESIDENTIAL

Issues

- Need to maintain the low density character of single family neighborhoods and avoid encroachment into adjacent neighborhoods from other uses, commercial off-street parking, or spill-over traffic.
- Preservation of residential neighborhoods and provision of more affordable housing and child care facilities.
- Lack of transition in scale, density and character of multiple housing and commercial uses adjacent to single family homes.

- Lack of adequate parking, usable open space and recreational areas in multiple-family housing.
- Need to improve the visual environment of multiple-family dwellings through the development of appropriate design criteria and landscaping.
- Need to coordinate new development with the availability of public infrastructure.

Opportunities

- A diverse community that is socially and economically vibrant with unique architectural and historic characteristics, and having a mild climate with ocean breezes.
- Proximity to cultural and intellectual institutions like the Getty Museum, Geffen Playhouse, Armand Hammer Museum, and UCLA, as well as recreational and ocean amenities, and the Los Angeles (LAX) and Santa Monica airports.
- Access to three major freeways (San Diego-I-405, Santa Monica-I-10, and the Marina-SR-90) and proximity to employment centers in downtown Los Angeles and Century City.
- Several existing Specific Plans which contain development standards for multiple residential buildings. The specific plans address density, landscape requirements, provision of open space, bulk and massing of structures and the overall quality of development.
- Permit parking in several neighborhoods which limit the impact of off-street parking from adjacent commercial areas.
- Potential for residential and mixed-use development along Santa Monica Boulevard, a major commercial corridor which is currently under study by the Metropolitan Transportation Authority for transportation and landscaping improvements.

COMMERCIAL

Issues

- Lack of cohesiveness and continuity of complementary uses along commercial frontages on Westwood and Santa Monica Boulevards.
- Unsightly strip commercial development in some locations with poor visual identity, lack of parking and convenient access and oriented to automobile traffic rather than neighborhood pedestrian use.
- Proliferation of out-of-scale signs including billboards, especially along Santa Monica Boulevard.

- Unsightliness of some new construction due to the lack of landscaping and architectural character.
- Inadequate transition between commercial and residential uses.
- Lack of diversity in uses, adequate parking, appropriate development and nighttime activities in the Village.

Opportunities

- Westwood Village, a vibrant pedestrian-oriented retail center with unique historic architecture, dining and entertainment facilities.
- The existing Specific Plan for Westwood Village regulates land uses, building intensity, density, height, parking requirements, design and signage, and preservation of historically and architecturally significant buildings.
- A new public parking garage within the Village with validated parking which will relieve parking problems and attract customers.
- Renewed interest by developers in commercial development in Westwood Village.
- The potential for establishment of appropriate neighborhood and pedestrian-oriented land uses, building intensity, lot coverage and setbacks, landscaping, sign controls, design and parking requirements for Westwood Boulevard between Wilshire and Santa Monica Boulevards.
- The opportunity to develop a distinctive character and cohesive visual identity through the upgrade of commercial areas, and through mixed-use encourage pedestrian activity, and reduce traffic circulation and congestion.
- Public utility, state and local government incentive programs which offer tax credits, technical assistance for Business Improvement Districts, and other programs.

TRANSPORTATION

Issues

- Severe traffic congestion along major transportation corridors and intersections with most streets functioning at full capacity.
- Inadequate transportation linkages between residential areas and commercial, retail and recreation facilities.
- Inadequate transit feeder services from residential neighborhoods to major transportation corridors and activity centers.

- Inadequate automobile alternatives such as rail, bus service and streets or paths which encourage biking and walking.
- Spillover parking from commercial areas into residential areas.

Opportunities

- The West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) which mitigates the impact of new development on the circulation system primarily through transportation impact fees and project phasing.
- Additional off-street parking capacity with the completion of the public parking structure in the Village.
- Transit stations with express buses to connect with local transit and feeder buses.
- A future study to identify a feasible alignment for a roadway connecting Westwood Village with the San Diego Freeway.
- Expansion of the Westwood DASH which links residential areas with employment, commercial, retail, institutional and recreation areas.
- Improved and expanded bicycle lanes coordinated with systems in adjacent communities to provide convenient access to UCLA, Westwood Village, the Wilshire Boulevard office complex, community schools and recreation areas.
- Neighborhood shopping centers and mixed-use developments which would encourage walking and reduce traffic congestion and air pollution.
- Expansion of alternative transportation strategies such as Automated Traffic Surveillance and Control (ATSAC) on all major traffic corridors.
- The reconfiguration of Santa Monica Boulevard east of the San Diego Freeway by the Metropolitan Transportation Authority (MTA) to improve the regional traffic flow, reduce congestion, and enhance the appearance of the street.

RECREATION AND PUBLIC FACILITIES

Issues

- Insufficient facilities such as parks and community centers, and no branch library.

Opportunities

- Further development of the 29 acre Westwood Community Park with additional indoor and outdoor recreational opportunities.
- The Veterans Administration property located within Los Angeles County territory as a significant open space resource and low-intensity recreational use.
- Potential for conversion of the Veterans property to public uses should it be declared surplus.
- Possibility for the construction of a library or community center as a development incentive in large mixed-use projects.
- Continued dual utilization of school facilities for public recreational/educational use.

MAJOR OPPORTUNITY SITES

There are no large, vacant parcels in the Community. Most changes are likely to occur from modifications or adaptive reuse of buildings. The majority of new development is expected to be small-scale, unless parcels are assembled and existing buildings demolished. A recent proposal for redevelopment of a five acre parcel for the construction of the “Westwood Village Center” along Glendon Avenue including a mix of residential, retail, movie theaters, and public library is undergoing review. Another redevelopment proposal is the Mann Theaters project on Broxton Avenue for which existing buildings would be demolished and retail commercial, restaurants, theaters constructed.

Due to the existing level of traffic congestion, the impact of new large projects on traffic circulation will continue to be a major concern in the Community.

Development on the UCLA campus as proposed by the Long Range Development Plan which includes the construction of housing and the reconstruction of the Medical Center, will also impact the surrounding commercial and residential areas.

A large public works project with a potential positive impact on the Community is the Santa Monica Boulevard Transit Parkway improvements being undertaken by the Metropolitan Transportation Authority (MTA) and the City of Los Angeles.

COMMUNITY PROFILE

The Community Profile provides an overview of population, housing, and socio/demographics for the Westwood Community Plan area and compares it to the rest of the City. The following table contains the statistical data for previous census dates and rates of growth.

WESTWOOD COMMUNITY PROFILE

total population

westwood
citywide

estimated data (from U.S. Census)

1970	1980	1990
33770	34534	41297
2811801	2966850	3485398

projections (from SCAG) *

2000	2010
44921	49605
3852993	4306564

growth rate

westwood
citywide

1970 to 1980 1980 to 1990

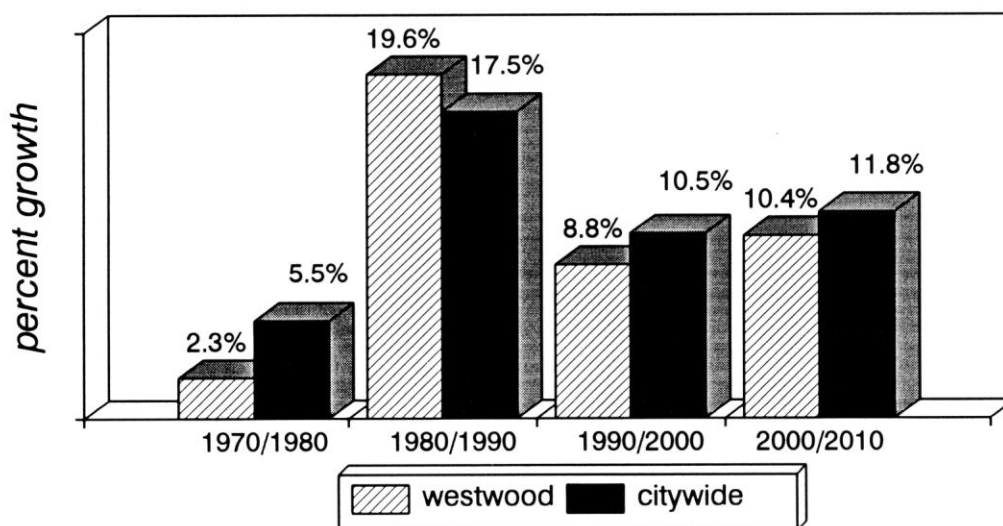
2.3%	19.6%
5.5%	17.5%

1990 to 2000 2000 to 2010

8.8%	10.4%
10.5%	11.8%

population growth rate comparison

(includes group quarters population) **



total households

westwood
citywide

1970	1980	1990
13243	15127	16923
1024873	1135491	1203052

2000	2010
19311	21331
1323882	1474514

growth rate

westwood
citywide

1970 to 1980 1980 to 1990

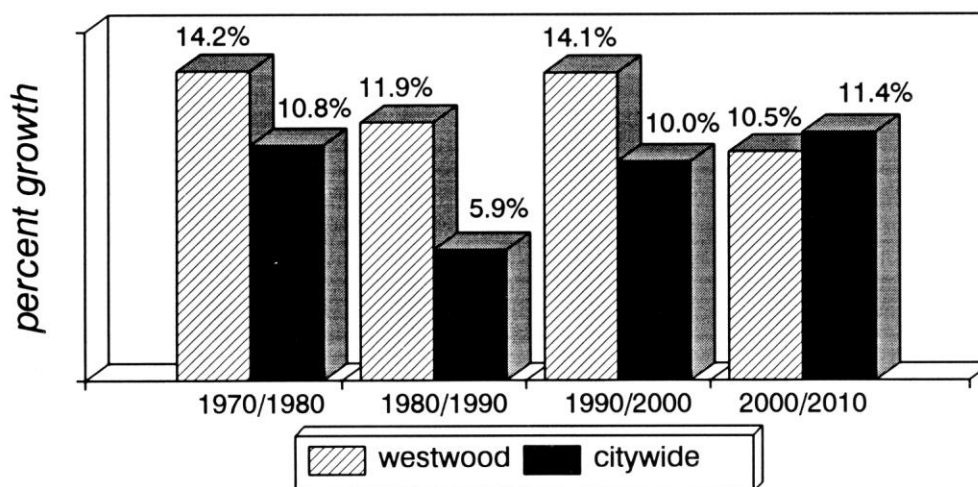
14.2%	11.9%
10.8%	5.9%

1990 to 2000 2000 to 2010

14.1%	10.5%
10.0%	11.4%

household growth rate comparison

(occupied dwelling units only)



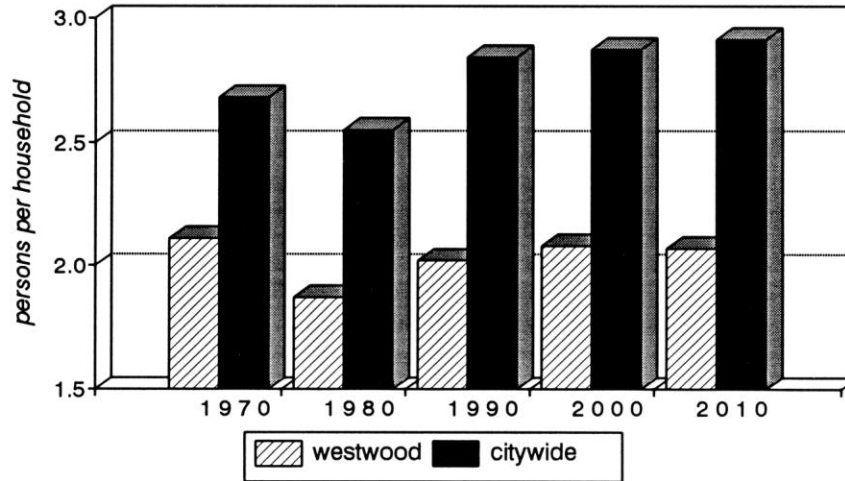
* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

WESTWOOD – COMMUNITY PROFILE

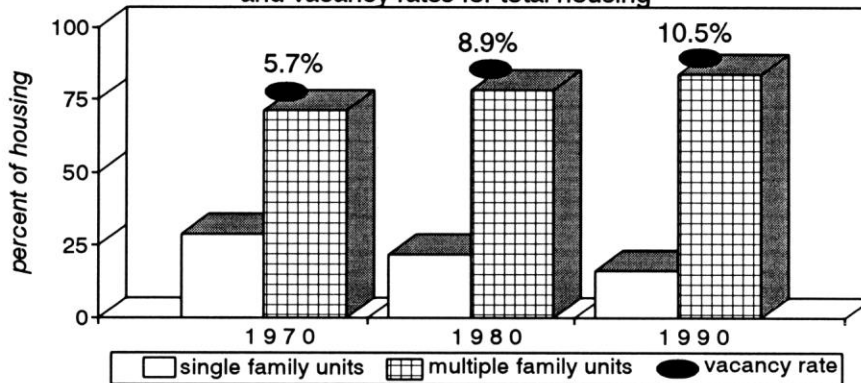
	estimated data (from U.S. Census)			projections (from SCAG)	
household size (persons per dwelling unit) *	1970	1980	1990	2000	2010
westwood	2.11	1.87	2.02	2.08	2.07
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison



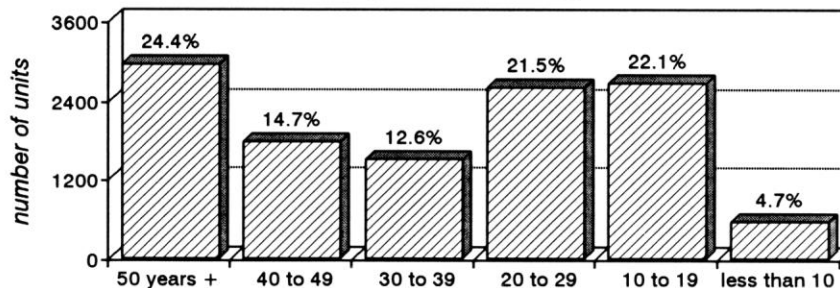
housing splits / vacancy factors ** (westwood only)	1970	1980	1990
single family dwellings	29%	22%	16%
multiple family dwellings	71%	78%	84%
vacancy rate (total housing)	5.7%	8.9%	10.5%

single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing



age of housing as of 1994 *** total dwellings in westwood (includes vacant and occupied units).
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age of housing



* Count of all persons in occupied dwellings. Does not include group quarters population.

** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessors LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

WESTWOOD – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

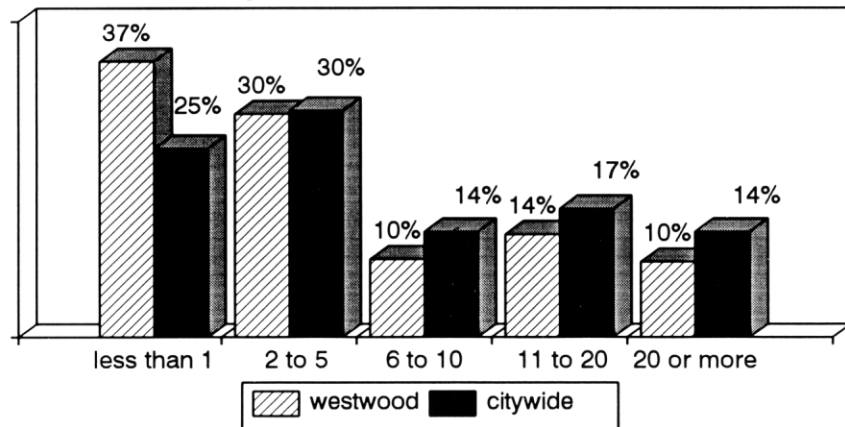
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	51.8%	19.0%	29.3%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
westwood	0.4%	0.6%	2.1%	9.9%	87.0%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
westwood	1.0%	5.2%	18.5%	27.2%	48.1%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

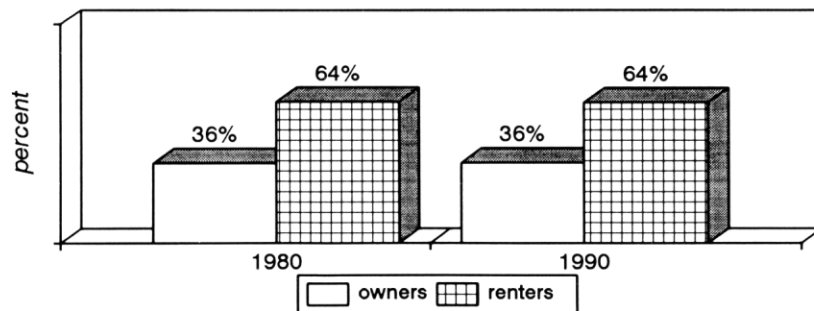
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
westwood	36.6%	29.5%	10.3%	13.6%	9.9%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure
(ownership status)

owners/renters
1980 and 1990



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.
 * Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.
 ** Describes length of time living at the same location. Owners and renters combined.

WESTWOOD – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

1990 census data;

employment (percent) *

females employed	46.9%
males employed	53.1%
employment participation rate	59.1%
(citywide rate)	67.3%

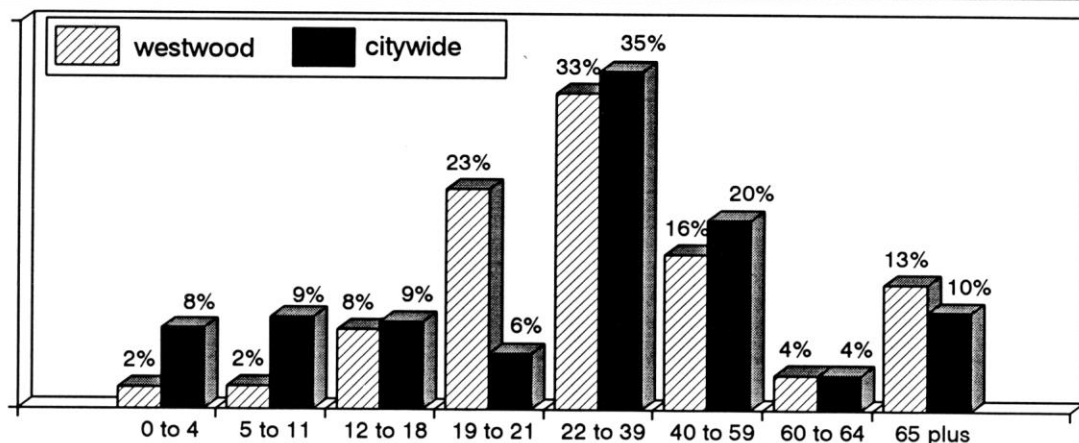
household income (1989) **

average	\$81,056
(citywide)	\$45,701
poverty (percent)	23.1%
(citywide)	18.9%

education (percent) ***

	high school	beyond high school	college graduate
westwood	93.8%	82.0%	59.4%
citywide	67.0%	47.8%	23.0%

age of the general population



language and citizenship (percent) ****

language and citizenship (percent)		spanish	asian	other language	born
westwood		5.3%	9.4%	12.4%	26.0%
citywide		24.3%	6.0%	5.6%	44.9%

means of transportation to work (percent) *****

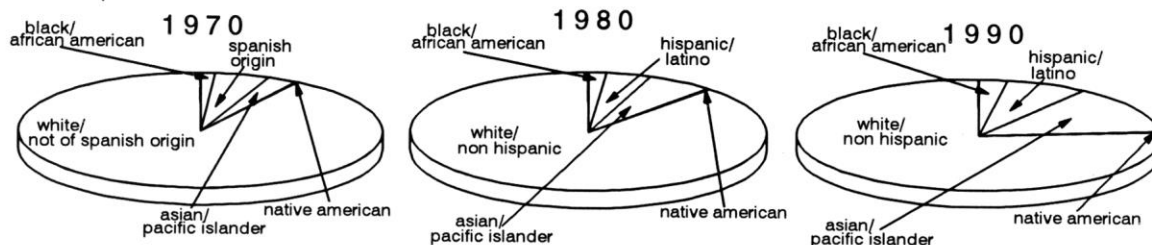
	drive alone	vanpool/ carpool	public transit	other means
westwood	60.2%	5.9%	3.5%	30.3%
citywide	65.2%	15.4%	10.5%	10.5%

head of household *****

	live alone	married with children	married no children	single parent	single non family
westwood	43.7%	8.2%	23.0%	2.2%	22.9%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

race/ethnicity (percent) *****

	1970	1980	1990
asian/pacific islander	2.6%	6.1%	13.7%
black/african american	1.2%	1.6%	2.5%
hispanic/latino	4.9%	4.0%	7.2%
native american	0.2%	0.2%	0.3%
white-non hispanic	91.1%	88.2%	76.4%



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.

* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

**** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

***** Total workers 16 years of age or older. Includes military personnel.

***** Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.

***** Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II

FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300) and the City of Los Angeles City Charter (Section 96.5) require that the City prepare and adopt a comprehensive, long term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise and safety. California State law requires that the Land Use Element be prepared as part of a city's general plan and that it correlate with the Circulation Element. In the City of Los Angeles, thirty-five community plans comprise the City's Land Use Element.

The Land Use Element has the broadest scope of the State required general plan elements, since it regulates how land is to be utilized. It correlates to many of the issues and policies contained in all other plan elements.

Government Code Section 65302(a) requires a Land Use Element which designates the proposed general distribution and general location and extent of the land uses for housing, business, industry, open space (including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities) and other categories of public and private land uses. The Land Use Element is also required to include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the Plan.

The Westwood Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan map outlines an arrangement and intensity of land uses, the street system and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. The Plan guides the City in the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public services, protection of environmental resources and protection of residents from natural and other known hazards.

The Community Plans are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of

the people who live and work in the community. The Plans also guide development by informing the general public of the City's goals, policies and development standards with the objective of creating a healthy and pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs of the community through the year 2010. The Plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities which benefit all residents.

The General Plan expresses the City's intention with respect to the rights and expectations of the general public, property owners, prospective owners and business interests. Through the Community Plan, the City can inform these groups of its goals, policies and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan allocates sufficient land in the community for housing, commercial, employment, educational, recreational, cultural and social uses. The Plan identifies and provides for the maintenance of any significant environmental resources within the community. It also seeks to enhance distinctive community identity and recognizes its unique neighborhoods.

PURPOSE OF THE WESTWOOD COMMUNITY PLAN

The last comprehensive review of the Westwood Community Plan was completed December 17, 1987, and subsequently revised through amendments. Since then, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area residents and property and business owners.

The Community Plan sets forth goals and objectives to maintain the community's distinctive character by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible housing opportunities.
- Improving the function, design and economic vitality of commercial areas.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing development opportunities around future transit systems while minimizing any adverse impacts on residential neighborhoods.
- Preserving and strengthening commercial developments to provide a

diverse job-producing economic base and through design guidelines and physical improvements, enhancing the appearance of these areas.

ORGANIZATION AND CONTENT OF THE WESTWOOD COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and programs that pertain to the Westwood Community. Broader issues, goals, objectives and policies are provided by the Citywide General Plan Framework Element.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that a plan be comprehensively reviewed every five years to reflect new conditions, local attitudes and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify specific types of land use and development standards applicable to specific areas and parcels of land within a community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework Element.

The City of Los Angeles is responsible for revising and implementing its' General Plan. State law requires that the General Plan have internal consistency. The Westwood Community Plan, which is a portion of the City's Land Use Element must be consistent with other elements and components of the General Plan.

The General Plan Framework Element is a long range, citywide, comprehensive growth strategy. It is a special element of the General Plan which plans for the future as required by law and replaces Concept Los Angeles and the Citywide Plan (adopted in 1974). Therefore, the Framework Element looks at the City as a whole and provides a citywide context within which local planning takes place. It discusses both the benefits and challenges of growth.

Because it takes a citywide perspective, the Framework Element cannot anticipate every detail. The Community Plans must be looked to for final determinations as to the boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework Element. The Framework Element neither overrides nor supersedes the Community Plans. It guides the City's long range growth and development policy, establishing citywide standards, goals, policies and objectives for citywide elements and community plans. The Framework Element is flexible, suggesting a range of uses within its land use definitions. Precise

determinations are made in the Community Plans. The Community Plan includes appropriate policies and implementation generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework Element.

The General Plan Framework Element projects the following population, housing and employment levels for the Westwood plan area (including the UCLA campus and the Brentwood Glen area) for the year 2010:

<i>Population (persons):</i>	<i>49,605</i>
<i>Housing (units):</i>	<i>22,690</i>
<i>Employment (jobs):</i>	<i>72,116</i>

These numbers are provided as reference for the Community Plan Update process and are best estimates that are derived from regional data which are disaggregated to the City and then to the community level. Population, employment and housing could grow more quickly or slowly than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted Community Plan land use capacity or build-out estimate from planned land use. Plan capacity or build-out is also an imprecise estimate and depends on specific assumptions about future development density and household size, which may vary from what actually occurs. Community Plan capacity does not include housing located within commercial districts nor the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General Plan includes a Service System Element, a Cultural Resources Element, a Major Public Facilities Element and an Air Quality Element. All the provisions and requirements of these elements apply to the Westwood Community Plan.

There are also Specific Plans which set detailed policy and development regulations for unique neighborhoods within a community. In addition to these Specific Plans, there are overlay zones which combine policy and implementation functions to address issues specific to a neighborhood.

PLAN CONSISTENCY

Each land use category within a Community Plan indicates the corresponding zones permitted unless it is restricted by the Plan text, footnotes, adopted specific plans or other limitations established by discretionary approval. The residential densities, commercial and industrial intensities depicted on the Plan map are theoretical and will not occur due to Plan and zone restrictions and economic conditions and design limitations.

The Plan permits all corresponding zones designated with each Plan category and also zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent

action or monitoring review that modifies the Plan must make new plan consistency findings as part of that decision.

City actions on most discretionary approval projects require a finding that the action is consistent or in conformance with the General Plan. Discretionary approval projects in the Westwood Community Plan area will require the decision maker to refer to additional programs and policies or objectives in Chapter III of the Plan. To further substantiate the consistency findings, decision makers may cite other programs, policies or objectives which would be furthered by the proposed project.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure, which will be submitted to the City Planning Commission, Mayor and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director of Planning shall report to the Commission on the relationship between population, employment, housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and Zoning. These Plan and zoning changes and any related moratoria or interim control ordinances, shall be submitted to the Planning Commission, Mayor and City Council as specified in the Los Angeles Municipal Code.

Chapter III

LAND USE PLAN POLICIES AND PROGRAMS

Chapter III of the Plan text contains goals, objectives, policies and programs for appropriate land use issues, such as residential, commercial, public and institutional service system categories. The Planning Department has responsibility for the goals, objectives, policies, and the initiation and direct implementation of the programs specified in Chapter III.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout Westwood critically depends on providing infrastructure resources (ie. Police, fire, water, sewerage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within Westwood could be problematic.

Accordingly, the Plan has three fundamental premises. First, is limiting residential densities in various neighborhoods to their prevailing development density. Second, is the monitoring of population growth and infrastructure improvements through the City's *Annual Report on Growth and Infrastructure* with a report to the City Planning Commission every five years on the Westwood Community following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened, particularly critical ones such as water and sewerage; and that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of the Westwood Community, until land use designations for the Westwood Community Plan and corresponding zoning are revised to limit development.

The predominant land use in the Community is residential which accounts for 1124 net acres or 44% of the total area. The 1990 census showed that the average home value in the Community was over \$500,000 or 99.9% higher than the Citywide average. Between 1980 and 1990, the housing stock in the Plan Area grew at an average annual rate of 1.5% compared to 0.9% Citywide. More than two thirds of the residential land is occupied by single-family housing which contributes 16 percent of the total 19,187 dwelling units at an average net density of five units per acre.

Existing residential land use patterns vary greatly in the Community. A majority of the housing is between 10 and 29 years old, with 24% of the housing over 50 years old, and only 5% less than 10 years old. Large lots are located in an area designated Minimum Density residential east of Beverly Glen Boulevard and north of Holmby Park. Generally smaller home sites on undulating topography are located both east and west of the UCLA campus, and south of Wilshire Boulevard. These areas are designated Very Low I, Very Low II, and Low Density.

The Westwood Community has a number of multiple dwelling neighborhoods comprising 84% of the total housing units and occupying approximately 30% of the residential land. The average net density for multi-family housing is 55 units per acre.

The corridor along Wilshire Boulevard between Westwood Village and the Los Angeles Country Club is comprised of high rise condominium and apartment buildings, and designated High Multiple Family. These luxury buildings are located within the Wilshire-Westwood Scenic Corridor Specific Plan. The provisions of this Plan are individually tailored to address the unique character along Wilshire Boulevard (a Scenic Highway) and to guide development. The purposes of the development standards are to minimize traffic and parking problems, enhance aesthetic qualities, encourage more open space, reduce the impact of high-density residential development, and reduce the impact of shadows caused by high-rise buildings within and adjacent to the Specific Plan area.

The areas designated for High Medium Multiple Family include North Westwood Village, East Westwood Village, and an area south of Wilshire Boulevard between Ashton and Ohio Avenues west of Westwood Boulevard. Areas designated as Low Medium I, Low Medium II and Medium are concentrated within the following areas: between the western Community boundary and Westholme Avenue, generally south the Department of Water and Power Distribution Station and Ohio Avenue, and along portions of Eastborne Avenue; Beverly Glen Boulevard south of Wilshire Boulevard; the north side of Ashton Avenue between Malcolm Avenue and Beverly Glen Boulevard; and portions along Hilgard Avenue, south of Le Conte Avenue which also contains two parcels of High Multiple family.

The area adjoining UCLA between Gayley and Veteran Avenues is located within the North Westwood Village Specific Plan (effective March 5, 1988) which includes provisions for the creation of university-oriented housing, design, parking, landscaping, and height and bulk limitations. The other multiple family areas, are subject to the Westwood Community Plan Multiple Family Residential Development Standards Specific Plan (effective March 5, 1988) which addresses landscaping, open space, bulk and mass of structures and overall quality of new development.

Additional housing is provided on-campus at UCLA for students and faculty. This housing presently accommodates approximately 6,300 persons. The 1990 Long Range Development Plan for the University proposes housing for an additional 4,100 persons by the year 2005, for a total of approximately 10,400. However, it is anticipated by University staff that this number will not be reached until 2010. By 2005, the on-campus population will be approximately 7,700. Between 2005 and 2010, an additional 2,700 people would be added, at the southwest campus property located west of Gayley Avenue.

Housing for students and faculty will also continue to be provided in proximity to campus by the private sector. Areas within one mile where rental housing is available include North Westwood Village, East Westwood Village, and the area south of Wilshire Boulevard.

The Plan designates residential land use categories as indicated in the following table. The table depicts the reasonable expected population and dwelling units for the year 2010, using the midpoint of the range for the "dwelling units per net acre" category. The midpoint represents a reasonable factor, since new development within each land use category is unlikely to occur at the extremes of the range, but more likely, throughout the entire range. The table does not include UCLA on-campus housing.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Minimum	0.5 (0 - 1)	49	97	2.57	125
Very Low I	2.0 (1 - 4)	28	14	2.57	72
Low	6.5 (4 - 9)	3,822	588	2.74	10,472
Low Medium I	13.5 (9 - 18)	108	8	1.93	208
Low Medium II	23.5 (18 - 29)	1,363	58	1.93	2,631
Medium	42.0 (29 - 55)	4,662	111	1.93	8,998
High Medium	82.0 (55 - 109)	9,102	111	1.92	17,476
High	163.5 (109 - 218) (100)*	4,800	48	1.92	9,216
TOTALS		23, 934	1, 035		49,198**

* Restricted to 100 u/ac by Wilshire-Westwood Blvd. Scenic Corridor Specific Plan

** Does not include UCLA on-campus population, projected for 2010 at 10,400 persons.

GOAL 1

A SAFE, SECURE AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

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

Policies

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

Program: The Plan Map identifies lands where only single family development is permitted. These areas are protected by development standards which restrict the bulk, height, and density of commercial and multiple residential buildings within several Specific Plans.

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

Program: Implement the Westwood Community Development Standards Specific Plan, the North Westwood Village Specific Plan, and the Wilshire-Westwood Scenic Corridor Specific Plan standards for design, parking, landscaping, height and bulk requirements.

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

Program: The Plan designates areas that shall be preserved for multi-family residential development.

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

Program: Make funds available to rehabilitate multi-family housing and to correct code violations on small residential buildings through the Neighborhood Preservation Program and the Homeowner Encouragement Loan Program (HELP) administered by the City's Housing Department.

Objective 1-2

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

Policies

- 1-2.1 Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Program: The Plan does not designate any additional land for multiple family residential and most of the higher residential densities are located near major transit corridors.

- 1-2.2 The residential densities proposed by the Plan are predicated upon the full development of the designated arterials. In no case shall any density increase be effected by zone change unless appropriate consideration has been given to adequate capacity to accommodate the traffic generated thereby on the local streets and arterials serving the property involved. Changes of zone permitting densities in excess of those designated shall be approved only if adequate access and public services are available.

Program: The decision-maker should adopt a finding which addresses these factors when considering plan amendments or zone changes.

Objective 1-3

To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policies

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

Program: Implement design and landscaping standards within the Specific Plans for multiple-family residential development to ensure compatibility and adequate buffering from single family areas.

Objective 1-4

To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policies

- 1-4.1 Promote greater individual choice in type, quality, price and location of housing, including student housing within one mile of the UCLA campus.

Program: The Plan allocates adequate lands for a variety of residential densities, types and sizes.

Program: The North Westwood Village Specific Plan includes provisions for the creation of university-oriented housing. Existing covenants for specific developments require the provision of University units.

- 1.4-2 Ensure that new housing opportunities minimize displacement of residents.

Program: The decision-maker should adopt a finding which addresses this factor in any decision relating to the construction of new housing.

COMMERCIAL

Commercial land use consists of 84 net acres or approximately 3 percent of the total 2571 acres in the Westwood Community Plan area. Commercial development can be categorized based on the general orientation of uses: Regional, Community, Neighborhood, and General.

REGIONAL COMMERCIAL

The area along Wilshire Boulevard designated as Regional Commercial consists of approximately 16 net acres and extends from Veteran Avenue on the west to Hilgard Avenue on the east. It is designated as a Regional Center in the General Plan Framework Element and on the Community Plan Land Use Diagram as shown on Figure 1. This area is primarily improved with high rise office buildings. Retail businesses and restaurants are located

on the north side fronting Lindbrook Drive. The Armand Hammer Museum is also located within the Center.

Portions of the Regional Center are subject to development restrictions which limit the Floor Area Ratio (FAR) and height of buildings as identified in Figure 1 (Regional Center Map, Appendix A) and in the Plan Footnotes.

COMMUNITY COMMERCIAL

The area designated for Community Commercial is approximately 33 net acres and consists of Westwood Village, bounded by Le Conte Avenue on the north, Lindbrook Drive on the south, the the UCLA West Campus on the west, and Tiverton Avenue on the east. It is identified as a Community Center in the General Plan Framework Element and on the Land Use Diagram in the Community Plan.

The Village is a unique 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.

The Westwood Village Specific Plan has been amended to address 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 Village as a pedestrian-oriented, architecturally unique environment.

A streetscape program in conjunction with the Westwood Business Improvement District enhances the Village's visual quality and character. Additionally, a new centralized public parking garage on Broxton Avenue with a Village-wide parking validation system has been completed which will provide accessible and affordable short-term parking, and make the Village more competitive with other shopping areas on the Westside.

NEIGHBORHOOD COMMERCIAL

The commercial frontage along Westwood Boulevard south of Wilshire Boulevard consisting of approximately 16 net acres is designated for Neighborhood Commercial. It is identified as a Neighborhood District on the Land Use Diagram. Westwood Boulevard, a north-south arterial, serves as a major link to both Wilshire and Santa Monica Boulevards. The shopping area is primarily small-scale, pedestrian-active and neighborhood-oriented. It provides daily convenience services to people living in nearby residential areas.

GENERAL COMMERCIAL

The remaining commercial land consisting of approximately 19 net acres is located on Santa Monica and Sepulveda Boulevards.

The frontage along Santa Monica Boulevard is designated General Commercial. The street is predominantly improved with retail and office uses, but also supports several older low-density apartment buildings, motels and auto-oriented establishments. It is identified as a Mixed Use Boulevard in the General Plan Framework Element and on the Land Use

Diagram in the Community Plan.

Santa Monica Boulevard between the Beverly Hills City limit and the San Diego Freeway is part of California State Route 2, and is currently part of a Transit Parkway Study being conducted by the Los Angeles Metropolitan Transportation Authority (MTA). The main focus of this study is to improve the regional traffic flow, reduce congestion and enhance safety while beautifying the Boulevard with landscaping and preserving the character of adjacent neighborhoods.

The General Plan Framework Element and the Land Use Diagram in the Community Plan propose a Mixed-Use Boulevard concept for portions of Santa Monica Boulevard. Commercial developments could be integrated with housing in a typically vertical pattern. These structures would normally incorporate retail, office and/or parking on the lower floor and residential units on the upper floors. The intent is to provide housing in proximity to jobs and services, to reduce vehicular trips, congestion and air pollution, to provide for rental housing, and to stimulate pedestrian-oriented areas. Mixed use development may also provide community facilities such as libraries, meeting rooms, post offices, senior centers, or day care facilities for children.

While the Plan does not mandate mixed-use projects, it encourages them in commercially designated areas which have the potential for such uses. Properties on Santa Monica Boulevard are limited to an FAR of 1.5:1 and a 45 foot height limit under the Plan.

Sepulveda Boulevard is also designated as General Commercial. The northerly section is bounded by Cashmere Avenue on the north and the Veterans Administration property on the south. The southerly section is bounded by the Department of Water and Power Distribution Station on the north and Santa Monica Boulevard on the south.

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.

Policies

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

Program: The Plan designates specific locations which effectively limit commercial uses to these areas.

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

Program: Residential uses in commercial areas should be allowed only in mixed use projects in designated areas.

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

Program: Support the existing Business Improvement District (BID) in the Village, and assist interested businesses in obtaining technical assistance for a BID and other programs from the City of Los Angeles.

Program: The development or expansion of movie theaters south of Wilshire Boulevard, along Westwood Boulevard should be discouraged, since an increase in traffic/parking would be incompatible with existing small neighborhood-serving businesses.

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

Program: The Westwood Village Specific Plan contains higher parking standards than those in the Municipal Code.

Program: Chapter V contains design standards for parking structures. The standards require that surface parking lots be permitted only behind commercial buildings. Any new commercial development and all parking adjacent to residential uses should be buffered by means of a solid wall and/or a landscaped setback.

Objective 2-2

To promote distinctive commercial districts and pedestrian-oriented areas.

Policies

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

Program: Implement the design policies of the existing Westwood Village Specific Plan.

Program: Create a Neighborhood-Overlay District (NOD) or Pedestrian-Oriented District (POD) on Westwood Boulevard, south of Ashton Avenue which would contain design requirements that encourage a pedestrian orientation.

Program: Consider construction of a pedestrian bridge or other means to improve access across Wilshire Boulevard in the vicinity of Westwood Village.

- 2-2.2 Promote mixed-use projects along designated Mixed Use Boulevards and in Westwood Village and ensure their development

according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.

Program: Implement the Westwood Village Specific Plan.

Program: The Community Plan Land Use Diagram identifies portions of Santa Monica Boulevard as a Mixed Use Boulevard.

Objective 2-3

To enhance the appearance of commercial districts.

Policies

- 2-3.1 Establish street identity and character on Santa Monica Boulevard and on Westwood Boulevard, south of Wilshire through appropriate sign control including billboards, landscaping and streetscape.

Program: Create an NOD/POD on Westwood Boulevard.

Program: Provide for a funding mechanism that would buy out existing billboards along Santa Monica Boulevard and prohibit future billboards by special ordinances. (The MTA presently owns the median which is planned to be relinquished to the City as part of the Transit Parkway Study. The MTA anticipates removal of billboards in the median due to project construction with provision of compensation to advertisers).

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

Program: Implement the Westwood Village Specific Plan, and create an NOD/POD on Westwood Boulevard.

Program: The Design standards in Chapter V establish standards for commercial areas not located within Specific Plans, Community design, streetscape and landscaping. These standards are intended to serve as a reference for City Departments, public agencies and private entities which may participate in projects which involve improvements to public spaces and rights-of-way.

Program: The decision maker should establish conditions on discretionary approval actions.

PUBLIC AND INSTITUTIONAL LAND USE

The full residential and commercial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Public Facilities and Service Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework Element.

There are approximately 495 acres of land designated as Public Facility in the Community. Included within this category are public schools, public facilities, freeway rights-of-way, and other government or publicly-owned lands.

Public facilities such as parks, schools, police and fire stations shown on the Westwood Community Plan Map should be developed in accordance with user needs, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be phased and scheduled to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate the changes in the Community Plan. However, the Community's amenities and environmental quality must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. Priorities should be established and new, alternate funding sources should be identified for public facilities. Additionally, public and private development must be coordinated to avoid costly duplication so that more services can be provided at less cost.

The University of California (UCLA) facilities are also included in the Public Facility Plan designation and zone. Due to the large size of these facilities, there should be coordination between UCLA and the City to ensure compatibility with commerce adjoining residential and commercial uses through the provision of buffers and transitional uses when necessary. New development should be in compliance with City planning standards. This Plan recognizes the needs for University-related housing, parking, shopping and recreation, and encourages UCLA's plan for peripheral parking around the campus.

RECREATION AND PARK FACILITIES

The City of Los Angeles Recreation and Parks Department operates public parks and recreational facilities in the Westwood Community Plan area. Parks are classified as regional, community, and neighborhood.

Approximately 38 acres in the Community are designated for park use. The Westwood Community Plan area has only one Community Park and one Neighborhood Park. The 29-acre Westwood Park and Recreation Center located on Sepulveda Boulevard includes a Community Building, tennis courts and game courts, sport fields, picnic facilities, an indoor swimming pool, and other indoor activities. Holmby Park, an 8.5 acre facility located on Club View Drive provides picnic and play areas.

GOAL 3

ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.

Objective 3-1

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the Community.

Policies

- 3-1.1 Preserve and improve the existing recreational facilities and park space.

Program: The plan assists in preserving park space by designating City recreation and park facilities as Open Space with a corresponding OS zone.

Policies

- 3-1.2 Better utilization and development of recreational facilities at existing parks.

Program: The Los Angeles Unified School District and the City's Department of Recreation and Parks should develop programs to fully utilize each of their respective sites.

Objective 3-2

To ensure the accessibility, security and safety of parks for their users, particularly families with children and senior citizens.

- 3-2.1 Ensure that parks are adequately illuminated for safe use at night as appropriate.

Program: The Department of Recreation and Parks manages the design, construction and maintenance of public parks.

OPEN SPACE

Lands designated for Open Space in the Community total 310 acres and include the Westwood Memorial Park Cemetery and the Los Angeles Country Club. Although not part of the Plan, the Veterans Administration Facilities provide a large amount of open space in proximity to the Community, as does UCLA.

There are two classifications of Open Space, publicly-owned and privately-owned. Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character and which functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.

6. Preservation of physical resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

GOAL 4

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.

Objective 4-1

To preserve existing open space resources and where possible develop new open space.

Policies

- 4-1.1 Encourage the retention of passive and visual open space in balance with development in the community.

Program: The Plan Map designates areas for Open Space such as the Los Angeles Country Club, which has an Open Space designation with a corresponding zone of A1-1 and should be retained as permanent open space.

- 4-1.2 The City should encourage continuous efforts by Federal, State and County agencies to acquire vacant land for publicly owned open space.

Program: In the event the Veterans Administration property or portion thereof becomes surplus in the future, large portions of the property should be retained for open space and low intensity recreational use, and the land annexed from Los Angeles County. This should entail a joint study between the Federal, County, and City agencies. A Specific Plan for this area should be prepared when surplus land is scheduled to be redeveloped.

SCHOOLS

The Los Angeles Unified School District (LAUSD) administers public schools in the Westwood Community Plan area. There are two elementary schools and one middle school within the Community. The Plan encourages shared use of existing school facilities for the general public after hours and on weekends. School grounds should be made available to the public for after school hour recreational uses.

GOAL 5

PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES AT APPROPRIATE LOCATIONS TO SERVE EVERY NEIGHBORHOOD IN THE CITY.

Objective 5-1

Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth in locations compatible with existing land uses in the adjacent neighborhood.

Policies

- 5-1.1 Explore creative alternatives for providing new school sites in the City, where appropriate, and encourage compatibility between school locations, site layout and architectural design, and community character.

Program: Develop plans to address issues of siting and joint use of facilities including strategies for expansion in transit-rich locations.

Program: Require the decision maker in discretionary review actions for proposed schools to adopt a finding which supports the application of this policy.

Program: Utilize the City's "Annual Growth Report" to monitor locations for growth and potential new school sites.

- 5-1.2 School design should buffer classrooms from noise sources.

Program: Implement appropriate provisions of the City's Noise Element.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in compliance with California Environmental Quality Act (CEQA) Guidelines.

- 5-1.3 Expansion of existing school facilities should be considered prior to acquisition of new sites.

Program: The Los Angeles Unified School District is the responsible agency for providing school facilities.

Objective 5-2

Maximize the use of local schools for community use and local open space and parks for school use.

Policies

- 5-2.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

Program: Formulate/update plans to address issues relating to siting and the joint use of facilities. Identify strategies for the expansion of school facilities including:

1. Siting of schools and other community facilities (libraries, parks, schools and auditoriums) within a transit station, center, or mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.
2. Locating middle schools and high schools where possible, close to transit stations and key centers and mixed-use districts, so students can use the transit system to get to and from school.

3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

5-2.2 Encourage cooperation between the School District and the Department of Recreation and Parks in providing recreation facilities for the Community.

Program: The Los Angeles Unified School District and the Department of Recreation and Parks should develop a program where both schools and parks can be utilized for recreational and instructional purposes.

LIBRARIES

The Los Angeles City Public Library provides library services within the Community. Although no public libraries are located within Westwood, public library facilities in the vicinity include the Rancho Park Branch Library, the Brentwood Branch Library, and the libraries located on the UCLA campus.

GOAL 6

ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED TO COMMUNITY RESIDENTS.

Objective 6-1

To assist the City's Library Department in providing adequate library service to the Community.

Policies

- 6-1.1 Support construction of a new library at an appropriate location as needed in the Community.

Program: Libraries are compatible with the Public Facility land use category and allowed in the Public Facility Zone. This designation provides flexibility in obtaining necessary approvals for construction or expansion.

- 6-1.2 Encourage flexibility in siting branch libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings and similarly accessible facilities.

Program: Through the inclusion of this policy the Plan supports such utilization when the Library Department and decision-makers review and approve new library sites.

POLICE PROTECTION

The Los Angeles Police Department (LAPD) provides police protection within the City. The Community Plan area is served by the West Los Angeles Police Station located on Butler Avenue in the West Los Angeles Civic Center. A police substation is also located in Westwood Village. The substation is jointly operated by both LAPD and UCLA campus police. The

UCLA campus police, consisting of State Police Officers having jurisdictional authority within one mile of state property, are also available on an as-needed basis within the Community.

GOAL 7

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 7-1

To provide adequate police facilities and protection to correspond with population and service demands.

Policies

- 7-1.1 Consult with the Police Department in the review of development projects and land use changes to determine law enforcement needs and requirements.

Program: Require the decision-maker to include a finding which considers the impact on police service demands of a proposed project or land use plan change.

This consultation process is currently in effect for all Plan amendments which must be reviewed by the General Plan Advisory Board.

Objective 7-2

Increase the ability to minimize crime and provide adequate security.

Policies

- 7-2.1 Support and encourage community based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with community based policing, foot and bicycle patrols, watch programs and regular communication with neighborhood and civic organizations.

Program: Community-oriented law enforcement programs are administered by the Los Angeles Police Department.

- 7-2.2 Ensure that landscaping around buildings does not impede visibility and that adequate lighting is provided around buildings.

Program: Discretionary land use decisions in the Planning Department in consultation with the Police Department.

FIRE PROTECTION

The Los Angeles City Fire Department provides fire protection services to the Community including fire prevention, fire suppression, and life safety services. The City Fire Department operates two facilities within the Community; one located at Sunset Boulevard and Beverly Glen Boulevard, and the other on Veteran Avenue within the UCLA West Campus facility.

GOAL 8

PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 8-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land use.

Policies

- 8-1.1 Coordinate the review of significant development projects and General Plan amendments with the Fire Department to determine the impact on service demands.

Program: Require the decision maker to include a finding on the impact on fire service demands of proposed projects or Plan amendments. This coordination is currently in effect for projects subject to both the Subdivision and Plan Amendment process. Plan amendments are reviewed by the General Plan Advisory Board.

- 8-1.2 Assist the Fire Department in locating fire service facilities in appropriate locations in the Community.

Program: The Plan Map identifies locations of existing fire service facilities. The need for and location of future sites in the Community will be determined by the Fire Department in cooperation with the Planning Department.

TRANSPORTATION

A number of local, state and regional plans and ordinances address transportation improvements in the Community Plan area. They include the following: 1) the Los Angeles County Congestion Management Program (CMP); 2) the Long Range Plan prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA); 3) the Regional Transportation Plan prepared by the Southern California Association of Governments (SCAG); 4) the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation; and 5) the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance No. 171,492).

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

A Transportation Improvement and Mitigation Plan (TIMP) was prepared for the Westwood Community Plan area that analyzes land use impacts on transportation projected to the year 2010. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. It also takes into account and incorporates the local, state and regional programs noted above. Due consideration should be given to individual recommendations regarding residential neighborhoods and adverse impacts on commercial activities.

Implementation measures taken from the TIMP are identified by "[TIMP]" after the program description. The TIMP document provides an implementation program for the circulation needs of the Plan area which

consist of recommendations as follows:

- A. Public Transportation
- B. Transportation Demand Management strategies
- C. Residential Neighborhood Protection Plans
- D. Transportation Systems Management strategies
- E. Arterial Infrastructure Improvements

PUBLIC TRANSPORTATION

Opportunities exist within the Plan area to increase the use of public transit. While it is anticipated that the private automobile will remain a primary mode of transportation within the time frame of the Plan (2010), bus service and community shuttles or paratransit will be the primary public transportation modes.

Fixed route public transportation services in Westwood are currently provided by the Metropolitan Transportation Authority, the Los Angeles Department of Transportation, and buses from nearby cities. The City of Los Angeles should continue to work with other agencies in evaluating travel needs and making recommendations for modifications and improvements to public transportation.

GOAL 9

DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 9-1

To encourage improved local and express bus service throughout the Community and encourage park-and-ride facilities that connect with freeways, transit routes and high occupancy vehicle (HOV) lanes.

Policies

- 9-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to expand express and local bus service to and within the Community.

Program: Increase, expand and implement bus service and the "City Ride" program along high travel demand routes as warranted and especially along Wilshire and Santa Monica Boulevards.

Program: Westside Transit Restructuring Study - MTA with support from LADOT is currently finalizing this study to enhance and optimize transit service in the western portions of the City. Major activity centers in Westwood and the vicinity include the Village, UCLA, Century City, and the commercial corridors along Wilshire, Santa Monica and Olympic Boulevards. [TIMP]

Program: Provide smart and circulator shuttles as "feeder" services by transporting residents between residential areas along collector and local streets, and to provide convenient access to bus transit

services or activity centers like the Village, UCLA, the West Los Angeles Civic Center, and Century City. These shuttles with 20-passenger seating capacity would complement existing bus services by serving patrons in approximately 20-minute full-circle routes in areas not currently served by large buses. [TIMP]

- 9-1.2 Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.

Program: During non-peak hours, the shuttles should be used to supplement paratransit services for senior and disabled persons. [TIMP]

Objective 9-2

To increase the work trips and non-work trips made on public transit.

Policies

- 9-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Program: Development of “transit transfer centers” to allow easy transfers to other routes and services, employment and shopping centers.

- 9-2.2 Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification). [TIMP]

Program: Transit priority treatments are proposed on Wilshire and Santa Monica Boulevards.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)

The level of trips which could be generated by future development in and surrounding the Plan area calls for the implementation of a Transportation Demand Management Program (TDM). TDM measures are designed to encourage people to change their travel mode from single occupancy vehicles to other transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting and non-motorized transportation modes such as the bicycle.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

1. Transportation Management Association Formation - The City will continue to encourage the formation of Transportation Management Associations (TMA's) to assist employers in creating and managing trip reduction programs, particularly in the Westwood Regional and Community Centers and major commercial corridors. [TIMP]
2. Participation in Regional Transportation Management Programs - The City will continue to participate in local and regional TDM programs and coordinate its TDM program with those of other communities,

agencies and adjacent jurisdictions. [TIMP]

3. TMA Coordinating Council - Establish a coordinating council to foster cooperation between various TMAs in Westwood and adjacent communities and jurisdictions to coordinate programs and data. [TIMP]
4. TDM Ordinance - The Citywide Ordinance on TDM and trip reduction measures (LAMC 12.26-J) will continue to be implemented for the Westwood area. This ordinance calls for several measures to be taken in new non-residential developments to achieve trip reduction.
5. Monitoring - LADOT is responsible for monitoring the citywide TDM ordinance.
6. Bikeways - The City has adopted a revised Mobility Plan which includes a future bicycle system in the Community as part of an overall transportation demand management strategy.
7. Telecommuting - The City should encourage large employers to provide teleconferencing facilities, and large residential developments to incorporate "local work centers", allowing employees to communicate from their homes and reduce daily traffic. [TIMP]
8. UCLA-LADOT Monitoring Program - the University and the Department of Transportation have an agreement to monitor traffic levels on an annual basis, and to implement TDM measures in the event that traffic exceeds agreed upon thresholds.

GOAL 10

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) TO REDUCE VEHICULAR TRIPS

Objective 10-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Policies

- 10-1.1 Encourage non-residential developers and schools to provide employee incentives for utilizing alternatives to the automobile, (ie. carpools, vanpools, buses, flex time, bicycles and walking).

Program: The Citywide TDM Ordinance and trip reduction measures will continue to be implemented and monitored by LADOT.

Program: The UCLA/City of Los Angeles Traffic Mitigation Monitoring Agreement (TMMA) (Appendix C).

- 10-1.2 Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

Program: Provide park-and-ride shuttle services to activity centers and special events.

Program: Design and implement a public education program to promote ridesharing.

- 10-1.3 Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.

Program: LADOT shall continue to include this in project approval actions. Such programs should include telecommuting, flexible work schedules, and teleconferencing.

- 10-1.4 Promote the development of transportation facilities and services that encourage transit rider ship, increase vehicle occupancy, and improve pedestrian and bicycle access.

Program: Pursue measures such as locally-based Transportation Management Organizations, merchant incentives, preferential parking, bicycle access and parking, and lighting for pedestrian, vehicular, bicycle, and transit uses.

NON-MOTORIZED TRANSPORTATION

The Plan provides for various modes of non-motorized circulation. The Mobility Plan (2035) identifies several bikeways in the Community which are shown on the Plan map. The Plan also describes pedestrian-oriented areas in the Village and along Westwood Boulevard. It is the intent of the Community Plan to facilitate the development of a bikeway system which will complement other transportation modes.

GOAL 11

A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE AND PEDESTRIAN FACILITIES.

Objective 11-1

To promote an adequate system of bikeways for commuter, school and recreational use.

Policies

- 11-1.1 Plan for and encourage funding and construction of bikeways connecting residential neighborhoods to schools, open space areas and employment centers.

Program: The Mobility Plan addresses concerns regarding bicycle use issues. The Plan map identifies existing and proposed routes.

- 11-1.2 Identify bikeways along arterial streets in the community.

Program: Bikeways - The city should implement the Mobility Plan for the Westwood area, which includes the following proposed bikeways [TIMP]:

- Class I bike paths along Santa Monica Boulevard <Mobility Plan designates a Class IV Cycle track.> and the Community boundary (MTA is proposing Class II bike lanes); West Los Angeles Veloway in the vicinity of UCLA and the Veterans Administration Complex; and Westwood Park [TIMP].
- Class II bike lanes along Gayley Avenue between Le Conte and Weyburn Avenue; Beverly Glen Boulevard between Sunset Boulevard and Santa Monica Boulevard; Le Conte Avenue between Gayley Avenue and Hilgard Avenue; <designated for a Class IV protected bike lane instead>; Weyburn Avenue between Gayley Avenue and Veteran Avenue. [TIMP]

11-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

Program: The Plan map identifies bicycle facilities which link with the bicycle facilities in adjacent communities.

11-1.4 Encourage the provision of changing rooms, showers and bicycle storage in new and existing non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in pedestrian oriented areas and transit corridors. The decision-maker should consider this policy when reviewing projects requiring discretionary action.

Objective 11-2

To provide pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school and recreational use, and facilitate economic activity and access to transit facilities.

Policies

11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way wherever feasible for the use of pedestrians.

Program: Implementation of the Citywide Land Use/Transportation policy and the City's discretionary project review process.

11-2.2 Require the installation of sidewalks in all new roadway construction and substantial reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects, and the discretionary project review process.

11-2.3 Protect and improve pedestrian-oriented street segments.

Program: Implement guidelines to develop, protect, and foster the pedestrian-oriented nature of these areas.

PARKING

The Plan supports the City's continuing effort to develop City-owned (off-street) parking facilities so that an adequate supply of parking can be provided to meet the demand. City-owned parking lots should be located in or near commercial areas. A public parking structure has recently been constructed in the Village by the City.

GOAL 12

SUFFICIENT SYSTEM OF WELL DESIGNED AND CONVENIENT ON-STREET AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 12-1

To provide parking in appropriate locations in accordance with Citywide standards and Community needs.

Policies

12-1.1 Reduce the number of ingress and egress points onto arterials where appropriate.

Program: The LADOT should develop a parking management strategy to address this policy.

12-1.2 Develop parking lots and garages in accordance with design standards.

Program: The Urban Design Chapter outlines guidelines for parking facilities.

Program: Promote the provision of shared parking facilities in appropriate centers and districts.

RESIDENTIAL NEIGHBORHOOD PROTECTION PLANS

In recent years, as traffic has grown, residential streets have been used more frequently as pass-through routes by commuters bypassing congested arterials, and as a location for spillover parking from adjacent commercial streets. Westwood has a grid-system street network. This is especially susceptible to traffic intrusion because streets are usually parallel to one another and provide convenient alternate routes to commuters by-passing arterials.

If left unattended, traffic volumes on residential streets have significant impacts. Several major generators within Westwood and adjacent areas include UCLA, Century City, the commercial corridors along Wilshire, Santa Monica, Westwood and Olympic Boulevards, and the recently opened Getty Center. Concerns regarding traffic intrusion onto residential streets have been raised by the Community. The City of Los Angeles Department of Transportation staff working closely with the various respective City Council offices and the Community should continue to address these issues in a systematic and comprehensive way.

Within the Community Plan area, several neighborhood protection plans have been approved and are being implemented. These traffic controls are used to regulate, warn and guide movement of pedestrians and vehicular

traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes.

Currently, most residential streets in the Community are operating at satisfactory service levels. However, as traffic continues to grow, service conditions on some of those residential streets could deteriorate. Responding on a case-by-case basis without analyzing the entire nature, context and cause of the problems has been ineffective in minimizing “unwanted traffic” by vehicles whose destinations are outside the neighborhood. Frequently, implementing neighborhood traffic controls on one street can cause intruding traffic and spillover parking to shift elsewhere.

In order for neighborhood traffic control plans to be effective, traffic control measures should be clearly understood by motorists and pedestrians. Traffic control measures should convey clear and unambiguous messages, be justified, and regulate the traffic for which they are applied and intended. An effective neighborhood protection plan can only be implemented on an area-wide basis involving all affected parties including planners, traffic engineers, neighborhood residents and City Council representatives.

GOAL 13

DISCOURAGE NON-RESIDENTIAL TRAFIC FLOW ON RESIDENTIAL STREETS AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.

Objective 13-1

To initiate and continue neighborhood based traffic and parking mitigation plans in the Community as needed.

Policies

13-1.1 The City should continue to closely work with the Community to identify and discuss existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood/community meetings, strategies and programs can be developed for an effective neighborhood protection plan. Availability of funding to pay for implementation of programs would also be discussed at these meetings.

Program: Implement neighborhood traffic control and monitoring programs to accomplish the following:

- C Installation of proper traffic control devices;
- C Analysis of their effectiveness;
- C Study of before and after effects of the control devices;
- C Ensure that undesirable impacts of the measures on residential neighborhoods are minimal; and
- C Examination of the need for additional controls. [TIMP]

TRANSPORTATION SYSTEMS MANAGEMENT STRATEGIES (TSM)

Transportation Systems Management (TSM) is the manipulation of the transportation system by improving the traffic flow with low capital cost projects and minor construction that can be implemented in a short time frame. TSM strategies include synchronization of traffic signals, localized

intersection improvements, limiting on-street parking during peak travel times, conversion of parallel arterials into one-way couplets, bus-only lanes and reversible lane operations.

GOAL 14

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 14-1

Increase capacity on existing transportation systems through minor physical improvements.

Policies

- 14-1.1 Implement or enhance Smart Corridors to coordinate Caltrans' freeway traffic management system with the street traffic signal management system and enhance incident management and motorist information, thus reducing vehicular delays. [TIMP]

Program: San Diego (I-405) Freeway corridor including parallel arterials (e.g. Sepulveda and Westwood Boulevards). [TIMP]

- 14-1.2 Automated Traffic Surveillance and Control (ATSAC) equipment should be installed at all signalized intersections.

Program: ATSAC is currently on line in most of the Community's intersections.

- 14-1.3 An Adaptive Traffic Control System (ATCS) should be implemented at all critical intersections along arterials to improve intersection capacity. This is an upgrade of the existing ATSAC system.

Program: ATCS is recommended along Sepulveda Boulevard, Westwood Boulevard, Wilshire Boulevard, Sunset Boulevard and at all critical intersections in Westwood Village, and UCLA. [TIMP]

- 14-1.4 Identify and implement local intersection improvements (channelization, turn lanes, signal modifications) as warranted and feasible.

Program: The West Los Angeles TIMP (Ordinance 171,492) identifies intersection improvements.

FREEWAYS, AND STREETS

Major transportation corridors serving other parts of the Los Angeles metropolitan area traverse Westwood, creating a need to accommodate traffic generated from within and outside the Community.

Wilshire Boulevard is designated in the General Plan Transportation Element as a Boulevard II, and Santa Monica Boulevard as a Divided Boulevard II. Westwood Boulevard between Santa Monica and Wilshire Boulevards is also designated a Boulevard II. Westwood Boulevard between Wilshire Boulevard and Le Conte Avenue is designated as a Divided Avenue I

All or portions of Veteran, Gayley, Hilgard, Manning, Glendon,, Le Conte, Rochester and Midvale Avenues, Lindbrook Drive, Sunset Boulevard and Beverly Glen Boulevard are designated as Avenues. Additionally, Wilshire and Santa Monica Boulevards are designated as Scenic Highways in the Community Plan.

The Community Plan area is comprised of mature neighborhoods with established building setback lines along arterials. Major street widening may not be feasible without significant disruption and/or neighborhood impacts.

GOAL 15

TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS AND STREETS THAT PROVIDES A CIRCULATION SYSTEM SUPPORTING EXISTING AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT INTERSECTIONS, WHERE FEASIBLE.

Objective 15-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policies

15-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for avenues and collector streets; nor LOS "E" for boulevards or major business districts.

Program: Improve to designated standard specifications, substandard segments of arterials which are expected to experience heavy traffic congestion by the year 2010, except where environmental issues and pedestrian-oriented street segments warrant alternate standards consistent with capacity requirements.

Program: Capital Improvement Program [TIMP]

Street Improvements - The Plan recommends only those street widenings already approved in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance No. 171,492). The TIMP identifies the following specific nonstandard roadway segments for capacity improvement consistent with their roadway classification in response to congestion levels projected for the Year 2010. [TIMP]

C Sepulveda Boulevard from Santa Monica Boulevard to Wilshire Boulevard: Improve to consistent boulevard standards (6 lanes). This improvement would continue and facilitate the provision of consistent boulevard standard lanes (6 lanes) along Sepulveda Boulevard between Venice Boulevard and Wilshire Boulevard (Ordinance No. 171,492).

C Wilshire Boulevard - Continue boulevard (8 lanes, 80-foot roadway in 110-foot right-of-way)

along Wilshire Boulevard from Glendon Avenue to Comstock Avenue (Ordinance No. 171,492).

Program: Capacity Enhancements

- C Sepulveda Boulevard Capacity Enhancement - Provide a third northbound reversible lane on Sepulveda Boulevard during the PM peak period between Wilshire Boulevard and the Sepulveda Pass (Ordinance No. 171,492).
- C Santa Monica Boulevard - The City of Los Angeles should support and implement the Santa Monica Boulevard improvement (Classic Boulevard-Transit Parkway) to three lanes and a frontage road in each direction plus parking in either direction between Sepulveda Boulevard and the Plan boundary. [TIMP]

Policies

- 15-1.2 Streets should be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's standard street dimensions. There are exceptions where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements, and Community desires.

Program: Implementation of the Transportation Element.

The Community Plan TIMP notes that as a possible alternative and depending upon available funding, implementation of each of these improvements could be accommodated within existing rights-of-way if nonstandard lane widths frequently used throughout the City were to be used. Additionally, roadway widening along nonstandard streets is required under LAMC 12.37. (The ordinance requires owners of newly developed parcels to dedicate a portion of their property for street widening). This method minimizes disruption to neighboring businesses and residents and could potentially improve traffic circulation.

Objective 15-2

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

Policies

- 15-2.1 No increase in density shall be effected by zone change, Plan amendment, subdivision, or other discretionary action unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

Program: Decision makers shall adopt a finding with regards to infrastructure adequacy as part of their action on discretionary approvals resulting in increased density or intensity.

Objective 15-3

To ensure that the circulation system is adequate to lessen traffic congestion in the Community, where feasible appropriate, and consistent with the Mobility Plan 2035.

Policies

- 15-3.1 Options for street extensions to improve the traffic system should remain open and be considered as necessary.

Program: Weyburn Avenue between Gayley Avenue and Veteran Avenue should remain in use, and re-designation as a Avenue considered.

Program: A feasible alignment for a roadway connecting Westwood Village with the San Diego Freeway should be developed. The road should not adversely impact residential neighborhoods, or the operation of or grave sites at the Veterans Administration Cemetery.

HISTORIC AND CULTURAL RESOURCES

During the 1920s the Janss Corporation started to create a premier middle-class subdivision in the Westwood hills. At this time, the University of California wanted to expand the Los Angeles campus, and in 1925, UCLA relocated to its existing site.

The Janss Corporation provided support services for the campus by building a complete business and entertainment district which would be fully integrated into campus life. In addition to commercial facilities, the concept included both multi-family and single family residences designed to encourage the families of students to settle in the area.

Westwood Village was developed using a predominantly “Mediterranean” design theme resulting 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 through the use of courtyards and terraces, continuous building facades with no setback from the public right-of-way, and the occasional use of domes and towers. The size, scale, and design of the buildings was intended to attract pedestrians.

In the 1930s and 1940s, a substantial number of Moderne-style buildings (such as the Bruin Theater) were constructed. After 1954, there were major changes in the Village when the Janss Corporation sold their extensive interest to Arnold Kirkeby. The resulting higher density development in the area had its impact on traditional uses, as service-oriented businesses gave way to more entertainment, restaurant, and retail establishments.

A background study prepared for the Westwood Village Specific Plan by Gruen Associates in 1986, includes a historical survey which identifies historical and architecturally significant buildings in the Community. The listing includes 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). Four additional buildings may become eligible if rehabilitation or age requirements are met (Mario's, Macy's, Holmby Hall, and Ralph's Market/ Egyptian Theater).

The Westwood Village Specific Plan identifies 45 buildings which qualify as locally significant historic resources based on City of Los Angeles Historic Preservation Overlay Zone (HPOZ) criteria. The Specific Plan functions as an HPOZ for the Village.

The area east of UCLA known as East Westwood Village contains several City Historic-Cultural monuments as well as a number of historic structures, particularly along Sorority Row on Hilgard Avenue.

The City has declared 15 Historic-Cultural Monuments which are shown on the Community Plan Map and listed in Appendix A.

GOAL 16

PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 16-1

To ensure that the Community's historically significant resources are protected, preserved, and enhanced.

Policies

16-1.1 Encourage the preservation, maintenance and enhancement of existing historic structures, features, and sites and the restoration of original facades.

Program: Adherence to the City's Historic Preservation Ordinance and Cultural Heritage Commission requirements for preservation and design standards.

Objective 16-2

To preserve and enhance buildings and neighborhoods with a distinctive and significant historical character.

Policies

16-2.1 Identify and document the Community's historic resources.

Program: The Plan Map identifies buildings designated as City Historic/Cultural Monuments. The Plan text identifies additional buildings/structures which may qualify. All significant buildings should be submitted to the Cultural Heritage Commission for their consideration for City of Los Angeles historic-cultural monument status.

Objective 16-3

To encourage private owners of historic properties/resources to conserve the integrity of such resources.

Policies

16-3.1 Assist private owners of historic resources to maintain and enhance their properties.

Program: Adherence to the City's Historic Preservation Ordinance and Cultural Heritage Commission requirements for preservation and design standards.

Program: Promote education and interest in cultural, historical and architectural resources, and encourage Building Code flexibility to preserve these buildings.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted by the City through appropriate City departments and other agencies including Federal, State and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not control, but which involve issues that should be identified in the Community Plan and which help to reinforce the intent of the goals and objectives found in Chapter III.

RECREATION AND PARK FACILITIES

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.
2. Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly-owned open space.
3. Ensure that parks are adequately illuminated for safe use at night as appropriate.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activities.
5. Coordinate with the Department of Recreation and Parks and the Police Department to ensure adequate police patrols and the utilization of "defensible space" in the design of recreation and park facilities.
6. Improve the utilization and development of recreational facilities at existing parks.
7. Coordinate with City Departments, neighboring cities, and County, State and Federal agencies to interconnect open spaces and utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties for such recreational uses as hiking, jogging and biking.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and relocation of residents.
9. Target park and recreation projects in areas with the greatest deficiencies.
10. Pursue resources to clean up and activate land that can be used for public recreation.
11. Large portions of the Veterans Administration property should be retained for public open space and recreation. A joint study should be

prepared by appropriate Federal, County and City agencies to determine the use of possible future surplus lands. A specific plan should be prepared if surplus land is scheduled to be redeveloped, and the site should be annexed to the City.

SCHOOLS

1. Consider siting new schools, on vacant parcels as a first alternative rather than acquiring sites with existing uses which may be displaced.
2. Maximize the accessibility of school facilities to neighborhood organizations.

UNIVERSITY OF CALIFORNIA

Encourage coordination between UCLA and the City to ensure that new development is in compliance with City policies and standards and compatible with adjoining residential and commercial areas through the provision of buffers and transitional uses, when necessary.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands to the year 2010.
2. Develop a citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

1. Ensure that an adequate number of police stations and police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and police service within the community.
2. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch) through coordination with existing community-based policing, foot and bicycle patrols, watch programs, and regular communication with neighborhoods and civic organizations.
3. Identify neighborhoods in need of Police protection facilities.

FIRE PROTECTION

1. Ensure that an adequate number and type of fire station and fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the community.
2. Prioritize the development of fire station sites in neighborhoods deficient in fire facilities and services.

HISTORIC PRESERVATION

Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

HOUSING

1. Encourage development of housing for senior citizens and the physically challenged in proximity to health and community service facilities, retail services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Improve the coordination of public services to support neighborhood conservation activities.
4. Ensure that low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.
5. Encourage new and alternative housing concepts, building materials and construction methods which lower housing construction costs and are compatible with City codes.
6. Ensure that transitional housing developments and emergency shelters are appropriately located.

PUBLIC UTILITIES/SERVICES

1. Install utilities underground through assessment districts or other funding mechanisms, when possible.
2. Encourage mitigation measures to reduce solid waste generation including trash separation, recycling, source reduction, compacting and composting.
3. Locate solid waste recycling centers in the Community so long as residential neighborhoods are not adversely impacted.

COMMERCIAL

Assist interested businesses in obtaining technical assistance for Business Improvement Districts from the City of Los Angeles.

EMPLOYMENT

1. Encourage businesses to participate in job training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills and wages.

PUBLIC TRANSPORTATION

1. Coordinate with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and other local agencies to improve local bus service including feeder service within the Community Plan area.
2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

**NON-MOTORIZED
TRANSPORTATION**

Encourage funding and construction of a bicycle network connecting neighborhoods to schools, open space areas, employment centers and to transit stations.

Chapter V

URBAN DESIGN

The Westwood Community is comprised of neighborhoods with distinctive characteristics. The purpose of this chapter is to lay out policies and standards for Community design in commercial and multi-residential areas. This chapter identifies general design standards directed at individual projects. The Community Design and Landscaping Section is directed at the use of streetscape improvements and landscaping in public places and rights-of-way.

The Design Policies and Standards in this chapter establish the minimum level of design that shall be observed in multiple residential and commercial projects within the Plan area. Projects should reflect these policies to the maximum extent feasible.

Policies and standards specified in this chapter can be accomplished by the existing Specific Plans, or with the establishment of Community Design Overlay Districts (CDOs), or Pedestrian-Oriented Districts (PODs) in accordance with the Supplemental Use District Section (Section 13.00) of the Los Angeles Municipal Code.

Specific Plans are already in force in much of the Westwood Community. The areas not presently covered by design and development plans or overlay zones are primarily Sepulveda Boulevard, Santa Monica Boulevard, Westwood Boulevard, southerly of Westwood Village (Lindbrook Drive) and Wilshire Boulevard westerly of the Scenic Corridor Specific Plan (Glendon Avenue).

GOALS AND PURPOSES

These design policies and standards are intended to ensure that multiple family residential and commercial projects, public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages pedestrian and economic activity. In multiple family residential areas, the emphasis is on the promotion of architectural design that enhances the quality of life, living conditions and neighborhood pride.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

MULTIPLE RESIDENTIAL

Most of the multiple family residential development in the Community is located within several Specific Plans and is subject to use, bulk, density, height, setback, design, landscaping, and parking requirements. The following guidelines do not replace the regulations within the existing Specific Plans in Westwood. The intent is that multiple family residential areas be developed with general design and landscaping guidelines, and be

of a quality and character that enhance the Community. Accordingly, individual projects should maintain the following guidelines:

Site Planning

All new development projects shall include a site plan showing the site layout, the arrangement and design of buildings, circulation, vehicle and pedestrian access, loading areas, landscaping, lighting, signage and the proposed use.

Building Design

1. Use of articulation, recesses, or perforations of surfaces to break up long, flat building facades and create varying rooflines.
2. Use of complementary building materials, textures and color in building facades.
3. Incorporation of varying design to provide definition to each floor and uniformity of detail, scale and proportion.
4. Integration of building fixtures, awnings, security gates and walls or fences.
5. Screening of rooftop equipment and building appurtenances from public view.
6. Requiring decorative masonry walls to enclose trash areas.

Landscaping

Open space and proper landscaping are an asset and an essential component of development design. A landscape plan should be prepared by a licensed landscape architect and include the following elements;

1. Provision of attractive views and visual relief from the building mass.
2. Buffering of adjacent land uses.
3. Inclusion of appropriate planting material (trees, shrubbery, flowering plants).
4. Provision of useable open space for outdoor activities, especially for children.

COMMERCIAL

Design Guidelines for Commercial Areas

A large portion of the commercial area in the Community is regulated by the Westwood Village Specific Plan. These design guidelines apply to other commercial areas which include the Regional Commercial Center along Wilshire Boulevard, the Mixed Use portion of Santa Monica Boulevard, and the segments designated as General Commercial along Santa Monica and Sepulveda Boulevards.

The purpose of the design guidelines is to create commercial areas which are vibrant, safe, well-designed and economically viable. Good design with complementary landscaping and streetscape is a major component in fostering pedestrian activity and economic vitality.

In all commercial areas, structures shall be oriented toward the main commercial street where a parcel is located. Building materials shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscape areas.
2. Providing accenting, complementary building materials to building facades.
3. Use of articulations, recesses, surface perforations and other architectural features to break up long, flat building facades.
4. Screening of mechanical, electrical, rooftop equipment and building appurtenances from public view.
5. Requiring the enclosure of trash areas for all projects.
6. Maximizing retail and commercial service uses along frontages of buildings.
7. Providing front pedestrian entrances for businesses fronting on main commercial streets.
8. Minimizing the number of driveways providing access to commercial lots.
9. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
10. Locating surface parking to the rear of structures.
11. Providing through arcades from the front of buildings to rear parking for projects within wide frontages.

PEDESTRIAN-ORIENTED DESIGN

The intent of these provisions is to ensure that the mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale and designed in harmony with the surrounding neighborhood creating a stable environment with a pleasant and desirable character.

Chapter III identifies Westwood Boulevard between Ashton Avenue and an alley north of Santa Monica Boulevard as a Pedestrian Oriented Street. This designation could involve the enactment of a Pedestrian-Oriented

District (POD) as specified in the Los Angeles Municipal Code (Section 13.07) under the Supplement Use District provisions (Chapter 1, Article 3). Such a designation would provide a continuation of the Neighborhood-Oriented District (NOD) enacted south of Santa Monica Boulevard in the West Los Angeles Community, which contains development requirements that encourage a similar pedestrian orientation. Until such an ordinance is enacted, the following standards should be considered when new development or substantial remodeling occurs on Westwood Boulevard.

Design Standards

1. Structures should be oriented toward the street and should not create pedestrian/vehicular conflicts.
2. Wall treatments should include one or more of the following: windows, doors, recessed entryways, recessed courtyards, planters, murals, mosaic tile, public art and/or other means of creating visual interest.
3. Buildings should feature accenting, complementary building materials and color suitable for the type and design of the building.
4. The exterior wall of new buildings or structures should be located close to the front lot line. Plazas, courtyards, outdoor dining areas, kiosks, paseos, and/or craft display areas may be located further from the front property lot line. Building setbacks may be used for such purposes or should be landscaped.
5. All new developments should be provided with at least one entrance for pedestrians on the ground floor accessible to the street. Building facades on the floor immediately above the ground floor should be differentiated from the ground floor by recessed windows, balconies, offset planes, awnings or other architectural details.
6. Surface parking should be located at the rear of structures if feasible. Surface parking should be screened by a solid wall. The wall should be separated from the adjacent public right-of-way by a continuous landscaped area. Above-grade parking visible from the public right-of-way should be screened architecturally or with landscaping.

Landscaping Standards

Open space and proper landscaping are an asset and an essential component of development design. A landscape plan for all commercial developments should include the following elements:

1. Provide attractive views and visual relief from the building mass, and enhance and complement the building.
2. Buffer other land uses.
3. Include appropriate planting material including trees of adequate size and variety, shrubbery and flowering plants.

4. Street trees should be planted at an appropriate ratio. Elevated planters, tree grates and tree guards should be provided where needed. The size, location and variety of trees is to be determined by the Department of Public Works.
5. An automatic irrigation system should be provided for all landscaped areas when feasible and should be indicated on landscape plans. Property owners should be responsible for maintaining all landscaping.
6. Provide useable open space for outdoor activities, especially for children.

Sign Standards

The following signs should not be allowed:

1. Signs that flash, move or have the appearance of movement.
2. Off-site commercial signs.
3. Pole signs not on corner lots.
4. Pole signs on corner lots, above an appropriate maximum height.
5. Projecting signs that exceed an appropriate size or height above ground level.
6. Roof signs.
7. Billboards along the Santa Monica Boulevard median.

Utilities

Where possible, all new power lines for individual buildings should be installed underground.

PARKING STRUCTURES

Parking structures in all commercial areas should be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and colors of the main building.
2. Maximizing commercial uses on the ground floor.
3. Landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

SURFACE PARKING LANDSCAPING

1. Devoting at least 4% of total area in surface parking lots to landscaping.

2. Planting appropriate materials including shrubbery, flowering plants, trees, hedges and ground cover.
3. Berming along lot exteriors adjacent to streets.
4. Providing trees at a ratio of at least one per 4 parking spaces.
5. Providing a landscaped buffer adjoining residential uses.

LIGHT AND GLARE

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Directing of on-site lighting onto driveways and walkways away from adjacent residential uses.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to identifying design policies for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping of public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the Community environment both aesthetically and physically.

These guidelines should be referred to in projects that involve improvements of public spaces and rights-of-way. They should be implemented to the extent feasible through such projects and serve as a guide to other City departments as they develop, update and implement their respective plans.

The Westwood Community should be an identifiable place, distinguishable from adjoining communities. A cohesive visual identity can be developed at the entry points to the Community on major streets. Installation of banners, murals, street furniture, street lamps and street trees can create an attractive environment and foster a sense of place.

Landscaping can define public spaces by the use of appropriate plant material. Tree species selected for overall effect may vary by street and by neighborhood. Theme trees should be selected not only for their effect but also for their low maintenance. Use of appropriate street trees provide shade during the summer, emphasize sidewalk activity by separating vehicle and pedestrian traffic, and can create a distinguishing identity.

The following improvements are recommended to improve the Community's visual environment.

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets, at major identified intersections and edges which clearly distinguish these as major entries to the Community. Such improvements may include elements like signage, landscaping, vertical pylons, and decorative banners.

STREETSCAPE

1. Provide for a coordinated streetscape design at identified entries to the Plan area, that include street lighting, street furniture, sidewalk and crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors that will set standards and priorities for the selection and installation of the following:
 - a. Street trees
 - b. Street lighting
 - c. Streetscape elements
 - d. Public signage
3. Identify locations for, and develop landscaped median strips on commercial streets, provided that there is adequate roadway for traffic flow, site access and the appropriate street cross section to insert medians.

STREET TREES

1. Select species which; (a) enhance the pedestrian character, and convey a distinctive high quality visual image (b) are drought and smog tolerant, fire resistant and complement existing trees.
2. Establish a hierarchy for street trees which include:
 - a. Major Accent Trees. These trees should be located at entry points, intersections, and activity centers.
 - b. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color can emphasize and focus attention on those places.
3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, newspaper racks, bicycle racks, shelters, trash receptacles, kiosks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

STREET LIGHTING

1. Install new street lights in commercial districts which are attractively designed, compatible with building facades and other street furniture, and provide adequate visibility, security and a festive night time environment.

2. Any new street lighting or pedestrian lighting system built in the public right-of-way will be designed to currently adopted City standards. Equipment is to be tested and approved by the Bureau of Street Lighting.
3. New lighting systems are to be designed to minimize glare and “light trespass”.
4. No new or replacement street tree is to be planted closer than 20 feet from an existing or proposed streetlight. Exceptions are to be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
5. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
6. Ornamental or historic poles are not to be removed without the prior approval of the City’s Cultural Affairs Commission.

SIDEWALKS/PAVING

1. Re-pave existing sidewalks in pedestrian-oriented areas with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
2. Develop sidewalk “pull-outs” at intersections, where they do not adversely impact traffic flow, bus service or safety, by extending the sidewalk to the depth of a parking stall. This can accommodate landscaping and street furniture, and reduce the crosswalk width.

SIGNAGE

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts and public buildings and parks.

WESTWOOD

**2010 BASE LOCAL ARTERIAL IMPROVEMENTS
APPENDIX A**

ROUTE	LOCATION	DESCRIPTION/COMMENTS	SOURCE^{a1}
STREETS			
Santa Monica Bl.	I-405 to Moreno Av	Widen to provide 6 lanes & Service Roadway on either side	RTIP
TRANSIT			
Santa Monica Bl.	Downtown Los Angeles to Santa Monica	Transit Parkway	CFP
Westside Area	West Los Angeles Area	Transit Priority Treatments	CFP
TDM			
TDM Program	Westwood Village	Westwood Village Electric/CNG Shuttle	CFP

Notes:

- a. CFP = MTA, "1996-1999 Transportation Improvement Program Call for Projects."
 CIP = City of Los Angeles, "Five Year Capital Program, 1995-96 - 1999-2000, Pictorial Guide".
 LRP = MTA, "A Plan for Los Angeles County Transportation for the 21st Century" March 1995.
 RTIP = SCAG, "Regional Transportation Improvement Program, Draft, Fiscal Year 1996-2003"

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

A handwritten signature in black ink, appearing to be "CH", written over a horizontal line.

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.