

Communication from Public

Name: William Martin

Date Submitted: 08/10/2019 02:55 PM

Council File No: 18-1101

Comments for Public Posting: Dear Council Members, I am a longtime homeowner in the Little Holmby/Westwood area and I am concerned about the ongoing high vacancy rate of shops and eateries in Westwood Village. I am in favor of amending the outdated Westwood Village Specific Plan in an attempt to restore Westwood Village and work towards eliminating the empty deserted storefronts. I also support the planning department's ideas to remove overly restrictive parking requirements and allow businesses to obtain other parking options. Thank you for supporting Westwood and helping bring it back to life before the Olympics in 2028.

Communication from Public

Name: Allyson Ping

Date Submitted: 08/10/2019 04:54 PM

Council File No: 18-1101

Comments for Public Posting: Dear Council Members: I am a UCLA student and am concerned about the chronic vacancy in Westwood Village. I believe the high vacancy is partly due to our outdated Westwood Village Specific Plan. I am in favor of amending the plan to eliminate the definitions of fast food establishments and restaurants as well as eliminating their use ratios. I also support the planning department's suggestions for removing overly restrictive parking requirements and allowing businesses to obtain parking leases in lieu of covenants. The Olympics are coming in 2028. These changes to the Specific Plan are a small, but impactful first step forward in the process to revitalize Westwood. YOUR NAME
HERE

Communication from Public

Name: Jon Lerdsuwanrut

Date Submitted: 08/10/2019 05:57 PM

Council File No: 18-1101

Comments for Public Posting: Dear Council Members: I am a Business owner (Broxton Brewery and Public House) within the Westwood specific plan, and am concerned about the chronic vacancy in Westwood Village. My company's investment into this space at conception was always to be student friendly while also catering to the mass population of professionals working withing the area. However our road to reviving the much neglected Janss building came as a huge surprise to my company an our investors. After spending a significant amount of money to conceive a lease and to formulate a concept it was not until after our meetings with the Westwood Neighborhood Council when we realized just how much our hands were tied when it came to how we could build and operate our business. For example Limitations on # of TVs, the use of the outdoor space, and dealing with a special known community activist that claim many false allegations with various city departments to create obstacles before, during and after our construction are some of the many examples that would drive away many businesses from coming to Westwood Village. This not only costed us more time and money but also shifted our concept considerably. I know the high vacancy is due to our outdated Westwood Village Specific Plan and issues such as what we encountered while trying to bring a new business into Westwood Village. I am in favor of amending the plan to eliminate the definitions of fast food establishments and restaurants as well as eliminating their use ratios. While we welcome our competitors we also believe that bringing more options will also drive more consumers which is something we all need for our bottom line. I also support the planning department's suggestions for removing overly restrictive parking requirements and allowing businesses to obtain parking leases in lieu of covenants. I've uploaded a file with the Planning Department recommendations that I support. These changes to the Specific Plan are a small, but impact first step forward in the process to revitalize Westwood. Sincerely, Jon Lerdsuwanrut

Potential Options for a Specific Plan Amendment

Amendment:	Options:
<p>Revise definitions of food-related uses:</p> <p style="text-align: right;">✓</p>	<p>1. Eliminate the definition of “fast food establishment” and eliminate the definition of “restaurant.”</p> <p>2. Add a definition of “restaurant” and add a definition of “fast casual.” Revise other food-related definitions to eliminate overlap.</p>
<p>Reconsider concentration ratios for food-related establishments:</p> <p style="text-align: right;">✓</p>	<p>1. Eliminate restaurant and fast food establishment use ratios in their entirety.</p> <p>2. Replace the per street ratio with a Village-wide cap limiting the number of fast food, fast casual, and restaurant establishments within the Plan Area as a whole, as (a) one cap on all dining establishments or (b) three independent caps, one for each type of dining establishment.</p>
<p>Revise parking requirements:</p> <p style="text-align: right;">✓</p>	<p>1. (a) Remove all parking requirements for historic buildings; (b) remove parking replacement requirement; (c) remove requirements regarding the number of parking spaces and apply general zoning code requirements.</p> <p>2. (a) same as Option 1; (b) same as Option 1; (c) same as Option 1; (d) remove parking requirements for a change of use.</p>
<p>Revise location of parking:</p> <p style="text-align: right;">✓</p>	<p>1. Allow a lease in lieu of Covenant and Agreement within the Specific Plan.</p> <p>2. Allow a lease in lieu of Covenant and Agreement, and increase the allowable distance for off-site parking to ¼ mile (1,320 feet).</p>

Preparation of a proposed ordinance for consideration would take approximately one year; during this time the Department would continue to research strategies to best accomplish the selected options outlined above, to retain and utilize consultant services (if determined to be necessary), conduct community outreach, conduct an evaluation of the proposal for potential environmental impacts, and prepare a staff report and ordinance for consideration.

Communication from Public

Name: Kendall Kaufmann

Date Submitted: 08/10/2019 08:01 PM

Council File No: 18-1101

Comments for Public Posting: As a civil engineering major with an urban planning minor who has taken Prof. Donald Shoup's class, I am convinced that removing parking requirements is a great first step to lowering the cost of living, improving urban design, and increasing business. However, it needs to be paired with charging market prices for existing parking (removing free parking and having flexible pricing), and making sure the money goes back to the neighbourhood in order to pay for public services like fixing sidewalks, and cleaning trash. These steps have been proven to work in cities across the US and around the world to work to benefit everyone living in the cities/neighbourhoods; reducing pollution, disincentivizing driving, activating areas for public use, bettering urban design, and simply increasing overall quality of life for all by putting the funds toward the people and decreasing the amount of time spent looking for parking. Old Pasadena's revitalization has almost 100% credit due to their charging the right price for parking, and Westwood's decline is due to the opposite. Removing parking requirements is a key, but not the only step to ensuring our future.

Communication from Public

Name: Grayson Peters

Date Submitted: 08/10/2019 08:04 PM

Council File No: 18-1101

Comments for Public Posting: I'm writing to express my strong support for the following proposed revisions: the elimination of food use definitions and use ratios, the elimination of parking requirements, and allowing businesses to obtain parking leases instead of covenants. As a member of the board of the North Westwood Neighborhood Council, secretary of that board, and co-chair of the Transportation and Safety Committee, I strongly urge you to approve the attached recommendations. Westwood Village has suffered for years from high vacancy rates because of outdated restrictions that reflect neither modern dining realities or transportation possibilities. Revising the Village's Specific Plan is the first step towards reinfusing business activity, pedestrian traffic, and vibrancy back into Westwood. Sincerely, Grayson Peters

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<p>Reconsider concentration ratios for food-related establishments:</p> <p style="text-align: right;">✓</p>	<p>1. Eliminate restaurant and fast food establishment use ratios in their entirety.</p> <p>X 2. Replace the per street ratio with a Village-wide cap limiting the number of fast food, fast casual, and restaurant establishments within the Plan Area as a whole, as (a) one cap on all dining establishments or (b) three independent caps, one for each type of dining establishment.</p>
<p>Revise parking requirements:</p> <p style="text-align: right;">✓</p>	<p>X 1. (a) Remove all parking requirements for historic buildings; (b) remove parking replacement requirement; (c) remove requirements regarding the number of parking spaces and apply general zoning code requirements.</p> <p>2. (a) same as Option 1; (b) same as Option 1; (c) same as Option 1; (d) remove parking requirements for a change of use.</p>
<p>Revise location of parking:</p> <p style="text-align: right;">✓</p>	<p>X 1. Allow a lease in lieu of Covenant and Agreement within the Specific Plan.</p> <p>2. Allow a lease in lieu of Covenant and Agreement, and increase the allowable distance for off-site parking to ¼ mile (1,320 feet).</p>

Preparation of a proposed ordinance for consideration would take approximately one year; during this time the Department would continue to research strategies to best accomplish the selected options outlined above, to retain and utilize consultant services (if determined to be necessary), conduct community outreach, conduct an evaluation of the proposal for potential environmental impacts, and prepare a staff report and ordinance for consideration.

Communication from Public

Name: Joseph Russel

Date Submitted: 08/10/2019 08:13 PM

Council File No: 18-1101

Comments for Public Posting: Dear Council Members, I am a UCLA student, Westwood renter, and Westwood community member. During my time in Westwood, I have become concerned with the high rates of chronic vacancies for businesses in Westwood. I strongly believe that the outdated Westwood Specific Plan has contributed to these vacancies and prevented or encumbered many desirable businesses and restaurants from opening and conducting business in Westwood. As a result, I am in favor of amending the Westwood Specific Plan to eliminate the definitions of fast food and restaurants and eliminate use ratios. Furthermore, I also support allowing businesses to obtain parking leases in lieu of covenants and to remove overly restrictive parking requirements. In particular, these parking requirements help contribute to climate change by incentivizing personal transportation over public transportation in a neighborhood where a majority of the stakeholders are students or renters without access to their own cars. Additionally, the upcoming Purple Line expansion will in a few years even further increase the access to public transit in Westwood, further decreasing our need for parking space. I've uploaded a document highlighting the changes that I support to the plan. I want to thank the City Council for their time and diligence in both reading this comment and discussing these recommendations. These recommendations are an excellent first step in revitalizing Westwood and its business life. Thank you again for your time, and I wish the council members and the public all the best in the committee meeting if I am unable to attend.

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Communication from Public

Name: Eric Hunnes

Date Submitted: 08/10/2019 08:29 PM

Council File No: 18-1101

Comments for Public Posting: Council members the Westwood Village Specific Plan is outdated and needs revision. The limits on eating establishments only hurts the potential for Westwood. With the coming of mass transportation, purple line, and the 2028 olympics the parking restrictions need to be removed. Please let Westwood try to return to a semblance of its former greatness.

Communication from Public

Name: Byron

Date Submitted: 08/10/2019 08:42 PM

Council File No: 18-1101

Comments for Public Posting: This is so crucial to developing a good vision for Westwood. Not only would it allow businesses to prosper, but it would promote walkability of the area that is becoming denser and more populated. The neighborhood should've never become car-centric and it needs to embrace what it inevitably needed to become: a historic, walkable village in which locals can easily access amenities. Parking requirements will only force more space to what could be larger sidewalks in an era of electric scooters or bike Lanes.

Communication from Public

Name:

Date Submitted: 08/10/2019 10:09 PM

Council File No: 18-1101

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