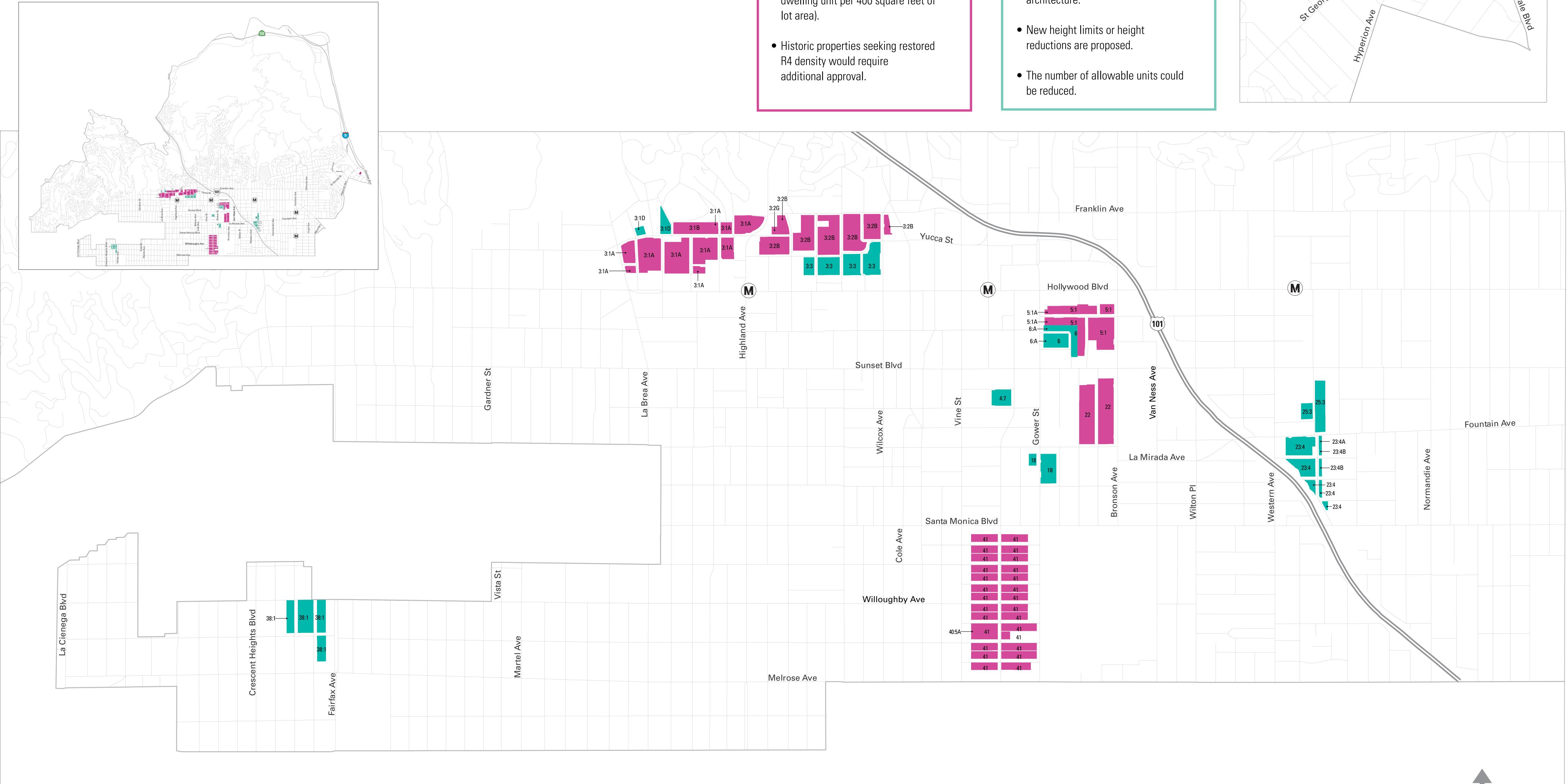
Hollywood Community Plan Update Multi-Family Residential Neighborhoods: Housing Opportunity and Neighborhood Preservation

LEGEND

- Metro Rail Station
- Community Plan Area Boundary

Streets



Housing Opportunity

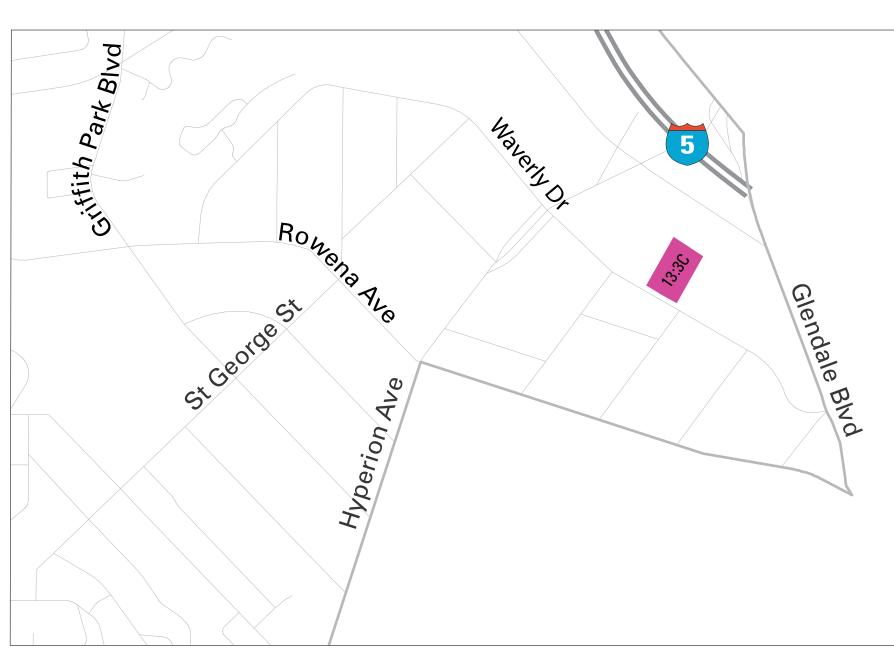
 Locate housing generally near the Regional Center, transit, and major employment areas to promote a better jobs-housing balance.

 Restore and expand R4 density (1 dwelling unit per 400 square feet of

Neighborhood Preservation

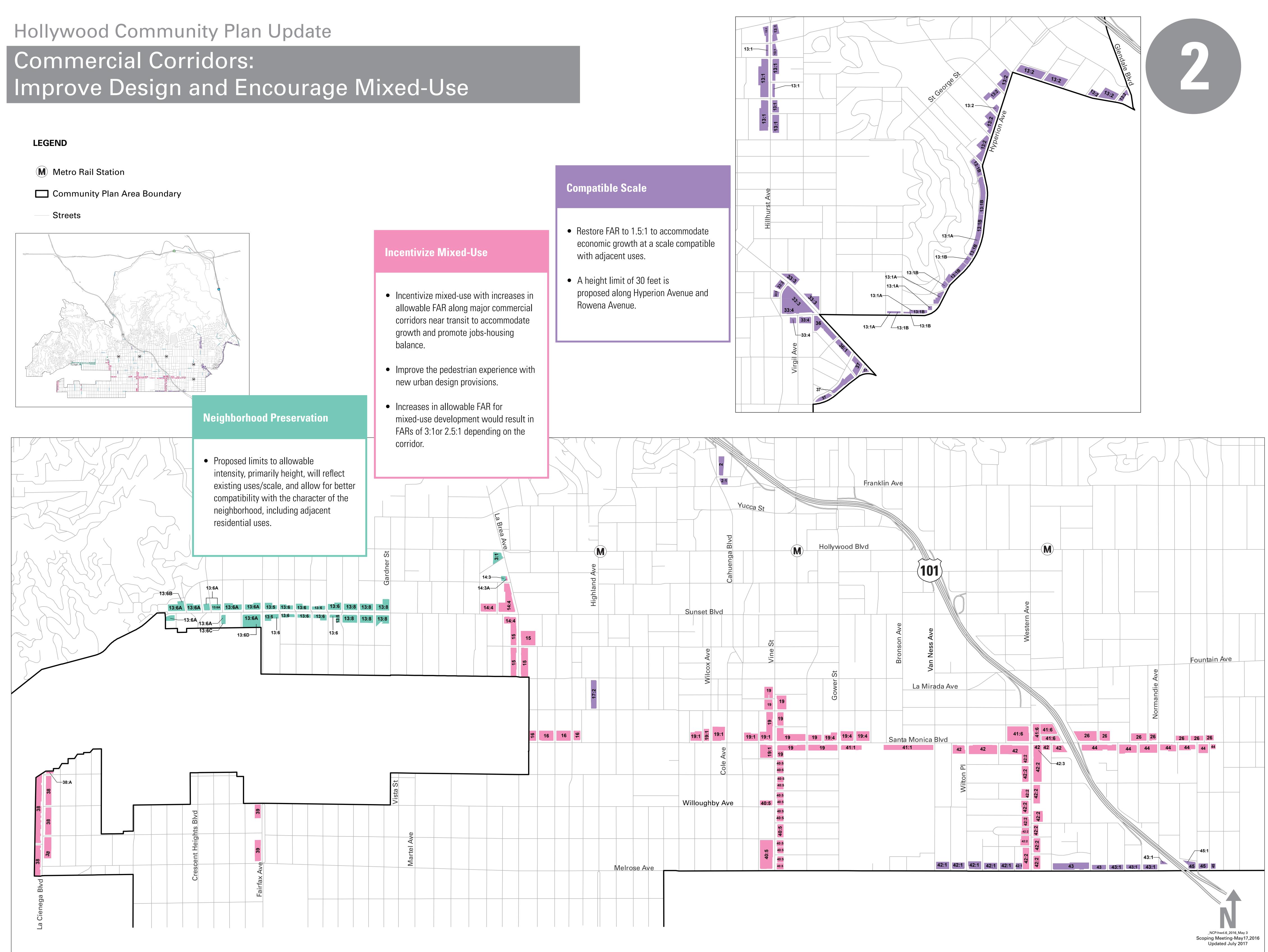
- Proposed limits to allowable density and/or intensity will reflect existing uses/scale, and allow for better compatibility with the character of the neighborhood, including preservation of historic architecture.

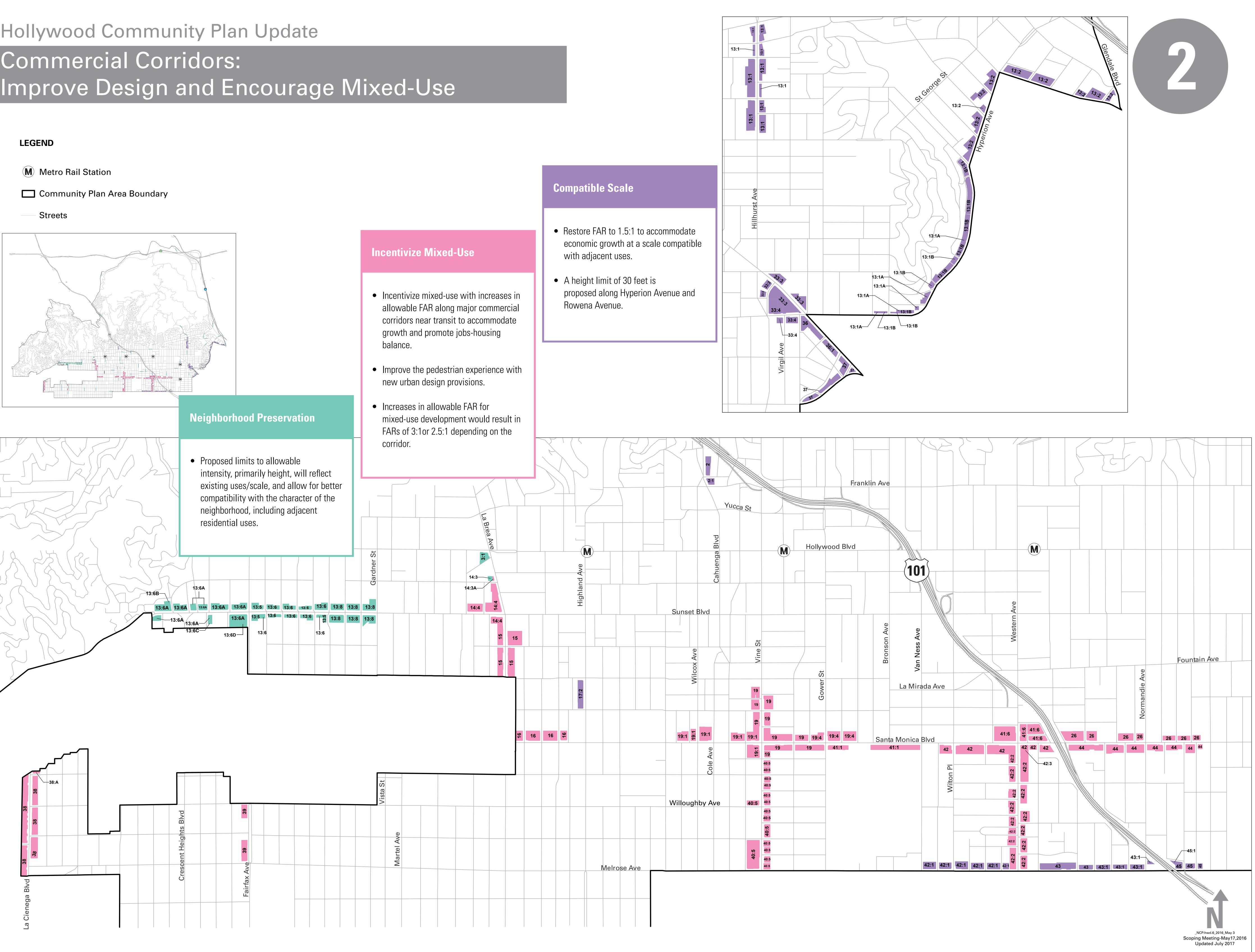






Scoping Meeting: May 17, 2016: -Updated July 2017



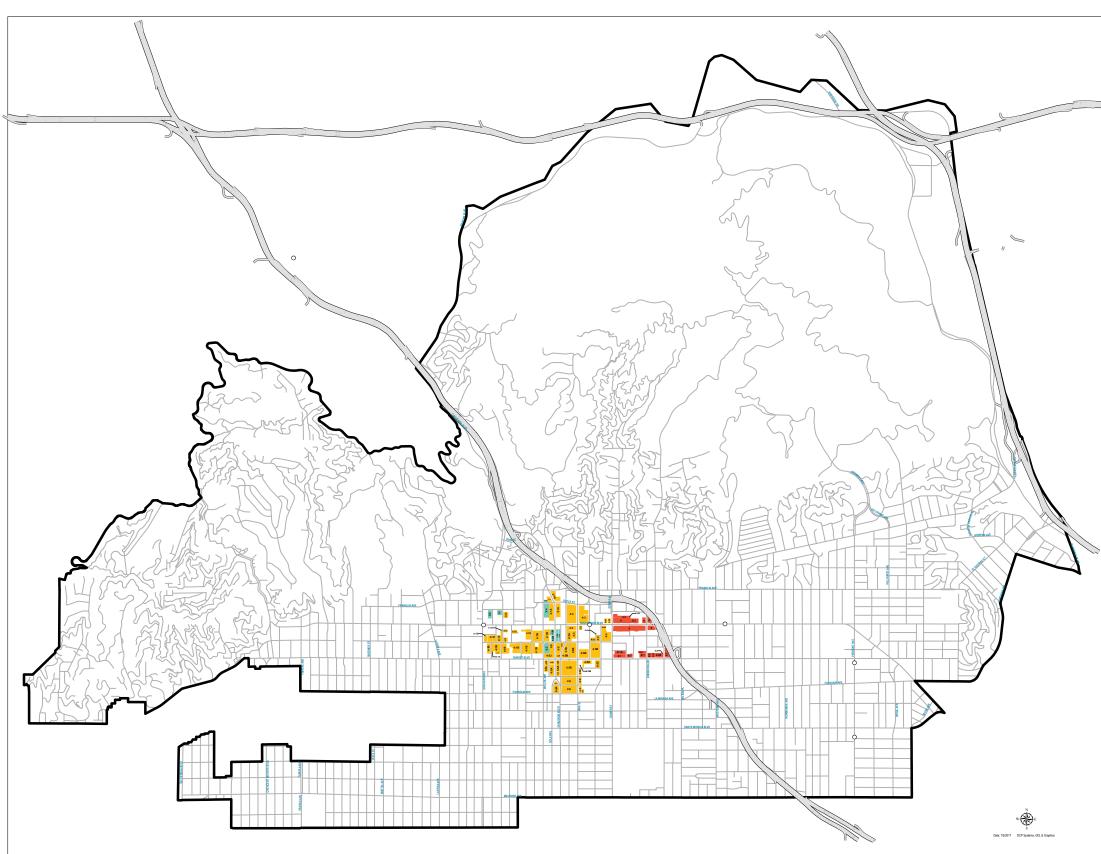


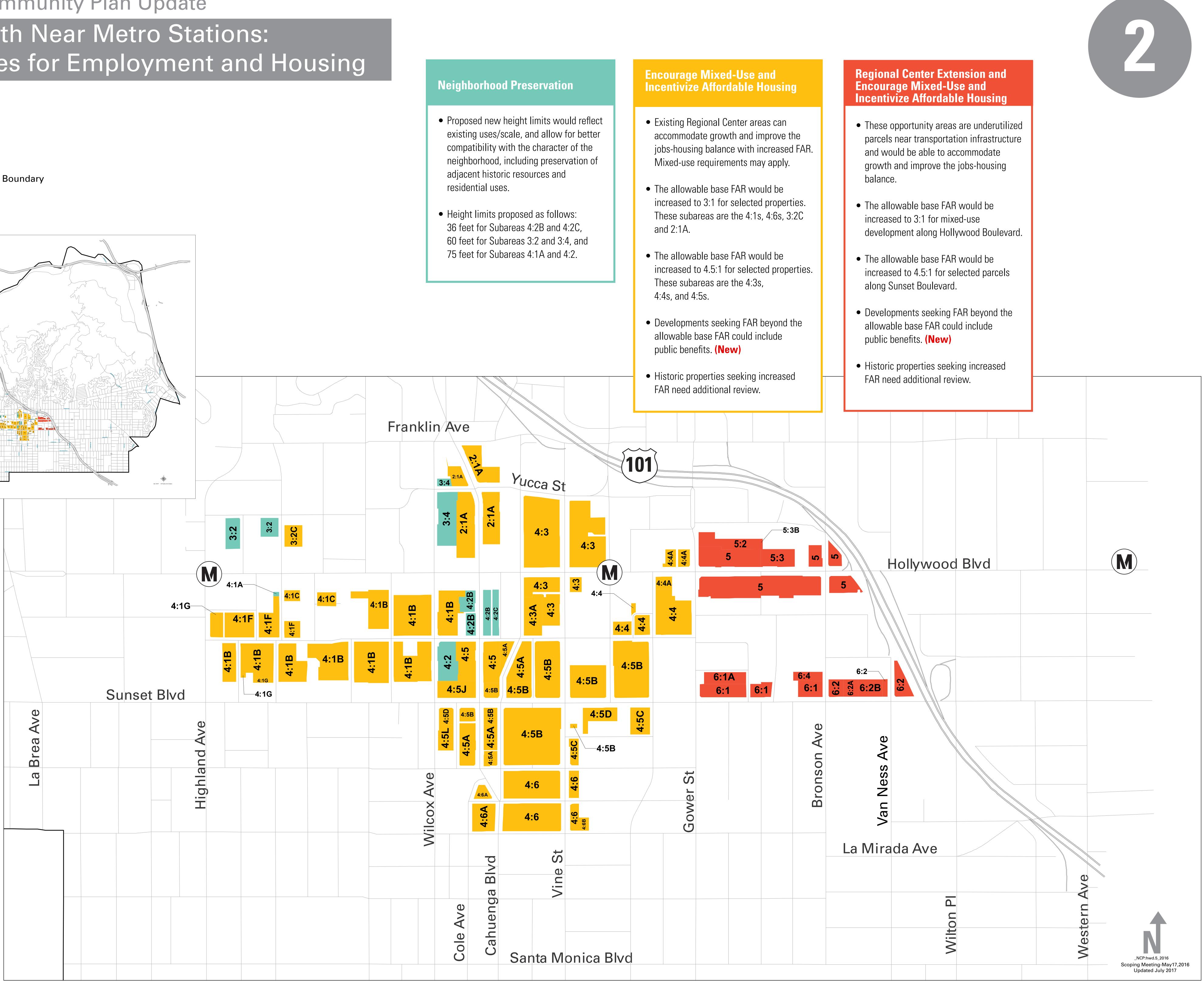
Hollywood Community Plan Update Direct Growth Near Metro Stations: **Opportunities for Employment and Housing**

LEGEND

- Metro Rail Station
- Community Plan Area Boundary

Streets

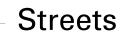


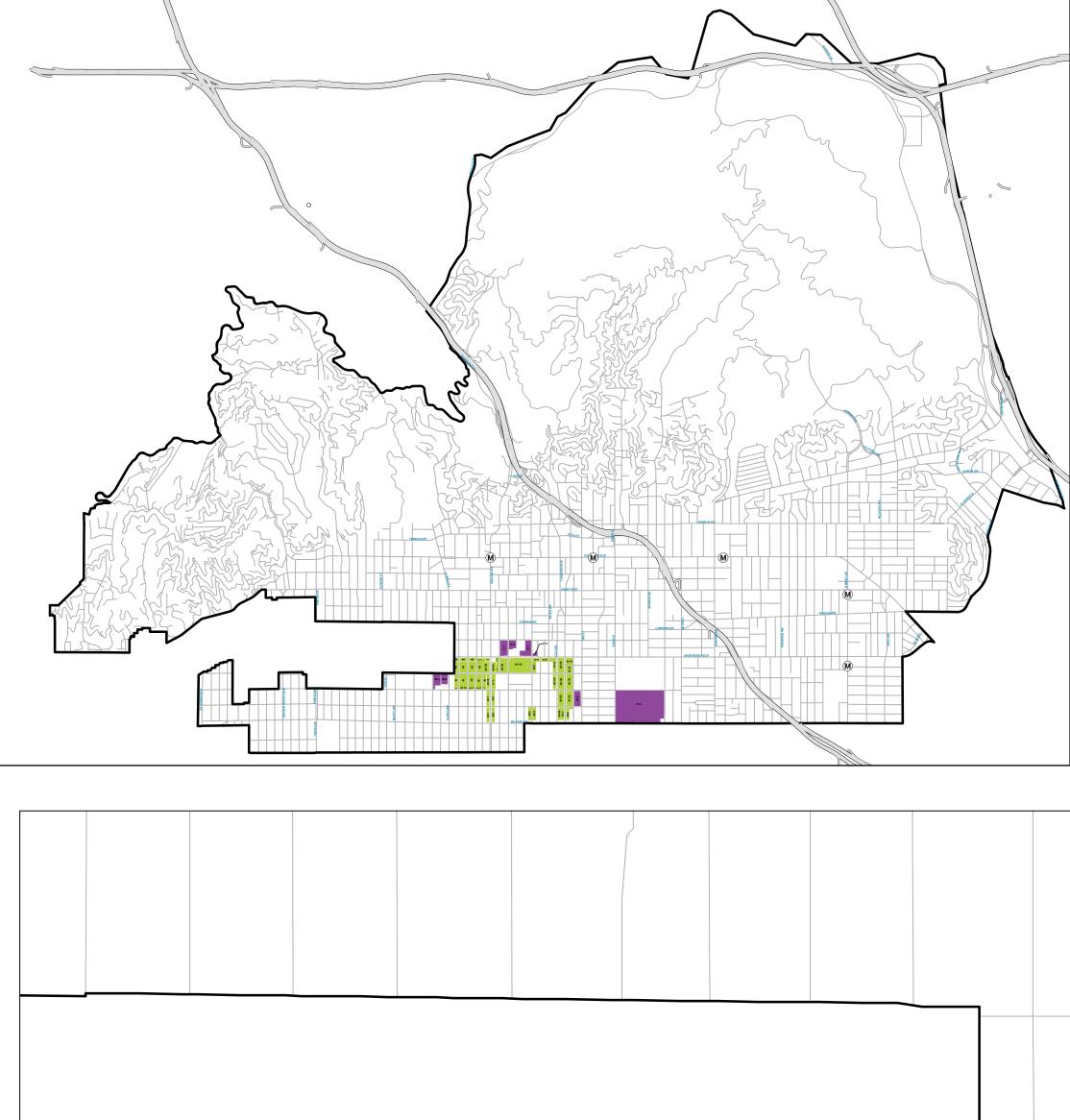


Hollywood Community Plan Update Preservation and Expansion of Media-Related Jobs

LEGEND

- (M) Metro Rail Station
- Community Plan Area Boundary







Job Preservation

- Preserve Hollywood's entertainment industry by retaining industrial jobs within a media district.
- Media-related industrial uses include filming, broadcasting production, editing, rental and storage, manufacturing of studio equipment, sound recording, and publishing.
- Residential units will be prohibited, except for accessory caretaker or watchman units.

Employment Opportunity

- Increase employment, primarily in the entertainment and media-related industries.
- Increases in allowable FAR may be permitted in Subareas 40:6 and 41:3 for non-residential uses. Residential units will be prohibited, except for caretaker or watchman units.
- Mixed-use development, including residential, may be permitted in Subareas 17:1, 17:3, 39:3, and 39:4 for projects incorporating at least 0.7:1 FAR of targeted media-related uses.
- Preserve and promote small theaters along Theater Row with new Qualified [Q] Conditions. **(New)**

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40:1B	40:1B	40:1B							Van Ness		
40	40:	40:1B									
40:1B	40:1B	40:1B		Willo	ughby Ave						
	40:1B	40:1B	40:6				41:3				
	40:4 A 40:4	40:4A									
	40:4A 40:4	40:4									





Hollywood Community Plan Update Plan Land Use Designation and Zoning Consistency Updates to Reflect Existing Regulations/Uses

LEGEND

- Metro Rail Station
- Community Plan Area Boundary

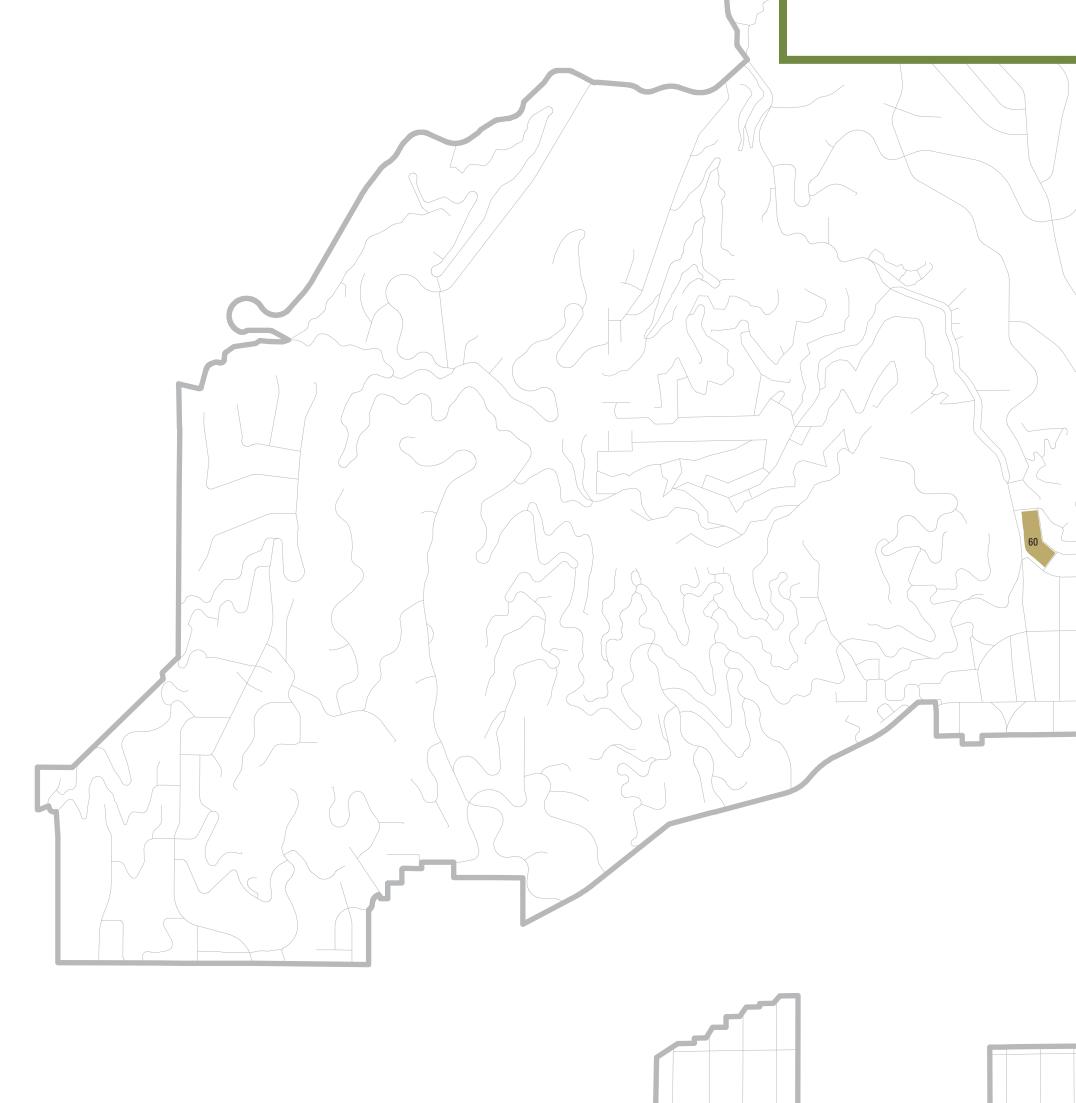
Streets

Consistency Correction

- Identified locations have residential and commercial uses but the land use designation and/or zoning may be mismatched or do not reflect the existing use.
- Updated corrections would reflect the existing use and maintain neighborhood compatibility.

Public Facilities

- libraries.
- Affected public facilities: Durant a City maintenance yard.



 Identified sites are portions of public facilities, primarily schools and

Corrections would reflect existing use.

Branch Library, Fremont Branch Library, Hollywood Primary Center, Helen Bernstein High School, Kingsley Elementary School, Lexington Avenue Primary Center, a City fire station, and

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Melrose Ave

Sunset Blvd

Yucca St

Santa Monica Blvd

Willoughby Ave

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Hollywood Blvd

Franklin

5:1B ------•

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La Mirada Ave

Open Space

- Identified sites are parks, community gardens, or portions of parks.
- Corrections would reflect existing use.
- Affected parks: Carlton Way Pocket Park, Yucca Street Mini Park, Selma Park, Seily Rodriguez Park, La Mirada Avenue Park, Lexington Pocket Park, Lemon Grove Recreation Center, and portions of Griffith Park.

Vermont/Western Station Neighborhood Area Plan (SNAP)

- The 1988 Hollywood Community Plan considered creating transit-oriented specific plans around Metro stations in the future.
- Years later, regulations for the Vermont/ Western Station Neighborhood Area Plan, a transit-oriented specific plan, went into effect in 2001.
- The Proposed Plan would update the land use designation and / or zoning of selected areas for consistency and compliance with existing SNAP regulations.

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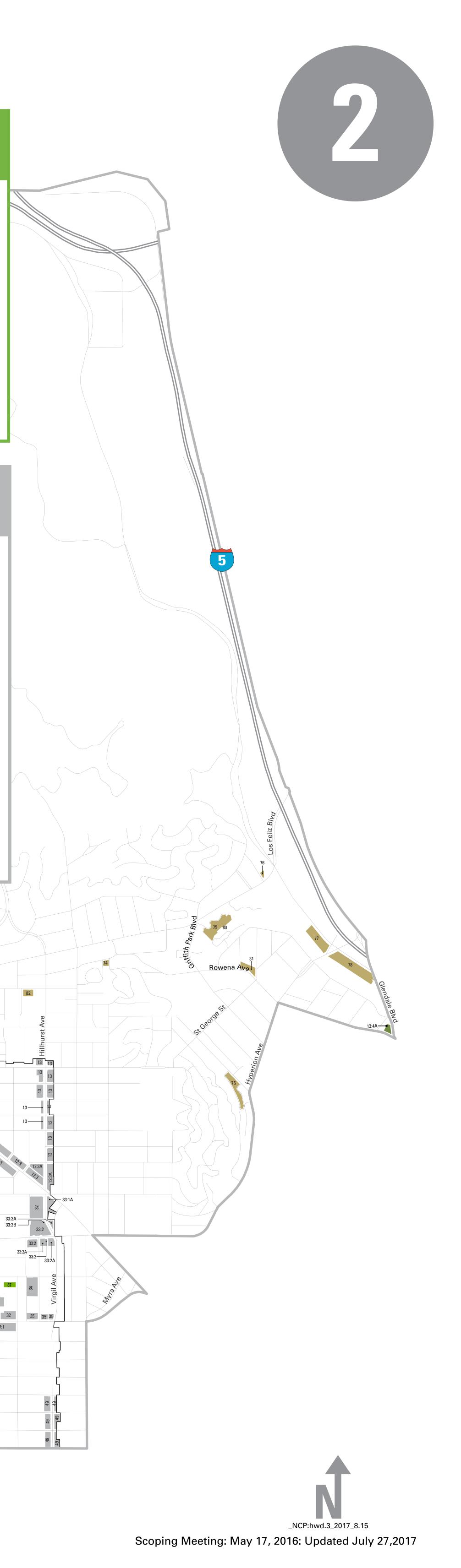
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Hollywood Community Plan Update

Transportation Study -**DRAFT** List of Potential Transportation Improvements Under Consideration

A transportation study has been requested as part of the Plan Update process. One outcome of the study could be a development impact fee program. Such a program could assess fees on new development. These fees could be used as a local, dependable funding source for leveraging federal and state monies. Fees can be adopted with a study or "nexus" of a development impact fee. A fee study is used to establish the nexus between new development and the need for new and expanded transportation improvements.

Please review the list of potential transportation improvements (identified from the Mobility Element and Regional Transportation Plans).

Place a green dot next to those improvements you agree with and use a post-it note to identify improvements not on the list that should be considered.

	Mode	Improvement Type	Description	Dots and Notes
	Soo	Mobility Hub Amenities	Encourage projects located near transit nodes and Mobility Hubs to provide people-oriented amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and enhanced or decorated crosswalks.	
		Pedestrian Access to Major Transit Stations	Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self- cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (I.e. enhanced crosswalks, crossing signals, and accessible ramps).	
		Path Network	Support the construction of pedestrian pathways, bicycle paths and facilities, and the reconnection of Van Ness Avenue, as part of any park space built over the 101 Freeway.	
			Class I Bike Path: the Los Angeles River Bike Path	
	Q		Hollywood Blvd.: Virgil Ave. to La Brea Ave Protected Bike Lanes	
			Melrose Ave: La Cienega Blvd. to Highland Ave Protected Bike Lanes	
		Bicycle Enhanced Network & Bike Lanes	Vine St.: Franklin Ave. to Melrose Ave Protected Bike Lanes	
			Wilton PI: Franklin Ave. to Melrose Ave Shared Vehicle/Bike Lanes	
			Virgil Ave.: Melrose Ave. to Los Feliz Blvd Protected Bike Lanes	
		Neighborhood Enhanced Network	Amenities and improvements: - bicycle and pedestrian friendly streets - Share the Road bike icons - bicycle friendly drainage grates - directional/wayfinding signage - bicycle signals and/or push buttons - bicycle loop detectors - vehicle speed reduction treatments	
		Bikeshare	Provide public bicycle rental in "pods" located throughout the City.	

	Mode	Improvement Type	Description	Dots and Notes
	Transit	Transit Enhanced Network	Los Feliz Blvd.: Vermont Ave. to Riverside Dr Dedicated Bus Lane	
			Hollywood Blvd.: Virgil Ave. to La Brea Ave Shared Vehicles/Bus Lane	
			Santa Monica Blvd.: Madison Ave. to La Brea Ave Dedicated Bus Lane	
			Fairfax Ave.: Rosewood Ave. to Hollywood Blvd Shared Vehicle/Bus Lane	
1. A REL			La Brea Ave.: Rosewood Ave. to Sunset Blvd Dedicated Bus Lane	
A-0-1-			Western Ave.: Melrose Ave. to Hollywood Blvd Dedicated Bus Lane	
			Vermont Ave.: Melrose Ave. to Hollywood Blvd Dedicated Bus Lane	
			Vermont Ave.: Hollywood Blvd. to Los Feliz Blvd Shared Vehicle/Bus Lane	

Hollywood Community Plan Update

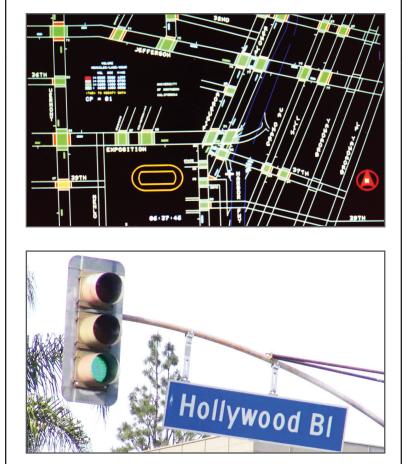
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Please review the list of potential transportation improvements (identified from the Mobility Element and Regional Transportation Plans).

Place a green dot next to those improvements you agree with and use a post-it note to identify improvements not on the list that should be considered.

	Mode	Improvement Type	Description	Dots and Notes
	way & Intelligent Transportation Systems (ITS)	Congestion Monitoring	Implement or enhance "Smart Corridors" to coordinate Caltrans' freeway traffic management system with the ATSAC/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays.	
		ITS Corridor & Signal Upgrades	Implement signalization improvements to facilitate traffic flow. Install Automated Traffic Surveillance and Control (ATSAC) at all signalized intersections and all intersections along Boulevards and Avenues in Hollywood.	
		Intersection Improvements	Identify intersections where congestion related to left turns can be improved, such as intersections along Hollywood Boulevard in East Hollywood, and implement improvements, taking into consideration impacts on pedestrians and bicyclists. Support evaluation and improvement of the complex five-way intersection at Sunset Boulevard, Hollywood Boulevard, Hillhurst Avenue and Virgil Avenue. Study the addition of a second southbound right-turn lane on Highland Avenue at the intersection of Highland Avenue and Franklin Avenue, while maintaining sidewalks with a minimum width of 15 feet. Implement a double left-turn lane, eastbound and westbound, on Sunset Boulevard at Western Avenue.	
		Access Improvements	Support the construction of a new multi-lane roadway to extend from the intersection of Barham Boulevard/Forest Lawn Drive through the NBC/Universal site of Coral Drive adjacent to the 101 Freeway. Restripe Cahuenga East south of the 101 Freeway on-ramp near Pilgrim Bridge to provide two lanes on Cahuenga East between the 101 on-ramp and the 101 Barham Boulevard off-ramp and from there, three lanes northbound. Restripe Barham Boulevard to allow three southbound lanes and two eastbound lanes within the existing roadway.	
		Vehicle Enhancement Network	Highland Avenue & Sunset Boulevard: Between US 101 Interchanges - ITS Improvements	
	Baad	Neighborhood Protection Program	 Implement Neighborhood Traffic Management Plan, including possible speed humps, medians, directional signs, and other streetscape improvements along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: Franklin Avenue and Hollywood Blvd. Sunset and Hollywood Blvd. Sunset and Santa Monica Blvd. Santa Monica Blvd. and Melrose Ave., including blocks south of Melrose Ave. Franklin Ave. and Mulholland Drive Highland Ave., La Brea Ave., and Martel Ave. along the Willoughby Corridor 	



Mode	Improvement Type	Description	Dots and Notes
tion	Strategic Parking Program	Implement a parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at development adjacent to major transit stations.	
Trip Reduc	Rideshare Toolkit	The Toolkit would develop an online Transportation Demand Management (TDM) Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.	
Auto-	Transportation Demand Management (TDM) Program	The program would provide start up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementations of a TDM program.	