EXHIBIT C:
General Plan Amendment Resolution

Hollywood Community Plan

CPC-2016-1450-CPU; ENV-2016-1451-EIR

Recommended by the City Planning Commission on March 18, 2021.

Contents:

- *Resolution*
- *Mitigation Monitoring Program*
- *CEQA Findings of Facts*
- *Statement of Overriding Considerations*
- *Community Plan Policy Document*
- *General Plan Land Use Map*
- *Circulation System Map*
- *General Plan Land Use Designation Maps*

August 2021

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CERTIFYING ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) No. 2016041093 (ENV-2016-1451-EIR) AS RELATED TO THE UPDATE TO THE HOLLYWOOD COMMUNITY PLAN, AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN; ADOPTING FINDINGS OF FACT PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081(a) AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, SECTION 15091, APPROVING A MITIGATION MONITORING PLAN, ADOPTING THE STATEMENT OF OVERRIDING CONSIDERATIONS; ADOPTING THE UPDATE TO THE HOLLYWOOD COMMUNITY PLAN, AN AMENDMENT TO THE LAND USE ELEMENT; AND ADOPTING AMENDMENTS TO THE FRAMEWORK ELEMENT, AND THE MOBILITY PLAN 2035.

WHEREAS, the Hollywood Community Plan was adopted by the City Council in 1973 and amended in December, 1988; through the General Plan/Zoning Consistency Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the Department of City Planning has prepared an update to the Hollywood Community Plan and its implementing ordinances (Proposed Project). The Proposed Project consists of amendments to the Hollywood Community Plan map and Policy Document with associated zone and height district changes, the creation of a Community Plan Implementation Overlay District, expansion of the Hillside Construction Regulation Overlay; amendments to the Vermont/Western Transit Oriented District Specific Plan (SNAP), as well as related amendments to the Circulation Element (Mobility Plan 2035) and the Framework Element and the Hollywood Redevelopment Plan; and

WHEREAS, a notice of public hearing on the Proposed Project was published in the “Daily Journal” on November 12, 2020, and notice was mailed to property owners and occupants on November 13, 2020 in accordance with LAMC Sections 11.5.6 and 12.32 C.4; and

WHEREAS, hearing officers of the Planning Department, as representatives of the City Planning Commission, pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.6 C.1 and 12.32 C.2, held a public hearing regarding the Proposed Project on December 9, 2020 and made a report and recommendation; and

WHEREAS, a notice of a second limited public hearing was published in the “Daily Journal” on January 21, 2021, and notice was mailed to property owners and occupants on January 22, 2021 in accordance with LAMC Sections 11.5.6 and 12.32 C.4; and

WHEREAS, the City Planning Commission conducted public hearings on February 18, 2021 and March 18, 2021, and considered all evidence, both oral and written, made at the February 18, 2021 and March 18, 2021 hearings, and the previous December 9, 2020 hearing, including but not limited to the Staff Report of the City Planning Department, including exhibits and appendices, which included the recommendations of the hearing officers, and testimony, documents, and exhibits or attachments, submitted by interested parties, including other state and local agencies; and

WHEREAS, at the completion of the March 18, 2021 public hearing, the City Planning Commission recommended the City Council approve the Proposed Project with the modifications attached to the City Planning Commission's Letter of Determination, dated August 18, 2021.

WHEREAS, the City Council finds the Proposed Project reflects changes in land use policies that have occurred in the community since the current Hollywood Community Plan, and its implementing ordinances, were adopted; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) No. ENV-2016-1451-EIR in its determination of adopting the Proposed Project; and

WHEREAS, pursuant to the City Charter Section 555 and LAMC Section 11.5.6, the Mayor and the City Planning Commission have transmitted their recommendations to the City Council.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.

2. Findings. The City Council has reviewed the City Charter, General Plan and Municipal Code findings of the Los Angeles City Planning Commission and adopts these findings as the findings of the City Council.

3. CEQA Certification, Findings, and Statement of Overriding Considerations.

   (a) Contents of FEIR. Pursuant to CEQA Guidelines Section 15132, the Final Environmental Impact Report (FEIR), which is attached hereto and incorporated herein by this reference, includes the Draft EIR SCH No. 2016041093 (ENV-2016-1451-EIR), dated November 15, 2018, the Draft EIR appendices, the Partially Recirculated Draft EIR SCH No. 2016041093 (ENV-2016-1451-EIR), dated October 31, 2019, the Partially Recirculated Draft EIR appendices, and the document titled "Final EIR" dated August 17, 2021, including all its related appendices and attachments.

   (b) EIR Certification. The City Council certifies:

      (1) the FEIR has been completed in compliance with CEQA

      (2) the FEIR was presented to the City Council and that the City Council has reviewed and considered the information contained in the FEIR prior to approval of the Proposed Plan, and all of the information contained therein has substantially influenced all aspects of the decision by the City Council; and

      (3) the FEIR reflects the City Council's independent judgement and analysis.

(c) Mitigation Monitoring. The Mitigation Monitoring Program (MMP) set forth in Exhibit 1 to this Resolution, which is attached hereto and incorporated herein by this reference, is adopted to ensure that all mitigation measures described in the MMP are fully implemented. The City Council finds all of the mitigation measures in the MMP are feasible.

(d) CEQA Findings. The Council also adopts the findings in the EIR Findings set forth in Exhibit 2 to this Resolution, which are attached hereto and incorporated herein by this reference. In adopting the EIR Findings, the Council ratifies, adopts, and incorporates the analysis and explanation in the FEIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions in the FEIR relating to environmental impacts, alternatives, and mitigation measures.

(e) Statement of Overriding Considerations. The City Council adopts the Statement of Overriding Considerations attached at Exhibit 2 to this Resolution, which is attached hereto and incorporated herein by reference. The City Council finds that each listed Proposed Project benefit identified in the Statement of Overriding Considerations provides a separate and independent ground for its approval of the Proposed Project and overrides all of the identified significant and unavoidable impacts of the Proposed Project.

(f) Location and Custodian of Documents. The record of approval of the Proposed Project shall be kept in the office of the City Clerk, City of Los Angeles, City Hall, 200 North Spring Street, Los Angeles, California 90012 which shall be held by the City Clerk as the custodian of the documents; all other record of proceedings shall be kept with the Department of City Planning and the Director of the Department of City Planning shall be the custodian of the documents.

(g) Notice of Determination. The Director of the Department of City Planning is directed to file a Notice of Determination as required by the Public Resources Code and CEQA Guidelines.

4. General Plan Amendments. The City Council approves the proposed General Plan text and map amendments as recommended by the City Planning Commission on March 18, 2021, and by the Mayor on _____, to: (a) the Hollywood Community Plan (Land Use Element); (b) the Framework Element; and (c) the Mobility Plan 2035 (Circulation Element).

5. Reversion to Prior Community Plan. Unless otherwise provided by action of the City Council, to the extent the Hollywood Community Plan Update is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the Hollywood Community Plan (as adopted in 1988) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.

6. Operative Date. To ensure the City's zoning ordinances are in conformity with the general plan, this resolution shall be operative upon the adoption by the City Council of the following

implementing ordinances found in Council File No. _____: Zone and Height district changes, the Hollywood Community Plan Implementation Overlay Ordinance, and the Hillside Construction Regulation Overlay Ordinance.

Attachments:

Exhibit 1 – Mitigation Monitoring Program (MMP)
Exhibit 2 – CEQA Findings of Fact and Statement of Overriding Considerations

5.0 MITIGATION MONITORING PROGRAM

Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097 require adoption of a Mitigation Monitoring Program (MMP) for all projects for which an Environmental Impact Report (EIR) has been prepared. Specifically, PRC Section 21081.6 states that "…the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment… [and that the program] …shall be designed to ensure compliance during project implementation."

CEQA Guidelines Section 15097 provides guidelines for implementing monitoring and reporting programs. Specific monitoring requirements to be enforced during project implementation must be defined prior to final approval of a project by the decision-maker. Although the Lead Agency (the City of Los Angeles) may delegate monitoring responsibilities to other agencies or entities, the Lead Agency "…remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The MMP describes the procedures for the implementation of the mitigation measures adopted for the Proposed Plan. The MMP for the Proposed Plan will be in place through the planning horizon of the Plan (2040) or until the Plan and EIR are updated again, whichever is later. The City of Los Angeles Department of City Planning (DCP) staff and staff of other City Departments (e.g., Department of Building and Safety) shall be responsible for administering the MMP activities or delegating them to consultants, or contractors. The Monitoring or Enforcing Agencies identified herein, at their discretion, may require a project applicant or operator to pay for one or more independent environmental monitor(s) to be responsible for monitoring implementation of mitigation measures (e.g., City building inspector, project contractor, certified professionals, etc., depending on the requirements of the mitigation measures) required of project applicants or operators. Monitors would be hired by the City or by the applicant or operator at the City's discretion.

Each mitigation measure is identified in **Table 5-1** and is categorized by environmental topic and corresponding number, with identification of:

- The Implementing Agency – this is in most cases, the applicant for individual projects who will be required to implement most of the measures.
- The Enforcement Agency and Monitoring Agency – this is the agency or agencies that will monitor each measure and ensure that it is implemented in accordance with this MMP.
- Monitoring Phase / Monitoring Actions – this is the timeframe that monitoring would occur and the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.

Many of the mitigation measures are implemented through the adoption of environmental standards in the Hollywood Community Plan Implementation Overlay District (CPIO). Others are to be implemented through the City's imposition of conditions of approval on future discretionary projects.

For the mitigation measures implemented through the CPIO, the CPIO shall do all of the following:

(1) Adopt environmental standards to implement, and that are consistent with, the mitigation measures required on projects in the CPIO;

(2) Require projects in the CPIO subareas to substantially conform with all applicable environmental standards, subject to the discretion of the enforcing and monitoring agency; and

(3) Provide for the modification or a deletion of an environmental standard subject to the following:

a. The decision-maker finds in writing, based upon substantial evidence, the environmental standard is not necessary to mitigate the impact identified in the EIR, including on the basis of the existence of a similar or more effective regulation that applies to the project (such as an Air District rule) or a project design feature; or

b. The decision-maker finds in writing, based on substantial evidence, that the environmental standard is infeasible, and the decision-maker has adopted a new equally or more effective measure and the new measure will not result in any new significant impact and the decision-maker finds under CEQA Guidelines Section 15162, the new mitigation measures does not require a subsequent environmental clearance to the EIR; or

c. The City complies with CEQA Guidelines Sections 15162 and/or 15164, including by preparing an addendum or subsequent environmental clearance to the EIR to analyze the impacts from the modifications to the mitigation measure in the EIR; or

d. The City prepares a new CEQA clearance for an individual project that supports the modification or deletion of the mitigation measure in the EIR.

(4) Authorize any City implementing, monitoring, or enforcing agency, to require the applicant to hire an outside consultant, subject to City approval, that will monitor and certify compliance with the environmental standards, or develop any other administrative procedures to ensure compliance with the environmental standards, including but not limited to requiring applicant's to sign acknowledgement of environmental standards and provide affidavit committing to comply with applicable environmental standard, and maintain records for certain period of time and hold records available for City inspection to demonstrate compliance.

Mitigation measures required outside of the CPIO shall be imposed as a condition of approval subject to the City's authority to condition the applicable entitlement for any subsequent approval and environmental review associated with the Hollywood Community Plan Update EIR pursuant to CEQA Guidelines Sections 15162, 15163, 15164, or 15168, or tiered clearance to the Hollywood Community Plan Update EIR, pursuant to the procedures in CEQA Guidelines Section 15152, or streamlining CEQA Clearance permitted in PRC Sections 21083, 21094.5, 21155-21155.2, 21155.4 or CEQA Guidelines Sections 15183 or 15183.3. Mitigation measures imposed as a condition of approval shall be imposed with a MMP that includes all of the following provisions:

(1) This MMP shall be enforced throughout all phases of development projects subject to the mitigation measures. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measures has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure. Such records shall be made available to the City upon request. Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the

Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

(2) Modifications. The project shall be in substantial conformance with the mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, complies with CEQA Guidelines Sections 15162 and 15164, including by preparing an addendum or subsequent environmental clearance to analyze the impacts from the modifications to or deletion of the mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a mitigation measure shall not require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
AESTHETICS				
AE1	For any new construction on a building requiring site plan review, prior to the issuance of any building permits, the applicant shall submit plans and specifications for all exterior building materials to the Department of City Planning (DCP) and the Department of Building and Safety (DBS) for review and approval. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Building Code or other state or local UV requirements.	Applicant for individual project	DCP, DBS	Prior to the issuance of building permits requiring site plan review: review and approval of building and construction plans by DBS.
AIR QUALITY				
AQ1	The City shall require all projects that are in a CPIO District subarea or are discretionary to include in the agreements with contractors and subcontractors the following, or equivalent, best management practices in contract specifications: • All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine, or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOX and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types. For purposes of this condition, the use of such devices is "not practical" for the following, as well as other, reasons: o There is no available retrofit control device that has been verified by either the CARB or USEPA to control the engine in question to Tier 3; o The construction equipment is intended to be on site for five days or less; or o Relief may otherwise be granted from this requirement if a good faith effort has been made to comply with this requirement and that compliance is not practical for technical, legal, economic, or other reasons. • All construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.	Applicant for individual project **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Prior to construction: submission to DBS contract specifications required of each project. **Adoption of CPIO which includes environmental standard.**

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
	• Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible, or solar where available. • Construction contractors shall use prepainted construction materials, as feasible. • Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible. • Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible. • Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.			
BIOLOGICAL RESOURCES				
BR-1	For discretionary projects that are in or within 200 feet of Griffith Park, dedicated open space or are required to comply with the City's Baseline Hillside Ordinance, project applicants shall be required to conduct a biological resources assessment report to characterize the biological resources on-site and to determine the presence or absence of sensitive species. The report shall identify 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats (such as wetlands or riparian areas), and 3) any potential impacts of proposed project on wildlife corridors and wildlife movement across the property or within the property vicinity. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. Survey times should correspond with the most likely time the potential species would be observed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur onsite). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate. The biological resources assessment report will document the potential for the sensitive species to occur on the site.	Applicant for individual project	DCP, CDFW	Prior to the issuance of grading permits: submit completed biological resources assessment report to DCP and CDFW. On completion of ground disturbing activities: submit a follow-up report documenting construction monitoring, relocation methods, and results of monitoring.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
	If sensitive species and/or habitat are absent from or there is no suitable habitat to support the sensitive species on the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to DCP prior to issuance of a grading permit. If sensitive species and/or habitat are identified, the biological resources assessment report shall require pre-construction surveys for sensitive species and/or construction monitoring to ensure avoidance, relocation, or safe escape of the sensitive species from the construction activities, as appropriate. If sensitive species are found to be nesting, brooding, denning, etc. on-site during the pre-construction survey or during construction monitoring, construction activities shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitat areas. A qualified biologist shall be on-site to conduct surveys, for construction monitoring, to perform or oversee implementation of protective measures, and to determine when construction activity may resume. Additionally, the biological resources assessment report shall be submitted to DCP and CDFW prior to any ground-disturbing activities. A follow-up report documenting construction monitoring, relocation methods, and the results of the monitoring and species relocation shall also be submitted to DCP and CDFW following construction.			
BR-2	If indicated as appropriate by the biological resources assessment report required in BR1, focused surveys for special status plants shall be conducted. Prior to vegetation clearing for construction in open space areas, special status plants identified in the focused surveys shall be counted and mapped and a special-status plant relocation plan shall be developed and implemented to provide for translocation of the plants. The plan shall be prepared by a qualified biologist and shall include the following components: (1) identify an area of appropriate habitat, on-site preferred; (2) depending on the species detected, determine if translocation will take the form of seed collection and deposition, or transplanting the plants and surrounding soil as appropriate; (3) develop protocols for irrigation and maintenance of the translocated plants where appropriate; (4) set forth performance criteria (e.g., establishment of quantitative goals, expressed in percent cover or number of individuals, comparing the restored and impacted population) and remedial measures for the translocation effort; and (5) establish a five-year monitoring procedures/protocols for the translocated plants. Five years after initiation of the restoration activities, a report shall be submitted to DCP and CDFW, which shall at a minimum discuss the implementation, monitoring, and	Applicant for individual project	DCP, CDFW, USFWS	Prior to the issuance of grading permits: submission of Plant Relocation Plan to DCP and CDFW. Five years after initiation of restoration activities: submit report discussing implementation, monitoring, and management of restoration activities to DCP, CDFW and USFWS as applicable. Receipt of sign-off from agencies that performance criteria have been met. If no ongoing restoration to be undertaken until performance criteria accepted as met by applicable agencies.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
	management of the restoration activities over the five-year period and indicate whether the restoration activities have, in part or in whole, been successful based on the established performance criteria. The restoration activities shall be extended if the performance criteria have not been met at the end of the five-year period to the satisfaction of DCP, CDFW, and USFWS, when applicable.			**Adoption of CPIO which includes environmental standard.**
BR-3	During environmental review for projects that are discretionary or in a CPIO District subarea, in areas potentially containing jurisdictional waters or riparian habitat, including streams, wetlands, riparian habitat, and other water bodies, affected sites as well as off-site areas that may be directly or indirectly affected by the individual development project shall be surveyed by a qualified biologist for Waters of the U.S. and Waters of the State (e.g., streams, wetlands, or riparian habitat). Whenever possible, individual projects shall be designed and/or sited to avoid disturbance to or loss of jurisdictional resources. If Waters of the U.S. or Waters of the State cannot be avoided and would be affected by the individual project, the regulatory agencies shall be consulted regarding the required permits. Individual project applicants shall demonstrate to DCP, if the lead agency, the regulating agency that the requirements of agencies with jurisdiction over the subject resource can be met prior to obtaining grading permits. This will include, but not be limited to, consultation with those agencies, securing the appropriate permits, waivers, or agreements, and arrangements with a local or regional mitigation bank including in lieu fees, as needed.	Applicant for individual project **Council for adoption of CPIO**	DCP **Council for adoption of environmental standards in CPIO**	Prior to project approval: submit report to regulating agencies demonstrating compliance with requirements. **Adoption of CPIO which includes environmental standard.**
BR-4	At the discretion of the regulatory agencies, including DCP, if applicable, discretionary development projects resulting in the modification, change, and/or loss of Waters of the U.S. and Waters of the State (e.g., streams, wetland, or riparian habitat) under jurisdiction of the regulatory agencies shall be required to contribute to a mitigation bank, contribute to an in-lieu fee program, establish on-site or off-site restoration of in-kind habitat, or establish on-site or off-site restoration of out-of-kind habitat that is of high value to the watershed and provides important watershed functions. Individual project applicants shall submit a compensatory plan for review and approval by relevant regulatory agencies, including DCP, if applicable. The compensatory plan shall be developed by a qualified biologist or restoration ecologist and approved by the relevant regulatory agencies prior to issuance of a grading permit. The plan shall be based on the ACOE Final Mitigation Guidelines and Monitoring Requirements (April 19, 2004) and the Los Angeles District's	Applicant for individual project	DCP	Prior to the issuance of all building permits; submit compensatory plan for review and approval of regulatory agencies. Prior to Certificate of Occupancy: document compliance with compensatory plan and submit to DCP.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
	Recommended Outline for Draft and Final Compensatory Mitigation and Monitoring Plans.[1] In broad terms, this plan shall at a minimum include: • Description of the project/impact and mitigation sites • Specific objectives • Implementation plan • Success criteria • Required maintenance activities • Monitoring plan • Contingency measures At the discretion of DCP and relevant regulatory agencies, Waters of the U.S. and Waters of the State shall be replaced at a minimum 3:1 ratio. The specific success criteria and methods for evaluating whether an individual development project has been successful at meeting those criteria shall be determined by the qualified biologist or restoration ecologist and included in the compensatory plan. Implementation of the compensatory plan shall commence prior to issuance of a grading permit for individual projects. If the compensatory plan involves establishment or restoration activities, these activities shall be implemented over a five-year period. The establishment or restoration activities shall incorporate an iterative process of annual monitoring and evaluation of progress, and allow for adjustments to the activities, as necessary, to achieve desired outcomes and meet the success criteria. Five years after initiation of establishment or restoration activities, a final report shall be submitted to the relevant regulatory agencies and DCP, which shall at a minimum discuss the implementation, monitoring, and management of the activities over the five-year period, and indicate whether the activities have, in part, or in whole, been successful based on established success criteria. The establishment or restoration activities shall be extended if the success criteria have not been met to the satisfaction of DCP and relevant regulatory agencies.			

[1] The USACE's Final Mitigation Guidelines and Monitoring Requirements (April 19, 2004) is available at the Army Corps of Engineers Los Angeles District Regulatory Division webpage at www.spl.usace.army.mil/regulatory/. This document contains the Los Angeles District's Recommended Outline for Draft and Final Compensatory Mitigation and Monitoring Plans. This publication is intended to serve as a technical guide for permit applicants preparing compensatory mitigation plans and identifies the types and extent of information that agency personnel need to assess the likelihood of the success of mitigation proposals. The Los Angeles District's outline is adapted to specific issues encountered in the region.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.

/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
BR-5	For projects that are discretionary or in a CPIO District subarea, prior to construction activities on properties that contain seasonal or perennial streams, year-round or intermittent wetlands, riparian habitat, or the Los Angeles River, project applicants shall be required to prepare and submit to the U.S. Army Corps of Engineers a "Preliminary Delineation Report for Waters of the U.S." (which shall delineate any on-site wetlands) and, as appropriate, a Streambed Alteration Notification package to CDFW. If these agencies determine that project features are not regulated under their jurisdiction, then no further protection measure is necessary. However, if the U.S. Army Corps of Engineers determines that a federally-protected wetland is located on-site or considers the feature to be jurisdictional through a "significant nexus" test per recent U.S. Army Corps of Engineers and USEPA guidance,[2] then a Clean Water Act Section 404 permit shall be obtained from the U.S. Army Corps of Engineers, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFW determines that the drainage is a regulated "streambed", then a Streambed Alteration Agreement shall be entered into with CDFW and any associated conditions shall be agreed to prior to the start of construction in the affected area.	Applicant for individual project **Council for adoption of CPIO**	U.S. Army Corps of Engineers, CDFW **Council for adoption of environmental standards in CPIO**	Prior to construction: prepare and submit a Preliminary Delineation Report for Waters of the U.S. to the U.S. Army Corp of Engineers and Streambed Alteration Notification package to CDFW. Obtain 404 permit and Streambed Alteration Agreement as needed. **Adoption of CPIO which includes environmental standard.**
BR-6	For discretionary projects that are in or within 200 feet of Griffith Park, dedicated open space, or are required to comply with the City's Baseline Hillside Ordinance, the biological resources assessment report, as mentioned in **Mitigation Measure BR-1**, shall analyze how the individual development project could affect wildlife corridors and wildlife movement. The biological resources assessment report shall include a biological constraints analysis that shall identify measures (such as providing native landscaping to provide cover on the wildlife corridor) that the individual project would be required to implement such that the existing wildlife corridor would remain. Wildlife corridors identified in the biological resources assessment report shall not be entirely obstructed from wildlife passage by the discretionary project. Measures to support wildlife movement include but are not limited to: retention of onsite native trees and vegetation, or unobstructed setbacks or wildlife friendly fencing on at least two edges of the property, or minimum 25-foot buffers from the edge of stream, reservoir, riparian or wetland habitat.	Applicant for individual project	DCP	Prior to construction: submit biological resources assessment report to DCP. Address recommendations to protect wildlife corridors if any and document in report to DCP document.

[2] U.S. Environmental Protection Agency and U.S. Department of the Army, Clean Water Act Jurisdiction Following the US. Supreme Court's Decision in *Rapanos v United States & Carabell v. United States.* June 5, 2007.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.

/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
CULTURAL RESOURCES				
CR1	For all discretionary projects or projects in a CPIO District Subarea, that involve disturbance of previously undisturbed soils, a qualified archaeologist shall be required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist.	Applicant for individual projects **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Construction: if resources are found memorandum from archaeologist recommending actions and final report documenting assessment and processing of resources to be submitted to DBS. **Adoption of CPIO which includes environmental standard.**
CR2	For all discretionary projects or projects in a CPIO District Subarea, the City shall require that all cultural resources identified on a site be assessed and treated in a manner consistent with PRC Section 21083.2, as determined appropriate by a qualified archaeologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.	Applicant for individual project **Council for adoption of CPIO**	DCP - Office of Historic Resources **Council for adoption of environmental standards in CPIO**	Construction: completion of report documenting finds and disposition and submission to DCP - Office of Historic Resources. **Adoption of CPIO which includes environmental standard.**
CR3	For all projects that are not subject to **Mitigation Measures CR1** and **CR2** that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants: • California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." • Best practices to ensure archaeological resources are not damaged	Applicant for individual project	DBS	Pre-construction: DBS receipt of acknowledgement.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
	include but are not limited to the following steps: o A qualified archaeologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. o If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines. o Personnel of the project shall not collect or move any archaeological materials or associated materials. o If cleared by a qualified archaeologist, construction activity may continue unimpeded on other portions of the project site. o The found deposits shall be treated in accordance with federal, state, and local guidelines and regulations. o As provided in Public Resources Code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by an archaeologist. o Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist and the archaeologist clears the site for construction activity.			
CR4	At the time of application for discretionary projects or project in a CPIO District Subarea that involve grading, trenching, or other new ground disturbance in areas with high paleontological resource sensitivity, the project applicant shall conduct a paleontological assessment to further evaluate the potential impacts to paleontological resources and, as necessary, take actions to preserve significant paleontological resources. Specific requirements include: a) **Retain a Qualified Paleontologist**. Prior to initial ground disturbance, the applicant shall retain a project paleontologist, defined as a paleontologist who meets the SVP standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources. A qualified paleontologist (Principal Paleontologist) is defined	Applicant for individual project **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Prior to construction: completion of report as required in measure and submission to DBS. Construction: monitoring of excavation as needed and completion of report as appropriate documenting findings to be submitted to DBS. **Adoption of CPIO which includes environmental standard.**

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
	by the SVP standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, preferably southern California, and who has worked as a paleontological mitigation project supervisor for a least one year. b) **Paleontological Resources Assessment**. Prior to any construction activity in areas determined to have a low to high paleontological sensitivity that increases with depth, a Qualified Professional Paleontologist shall prepare a Paleontological Resources Assessment to the satisfaction of the City to evaluate potential for impacts to paleontological resources from development of the proposed project. The Paleontological Resources Assessment may require a museum records search from the Natural History Museum of Los Angeles County to identify whether previous paleontological localities exist within the development area and if so, at what depth(s). If the project paleontologist determines that sediments on a development site are sensitive for scientifically important paleontological resources, steps **Mitigation Measure CR4c to g** shall be taken prior to, during, and after construction activities. A Paleontological Resources Assessment shall not be required for development areas already identified as having a high paleontological sensitivity at the surface. c) **Paleontological Mitigation and Monitoring Program.** Prior to construction activity a qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program, subject to City approval, to be implemented during ground disturbance activity for the proposed project. This program should outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. d) **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the project paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to			

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TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
	evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources. e) **Paleontological Resource Construction Monitoring.** Ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity should be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. The Paleontological Mitigation and Monitoring Program shall be supervised by the project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring will be determined by the project paleontologist. If the project paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not occur in undisturbed sediments with high paleontological sensitivity would not require paleontological monitoring. f) **Fossil Salvage.** If fossils are discovered, the project paleontologist or paleontological monitor shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. g) **Final Paleontological Mitigation Report.** Upon completion of ground			

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TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
	disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. h) For any discoveries of paleontological resources not covered by the above process, the applicant shall comply with **Mitigation Measure CR4f.**			
CR5	For all discretionary projects or projects in a CPIO District Subarea, the City shall require that all paleontological resources identified on a project site be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition. Any reports and surveys shall be submitted to the City's Office of Historic Resources and the Natural History Museum of Los Angeles County.	Applicant for individual project **Council for adoption of CPIO**	DCP - Office of Historic Resources **Council for adoption of environmental standards in CPIO**	Prior to Certificate of Occupancy: submit report of paleontological resources to the City's Office of Historic Resources and the Natural History Museum of Los Angeles County. **Adoption of CPIO which includes environmental standard.**
CR6	For all projects that are not subject to **Mitigation Measure CR4** and **CR5** that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants: • California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." • Public Resources Code Section 5097.5 (a) states, in part, that: No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, on public lands, except with the express permission of the public agency having jurisdiction over the lands. • Best management practices to ensure unique geological and paleontological resources are not damaged include but are not limited to the following steps: o Prior to excavation and grading activities a qualified paleontologist	Applicant for individual project and DBS	DBS	Prior to the issuance of excavation or grading permits; receipt of acknowledgement by DBS.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
	prepares a resource assessment using records from the Natural History Museum of Los Angeles County. o If in the assessment, the soil is identified as potentially containing paleontological resources, a qualified paleontologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any paleontological finds during construction. o If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified paleontological has evaluated the find in accordance with federal, state, and local guidelines. o If fossils are discovered, a qualified paleontologist shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist would have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. All other federal, state and local laws related to such resources would be complied with. o Personnel of the project would not collect or move any paleontological materials or associated materials. o If cleared by the qualified paleontologist, construction activity would continue unimpeded on other portions of the project site. o Construction activities in the area where resources were found would commence once the identified resources are properly assessed and processed by a qualified paleontologist and if construction activities were cleared by the qualified paleontologist.			

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/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
CR7	For all discretionary projects or projects in a CPIO District Subarea where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified Tribal Monitor. If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.	Applicant for individual project **Council for adoption of CPIO**	California Native American tribes, DCP **Council for adoption of environmental standards in CPIO**	Pre-construction: notification to applicable tribes that have submitted request. Construction: documentation of Tribal Representative evaluation of any finds and disposition submitted to DBS. **Adoption of CPIO which includes environmental standard.**
CR8	For all projects that are not subject to **Mitigation Measure CR7** that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants: • Several federal and state laws regulate the treatment of tribal resources, as well as make it a criminal violation to destroy those resources. These include but are not limited to: o California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." o Public Resources Code Section 5097.5 (a) states, in part, that: No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. • Best practices to ensure tribal resources are not damaged include but are not limited to the following steps: o A qualified tribal monitor or archaeologist qualified to identify tribal resources would monitor excavation and grading activities in soils	Applicant for individual project and DBS	DBS	Prior to the issuance of excavation or grading permits: receipt of acknowledgement by DBS.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
	that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. o If tribal resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until an appropriate tribal representative has evaluated the find or, if no tribal representative is identified, the qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines. o The found deposits shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Tribal Representative, as well as in accordance of federal, state, and local guidelines. o An agreement would be reached with the Tribe to mitigate or avoid any significant impacts to the Tribal Resources. o The location of the find of Tribal Resources and the type and nature of the find would not be published beyond providing it to public agencies with jurisdiction or responsibilities related to the resources, the qualified archaeologist, and tribal representatives. o Absent an agreement with the Tribe, as provided in Public Resources Code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a qualified archaeologist. o Personnel of the project shall not collect or move any archaeological or tribal resources or associated materials, or publish the location of the tribal resources. o Construction activity may continue unimpeded on other portions of the project site if cleared by the tribal representative or the qualified archaeologist. o Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a tribal representative, or if no tribal representative is identified, a qualified archeologist.			

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TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
HAZARDS AND HAZARDOUS MATERIALS				
HM1	Discretionary projects or projects in a CPIO Subarea District that involve construction related soil disturbance located on land that is currently or was historically zoned as industrial or, previously had a gas station or dry-cleaning facility on-site, shall conduct a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code, section 65962.2. A report setting forth the results of this database search shall be provided to the City and shall be made publicly available (e.g. historical environmental reports prepared by Enviroscan, EDR or similar firms). If the report indicates the project site or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, Phase I and, as needed, Phase II Environmental Site Assessments shall be prepared by a qualified Environmental Professional (as defined in Title 40 Code of Federal Regulations §312.10 Definitions). Applicants of the development project shall implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. All remediation shall be subject to City review and approval. Applicants shall consult with appropriate oversight agencies, including the Department of Toxic Substances Control and the Los Angeles Regional Water Quality Control Board, and implement remediation measures to minimize human exposure and prevent further environmental contamination. No development shall occur until a letter of No Further Action is obtained, if required, by an appropriate agency.	Applicant for individual project **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Pre-construction: Submission of Phase I Environmental Site Assessment to DBS, if no recognized environmental conditions (REC) no further documentation required. If REC are identified preparation of Phase II ESA, If report indicates minor issues that can be addressed through design and/or regulatory compliance without agency involvement submission of Phase II to DBS is sufficient. If Phase II indicates the need for remediation submit remediation plan to DBS and regulatory agency/agencies as appropriate. Submit agency sign off on remediation plan to DBS. Documentation of completion of remediation shall be submitted to the DBS. Submission of No Further Action letter to DBS as may be needed. **Adoption of CPIO which includes environmental standard.**
HM2	For any project not subject to **Mitigation Measure HM1** that seek to excavate below previously disturbed soils, DBS should issue the following notice and obtain an acknowledgement of the receipt of the following notice to all applicants: Hazardous Materials are regulated at the federal, state and local level through numerous regulatory schemes. Applicants are legally required to comply with these laws when development activities involve soils contaminated with hazardous materials. Best management practices to ensure compliance with these federal, state and local laws may include the following: • Prior to doing any soil disturbing activities, a comprehensive search of	Applicant for individual projects and DBS	DBS	Prior to soil disturbing activities: submission of signed acknowledgement to DBS.

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/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM				
No.	**Mitigation Measure**	**Implementing Agency**	**Enforcement and Monitoring Agency**	**Monitoring Phase and Monitoring Actions /a/ /b/**
	databases of sites containing hazardous waste or hazardous materials (e.g. historical environmental reports prepared by Enviroscan, EDR or similar firms) is conducted, including on lists prepared pursuant to Government Code, section 65962.2. • If the database search indicates the project site, or property is within one-quarter mile of the project site, has the potential to be contaminated with hazardous waste or hazardous materials for any reason, Phase I and, as needed, Phase II Environmental Site Assessments shall be prepared by a qualified Environmental Professional (as defined in Title 40 Code of Federal Regulations §312.10 Definitions). • Recommendations provided in any Phase II Environmental Site Assessment report for the project site shall be implemented for remedial action. • Property owners and/or applicants consult with appropriate oversight agencies, including the Department of Toxic Substances Control and the Los Angeles Regional Water Quality Control Board, and implement remediation measures to minimize human exposure and prevent further environmental contamination. • No development occurs until a letter of No Further Action is obtained, if required, by an appropriate agency.			
NOISE AND VIBRATION				
N1	The following Vibration Control Plan shall apply to all projects within the Community Plan Implementation Overlay (CPIO) District Subarea, and discretionary projects outside the CPIO subarea, that would include operational heavy-duty construction (e.g., large bulldozer or excavator) equipment within 25 feet of a historical resource, including those in a survey that meets the requirements of Public Resources Code 5024.1, unless determined not to be a historical resource by the Director of Planning, in consultation with the Office of Historical Resource. The Vibration Control Plan shall also apply to all projects that would utilize pile drivers within 135 feet of historic structures. • Prepare a Vibration Control Plan. The Vibration Control Plan shall be approved by the City prior to issuance of a building permit. o The Vibration Control Plan shall be completed by a qualified structural engineer. o The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected	Applicant for individual projects **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Prior to construction: submission of Vibration Control Plan to DBS. **Adoption of CPIO which includes environmental standard.**

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TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
	historical resource structure. The survey letter shall provide a shoring design to protect the historical resource structure from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to any impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior's Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).			
N2	Projects within the CPIO subarea and discretionary projects outside the CPIO subarea shall be required to ensure that contractors include best management practices in the contract specifications to reduce damage to vibration-sensitive uses, where appropriate, such as the following: • Impact pile drivers shall be avoided to eliminate excessive vibration levels. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use. • Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment. • The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment when allowed by best engineering practices.	Applicant for individual project **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Prior to construction: prepare and submit to DBS contract specifications identifying required measures. **Adoption of CPIO which includes environmental standard.**
N3	The following conditions shall apply to all projects within the CPIO subarea and discretionary projects outside the CPIO subarea: • A Noise Study shall be required for Conditional Use Permits for projects that include sources of exterior noise and are located within 500 feet of noise-sensitive uses. Noise-sensitive uses are residences, transient lodgings, schools, libraries, churches (or other places of assembly), hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Noise Study shall characterize the proposed noise sources, quantify noise levels at sensitive uses, and	Applicants for individual projects **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Pre-construction: preparation of a noise study identifying required mitigation and submission to DBS. **Adoption of CPIO which includes environmental standard.**

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
	require feasible mitigation measures to reduce noise levels to less than 5 dBA CNEL above the existing noise levels. Feasible mitigation measures include: o Installation of sound barriers between noise source and receptor; o Use of building design to block line-of-sight between noise source and receptor; and o Decibel and time limitations for stationary sources. • A Noise Study shall be required for projects that include loud source of impulsive sound. The Los Angeles Municipal Code (LAMC) defines impulsive sound as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. By way of example in the LAMC, impulsive sound includes explosions, musical base drum beats, or the discharge of firearms. The Noise Study shall characterize the proposed noise sources, quantify noise levels at sensitive uses, and require feasible mitigation measures to reduce noise levels to less than 20 dBA above the existing noise levels. • Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block the line-of-sight to sensitive receptors. • Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.			
N4	A Noise Study, prepared by a qualified noise expert and reviewed and approved by DCP to meet the requirements herein, shall be required for all projects within the CPIO subarea and discretionary projects outside the CPIO subarea located within 500 feet of noise-sensitive land uses (e.g., residences, schools, hospitals, and recording studios) and have one or more of the following characteristics: • Two or more subterranean levels or more or 20,000 cubic yards or more of excavated material; • Construction duration (excluding architectural coatings) of 18 months or more; • Use of large, heavy-duty equipment rated 300 horsepower or greater; or • The potential for impact pile driving. Noise-sensitive land uses are residences, transient lodgings, schools, libraries, churches (or other places of assembly), hospitals, nursing homes,	Applicant of individual project **Council for adoption of CPIO**	DBS **Council for adoption of environmental standards in CPIO**	Pre-construction**:** preparation of a noise study identifying required mitigation and submission to DBS. **Adoption of CPIO which includes environmental standard.**

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

TABLE 5-1: MITIGATION MONITORING PROGRAM

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions /a/ /b/
	auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses, and identify measures to reduce noise exposure. The Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses, and identify measures to reduce noise exposure. Specifically, the Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state or local standards or guidelines or accepted industry practices, and in compliance with LAMC standards. Noise reduction devices or techniques, shall include but not be limited to: mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Noise Study shall identify anticipated noise reductions at noise sensitive land uses. Project applicants shall be required to comply with all measures identified and recommended by the Noise Study and shall provide proof that notice of, as well as compliance with, the identified measures have been included in contractor agreements.			

Note: DCP = City of Los Angeles, Department of City Planning; DBS = City of Los Angeles, Department of Building and Safety; CDFW = California Department of Fish and Wildlife; and USFWS = United States Fish and Wildlife Services
SOURCE: TAHA, 2021.

/a/ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.
/b/ As a substitute for receiving any reports, studies, documents, any City department can require the applicant to hire an outside consultant to monitor compliance with mitigation measures and certify compliance to the applicable City Department.

HOLLYWOOD COMMUNITY PLAN UPDATE

Final Environmental Impact Report
CEQA Findings of Facts and Statement of Overriding Considerations

SCH NO. 2016041093

LA CITY EIR NO. ENV-2016-1451-EIR

CASE NO. CPC-2016-1450-CPU

CONTENTS

HOLLYWOOD COMMUNITY PLAN

SECTION 1 – INTRODUCTION

SECTION 2 - FINDINGS

- **(A) GENERAL FINDINGS**
- **(B) ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE**
- **(C) ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT AFTER MITIGATION**
- **(D) ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT OR NO IMPACT**
- **(E) ALTERNATIVES TO THE PROJECT**

SECTION 3 – STATEMENT OF OVERRIDING CONSIDERATIONS

SECTION 1 – INTRODUCTION

California Environmental Quality Act (CEQA) – The following Findings of Facts (Findings) have been prepared for the Hollywood Community Plan Update (Proposed Plan), for which an environmental impact report (EIR) was prepared pursuant to California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000, et seq.). Approval of a project with significant impacts requires that findings be made by the lead agency pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091 of the State CEQA Guidelines (California Code of Regulations [CCR] Title 14, Division 6, Chapter 3).

PRC Section 21081(a) provides:

> *Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:*
>
> *(a) The public agency makes one or more of the following findings with respect to each significant effect:*
>
> *(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.*
>
> *(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.*
>
> *(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.*

CEQA Guidelines Section 15091 provides:

> *(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> > *(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
> >
> > *(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
> >
> > *(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

SECTION 2 - FINDINGS

Unless specified otherwise, references to the EIR for the Proposed Plan in this document includes the Draft EIR, Partially Recirculated Draft EIR, and the Final EIR, including this Findings document.

Based on all the information and evidence in the administrative record, the City Council of the City of Los Angeles hereby makes the following Findings of Fact:

A. General Findings

EIR Findings

The Council ratifies, adopts, and incorporates the analysis and explanation in the EIR (inclusive of the Draft EIR, Partially Recirculated Draft EIR, and this Final EIR), and ratifies, adopts, and incorporates in these findings, all of the determinations and conclusions in the EIR relating to environmental impacts, mitigation measures, and alternatives.

RESPONSES TO COMMENTS

The City evaluated comments on the environmental issues received from persons who reviewed the Draft EIR and Partially Recirculated Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts. The City Council finds that all information added to the EIR after public notice of the availability of the Draft EIR for public review but before certification merely clarifies, amplifies, or makes insignificant modifications to an adequate EIR and does not require recirculation. The City Council has based its actions on a full evaluation of all comments in the record of proceedings, concerning the environmental impacts identified and analyzed in the EIR.

SUBSTANTIAL EVIDENCE

The City Council finds and declares that substantial evidence for each and every Finding made herein is contained in the EIR and other materials found in the record of proceedings. Moreover, the City Council finds that where more than one reason exists for any Finding, the City Council finds that each reason independently supports such Finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that Finding.

RELATIONSHIP OF FINDINGS TO EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR, Partially Recirculated Draft EIR, and Final EIR, on the one hand, and these Findings, on the other, these Findings shall control over the Draft EIR, Partially Recirculated Draft EIR, and Final EIR or all three, as the case may be. The EIR is hereby amended as set forth in these Findings.

B. Findings for Environmental Impacts Found to be Significant and Unavoidable

The Proposed Plan would result in significant and unavoidable impacts after implementation of any feasible mitigation measures identified in the EIR. For each of the significant and unavoidable impacts, the City adopts one or more of the following findings as identified below:

Finding 1: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Finding 2: Such changes or alterations are within the respondibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Finding 3: Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

AIR QUALITY

Air Quality Standard – Construction and Operational Emissions

The following findings are for the Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to violations of air quality standards or contributing substantially to an existing or projected air quality violation from construction for NO_x, $PM_{2.5}$, and PM_{10} and for operations for VOC. (See Draft EIR 4.3-21 to 4.3-28 and 4.3-33 to 4.3-34.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measure in the Mitigation and Monitoring Plan (MMP):

- AQ1

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

With regards to construction emissions, Mitigation Measure **AQ1** would reduce regional and localized construction NO_x, $PM_{2.5}$ and PM_{10} emissions within the CPA by 50 to 90 percent, but regional NO_X emissions and localized NO_X, $PM_{2.5}$, and PM_{10} emissions could still exceed the SCAQMD significance thresholds. A reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. No additional

feasible mitigation measures were identified to reduce this significant impact during construction to less-than-significant levels and meet the project objectives. A mitigation measure to mandate Tier 4 equipment on all off-road equipment could further reduce significant impacts but not to a less than significant level. However, the mitigation measure is not practicably feasible because Tier 4 equipment is not as readily available. Additionally, no feasible mitigation measures are available to reduce emissions from on-road trucks. The City does not have the jurisdictional authority to require all construction-related off-road equipment and on-road trucks operating within the City limits to adhere to more stringent engine emissions standards. Engine emissions standards are generally regulated by the California Air Resources Board (CARB) or the South Coast Air Quality Management District (SCAQMD). Additionally, the City finds it infeasible as a policy matter to expend resources to regulate fleet emissions of off-road equipment and on-road trucks for one community plan out of 35 and for the City rather than the entire air basin or economic region. It would be unreasonable from a policy perspective for the City to invest the necessary resources to develop a program mandating truck requirements within the Hollywood CPA, which would require expending significant funds for research and development and rulemaking activities when CARB and SCAQMD already maintain robust emission control strategies.

As for operational emissions, no mitigation measures are available to reduce VOC emissions to less-than-significant levels. The use of consumer products is the predominant contributor to operational VOC emissions for the Proposed Plan. The use of consumer products varies considerably by land use type, and the City does not have any regulatory authority to mandate or monitor the VOC content of consumer products used within the CPA. The VOC content of various consumer products is regulated by CARB at the state level through the Consumer Products Program. CARB will enforce progressively more stringent VOC content regulations on consumer products sold in the state between 2016 and the analysis horizon year of 2040 through the Consumer Products Program. To achieve the South Coast Air Basin VOC reductions that were committed to in the Air Quality Management Plan, CARB is proposing to reduce VOC content limits on manual aerosol air fresheners from an existing VOC content standard of 20–30 percent down to five percent (approximately 80 percent reduction), a limit on personal fragrance products from an existing VOC content standard of 75 percent down to 50 percent (approximately one-third reduction), and limits on aerosol crawling bug insecticide from an existing VOC content standard of 15 percent down to six percent (approximately 60 percent reduction).However, even with those regulations, operational VOC emissions could still exceed the SCAQMD significance thresholds. No other mitigation measures have been identified that could reduce potential significant impacts for VOC.

None of the alternatives would reduce the construction-related NO_X, $PM_{2.5}$, and PM_{10} and operational-related VOC significant impacts to less than significant levels. Alternatives 1, 2 and 5 would potentially reduce the level of the construction impacts (regional NO_X emissions and localized NO_X, $PM_{2.5}$, and PM_{10} emissions) but not to less-than-significant levels, and Alternatives 1, 2, 4 and 5 would have reduced operational VOC impacts but not to a less than significant level. Alternative 3 would have significant impacts of greater magnitude related to operational VOC emissions. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with construction NO_x, $PM_{2.5}$ and PM_{10} emissions. However, it is reasonable to assume that construction activities could result in a significant and unavoidable impact related to regional NO_X emissions and localized NO_x, $PM_{2.5}$

and PM_{10} emissions after implementation of the mitigation measures. There are no mitigation measures that have been identified to reduce VOC emissions from operational impacts. Proposed Plan and cumulative impacts related to regional construction NO_X emissions; localized construction NO_x, $PM_{2.5}$ and PM_{10} emissions; and operational VOC emissions will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative construction NO_x, $PM_{2.5}$ and PM_{10} emissions and operational VOC emissions to less than significant levels.

Non-Attainment Criteria Pollutants

The following findings are for the Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to a cumulatively considerable net increase of criteria pollutants for which the region is non-attainment under an applicable federal or state ambient air quality standard (O_3, $PM_{2.5}$, and PM_{10}), including releasing emissions which exceed quantitative thresholds for ozone precursors (NO_X and VOC). (See Draft EIR pages 4.3-28 to 4.3-29 and 4.3-33 to 4.3-34.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measure in the MMP:

- AQ1

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **AQ1** would reduce construction-related impacts from the Proposed Plan associated with cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under applicable federal and state attainment standards. However, a reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. No additional feasible mitigation measures were identified to reduce the significant impacts related to criteria pollutants from construction of the reasonable expected development under the Proposed Plan. Similarly, no mitigation measures are available to reduce operational emissions. See "Air Quality Standard – Construction and Operational Emissions", above, for an explanation as to why it is infeasible to provide a mitigation measure to mandate Tier 4 equipment on all off-road equipment, and why no feasible mitigation measures are available to reduce construction emissions from on-road trucks and operational VOC emissions.

None of the alternatives would reduce significant impacts related to cumulative criteria pollutant emissions to less than significant levels. Alternatives 1, 2, and 5 would have reduced level of all the cumulative construction and operational impacts but not to less than significant levels. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with construction emissions of non-attainment criteria pollutants. However, it is reasonable to assume that a construction project within the CPA could generate emissions that could exceed the significance thresholds related to criteria pollutants despite Mitigation Measure **AQ1**. There are no mitigation measures that have been identified to reduce emissions from operational impacts. Impacts related to cumulatively considerable net increase of criteria pollutants for which the region is non-attainment will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative construction and operational emissions of non-attainment criteria pollutants to less than significant levels.

Substantial Pollutant Concentrations – Sensitive Receptors (Construction)

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to the exposure of sensitive receptors to substantial toxic air contaminant emissions from equipment and truck exhaust emissions generated during intense construction activities (e.g., construction activities that generate a high volume of haul trucks). (See Draft EIR pages 4.3-29 to 4.3-32 and 4.3-34 to 4.3-35.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measure in the MMP:

- AQ1

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **AQ1** would reduce construction-related TAC emissions within the CPA from the reasonably expected development from the Proposed Plan. However, a reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. No additional mitigation measures were identified to reduce significant impacts related to pollutant concentrations impacting sensitive receptors. See "Air Quality Standard

– Construction and Operational Emissions", above, for an explanation as to why it is infeasible to provide a mitigation measure to mandate Tier 4 equipment on all off-road equipment, and why no feasible mitigation measures are available to reduce construction emissions from on-road trucks and operational VOC emissions.

None of the alternatives would reduce significant impacts related to sensitive receptors exposure to substantial pollutant concentrations during construction. Alternatives 1, 2, and 5 would have reduced level of all the cumulative construction impacts but not to less than significant levels. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with pollutant concentrations at sensitive receptors during construction. However, it is reasonable to assume that construction projects within the CPA could generate emissions that would exceed health risk significance thresholds that would impact sensitive receptors despite Mitigation Measure **AQ1**. Project and cumulative impacts related to pollutant concentrations at sensitive receptors will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative pollutant concentrations at sensitive receptors during construction to less than significant levels.

BIOLOGICAL RESOURCES

Special Status Species

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to candidate, sensitive, and special status species, which are collectively referred to as special status species. (See Draft EIR pages 4.4-16 to 4.4-25 and 4.4-32.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measures in the MMP:

- BR-1
- BR-2

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **BR-1** and **BR-2** would reduce impacts to special status species within the CPA from the reasonably expected development under the Proposed Plan. Mitigation Measure **BR-1** requires the completion of a biological resources assessment report for individual discretionary projects located in or within 200 feet of Griffith Park or those projects required to comply with the Baseline Hillside Ordinance. If sensitive species and/or habitat are identified, pre-construction surveys will be conducted and other protective measures will be implemented as needed during the pre-construction monitoring phases. Mitigation Measure **BR-2** requires focused surveys for special plants if the biological resources assessment report deems it appropriate to conduct such a survey. Implementing these measures would substantially reduce the risk of significant impacts on special status species. However, a reduction below the significance threshold cannot be demonstrated in the absence of specific project details to assess. Additionally, requiring that these mitigation measures be implemented to ministerial projects would be infeasible because the City has determined that the use of staff resources to apply these mitigation measures to all ministerial projects is not justified as it would require City staff to evaluate each and every ministerial project to determine if that project, because of its unique characteristics, should be subject to Mitigation Measures **BR-1** and **BR-2,** notwithstanding that many, if not most, would not have any potential for impacts. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. Other mitigation measures for development projects within the Santa Monica Mountains Zone, such as having the Santa Monica Mountains Conservancy (SMMC) review and comment on project plans, that any easements requested by SMMC for wildlife corridor protection be integrated into project plans, and incorporating the feasible mitigation measures identified in the City Council's PLUM Hillside Ordinance Zone motion for projects within the Santa Monica Mountains Zone are also not feasible or desirable. The Hillside Ordinance Zone is a separate project from the Proposed Plan and encompasses the Santa Monica Mountains that are within and outside of the Hollywood Community Plan Area. If the action items identified in the City Council PLUM motion were included as mitigation measures for the Proposed Plan, they would only be applicable to the Santa Monica Mountains portion of the Plan Area, and the items would not serve the City Council/PLUM's intent of implementing the action items to a broader area (i.e., all portions of the Santa Monica Mountains that are required to comply with the City's Baseline Hillside Ordinance within and outside of the Plan Area). Moreover, the City finds such a mitigation measure is infeasible as an inefficient use of City resources and that it is not desirable to wait to approve the Plan for a larger independent policy effort. Other mitigation measures such having the Santa Monica Mountains Conservancy (SMMC) the opportunity to review and comment on development plans on lots in or adjacent to mapped wildlife corridors and that any easement that they request for wildlife corridor protection be incorporated in the project plans is infeasible and as a policy it is not desirable to create a separate process for the SMMC to review and add conditions of approval to projects. Additionally, there is no substantial evidence to support that these mitigation measures are necessary or will reduce any significant impacts to special status species. No additional feasible mitigation measures were identified to reduce significant impacts related to special status species.

None of the alternatives would reduce significant impacts related to special status species to less than significant levels. Alternatives 2, 3, and 4 would have similar level of impacts as the Proposed Plan, and Alternatives 1 and 5 would have greater level of impacts on special status species. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with special status species. However, it is reasonable to assume that construction of single-family houses and improvements for recreational uses within the Santa Monica Mountains and Griffith Park within the CPA could disturb special status species and/or remove natural habitat or lead to habitat degradation of special status species after implementation of mitigation measures. Proposed Plan and cumulative impacts related to special species will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to less than significant levels.

Riparian Habitat

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to riparian habitat and other sensitive natural communities. (See Draft EIR pages 4.4-26 to 4.4-28 and 4.4-32.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measures in the MMP:

- BR-1
- BR-2
- BR-3
- BR-4
- BR-5

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **BR-1** through **BR-5** would reduce impacts to riparian habitats and other sensitive natural communities within and adjacent to the CPA from the reasonably expected development under the Proposed Plan. Mitigation Measures **BR-1** and **BR-2** are discussed above. Mitigation Measure **BR-3** would require a biological survey for individual discretionary projects or projects within a CPIO District subarea that are located in an area that potentially contains jurisdictional waters and riparian habitat and will require that the project be designed and/or sited to avoid disturbance to or loss of jurisdictional resources. If jurisdictional waters cannot be avoided and would be affected by the individual project, the regulatory agencies will be required to be consulted regarding the required permits. Mitigation Measure **BR-4** requires that discretionary projects that result in the modification, change, and/or loss of streams, wetland, or riparian habitats under jurisdiction of the regulatory agencies provide mitigations such as contributing to a mitigation bank or an in-lieu fee program, establishing on-site or off-site restoration of in-kind habitat, or on-site or off-site restoration of out-of-kind habitat that is of high value to the watershed and provides important watershed functions. Individual project applicants will be required to submit a compensatory plan for review and approval by relevant regulatory agencies, including DCP, if applicable. Mitigation Measure **BR-5** requires that projects that are discretionary projects or projects in a CPIO District subarea submit a "Preliminary Delineation Report for Waters of the U.S." prior to construction activities on properties that contain seasonal or perennial streams, year-round or intermittent wetlands, riparian habitat, or the Los Angeles River. The report's findings could result in additional measures and/or permitting requirements if the site within a designated affected area. Implementing these measures would substantially reduce the risk of significant impacts on riparian habitats and sensitive natural communities. However, a reduction below the significance threshold cannot be demonstrated in the absence of specific project details to assess. Additionally, requiring that these mitigation measures be implemented to ministerial projects would be infeasible because the City has determined that the use of staff resources to apply these mitigation measures to all ministerial projects is not justified and it would be difficult as it would require an inordinate amount of City staff time and resources to evaluate each and every ministerial project to determine if that project, because of its unique characteristics, should be subject to Mitigation Measures **BR-1** through **BR-5,** notwithstanding that many, if not most, would not have any potential for impacts. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. No additional feasible mitigation measures were identified to reduce significant impacts related to riparian habitat and other sensitive natural communities.

None of the alternatives would reduce significant impacts related to riparian habitat and other sensitive natural communities to less than significant levels. Alternatives 2, 3, and 4 would have similar level of impacts as the Proposed Plan, and Alternatives 1 and 5 would have greater level of impacts on riparian habitat. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with riparian habitat and other sensitive natural communities. However, it is reasonable to assume that structures and improvements within the Santa Monica Mountains and Griffith Park within the CPA could affect the willow riparian habitat along the bed of the Los Angeles River. Proposed Plan and cumulative impacts related to riparian habitat will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to less than significant levels.

Wetlands

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to wetlands. (See Draft EIR pages 4.4-28 to 4.4-29 and 4.4-32.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measure in the MMP:

- BR-5

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **BR-5** would reduce impacts to wetlands within the CPA from the reasonably expected development under the Proposed Plan. However, a reduction below the significance threshold cannot be demonstrated because, due to drought and fluctuating conditions, it is not known where federally protected wetlands are located with the CPA. The City recognizes that while the mitigation measures would apply to discretionary projects located on sites with jurisdictional waters, wetlands, seasonal or perennial streams, and/or riparian habitat, it would be unjustified, difficult, and require an inordinate and undesirable allocation of staff time and resources to capture the small number of discretionary projects in other portions of the Plan Area, as well as ministerial projects, that could have significant impacts on jurisdictional waters, wetlands, seasonal or perennial streams, and/or riparian habitat. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing

or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. No additional feasible mitigation measures were identified to reduce significant impacts related to wetlands.

None of the alternatives would reduce significant impacts related to wetlands to less than significant levels. Alternatives 2, 3, and 4 would have similar level of impacts as the Proposed Plan, and Alternatives 1 and 5 would have greater level of impacts on special status species. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with wetlands. However, a significant and unavoidable impact would occur from Proposed Plan and cumulative impacts.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to less than significant levels.

Migratory Wildlife

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to the movement of native resident or migratory fish or wildlife species, including migratory birds. (See Draft EIR pages 4.4-29 to 4.4-30 and 4.4-32.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impact, the City adopted the following mitigation measures in the MMP:

- BR-1
- BR-6

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **BR-1** requires a biological resources assessment report for individual discretionary projects located in or within 200 feet of Griffith Park or those projects required to comply with the Baseline Hillside Ordinance. If sensitive species and/or habitat are identified, pre-construction surveys will be required, and other protective measures will be implemented as needed during the pre-construction monitoring phases. Mitigation Measure **BR-6** would similarly require a biological assessment report for projects that fall within the same parameters. The report will identify measures the project could implement such that the existing wildlife corridor would

remain. Wildlife corridors identified in the biological resources assessment report will be prohibited from being entirely closed by any development or improvements occurring within the Project Area.

Mitigation Measure **BR-1 and BR-6** would reduce impacts to migratory wildlife within the CPA from the reasonably expected development under the Proposed Plan. However, a reduction below the significance threshold cannot be demonstrated because future development could potentially occur on properties with possible migratory or non-status nesting birds and there are no specific project details to assess under the Proposed Plan. The City recognizes that while the mitigation measures would apply to discretionary projects located on sites near Griffith Park, dedicated open space, or that are subject to the Baseline Hillside Ordinance, it would be unjustified, difficult, and require an inordinate and undesirable allocation staff time and resources to capture discretionary projects in other portions of the Plan Area, as well as ministerial projects, that could have significant impacts on migratory wildlife such as migratory birds. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. The City finds dedication of staff and City resources is undesirable and unjustifiable including because it is a violation of State and Federal law to destroy active nests and migratory birds. Other mitigation measures for development projects, such as having the Santa Monica Mountains Conservancy (SMMC) review and comment on project plans within the Santa Monica Mountains Zone, that any easements requested by SMMC for wildlife corridor protection be integrated into project plans, and incorporating the feasible mitigation measures identified in the City Council's PLUM Hillside Ordinance Zone motion for projects within the Santa Monica Mountains Zone are also not feasible or desirable. The Hillside Ordinance Zone is a separate project from the Proposed Plan and encompasses the Santa Monica Mountains that are within and outside of the Hollywood Community Plan Area. If the action items identified in the City Council PLUM motion were included as mitigation measures for the Proposed Plan, they would only be applicable to the Santa Monica Mountains portion of the Plan Area, and the items would not serve the City Council/PLUM's intent of implementing the action items to a broader area (i.e., all portions of the Santa Monica Mountains that are required to comply with the City's Baseline Hillside Ordinance within and outside of the Plan Area). Moreover, the City finds such a mitigation measure is infeasible as an inefficient use of City resources and that it is not desirable to wait to approve the Plan for a larger independent policy effort. Other mitigation measures such having the Santa Monica Mountains Conservancy (SMMC) the opportunity to review and comment on development plans on lots in or adjacent to mapped wildlife corridors and that any easement that they request for wildlife corridor protection be incorporated in the project plans is infeasible and as a policy it is not desirable to create a separate process for the SMMC to review and add conditions of approval to projects. Additionally, there is no substantial evidence to support that these mitigation measures are necessary or will reduce any significant impacts to migratory wildlife. No additional feasible mitigation measures were identified to reduce significant impacts related to migratory wildlife.

None of the alternatives would reduce significant impacts related to special status species to less than significant levels. Alternatives 2, 3, and 4 would have similar level of impacts as the Proposed

Plan, and Alternatives 1 and 5 would have greater level of impacts on special status species. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with migratory wildlife. However, a significant and unavoidable impact (Proposed Plan and cumulative) would occur.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to less than significant levels.

CULTURAL RESOURCES

Historical Resources

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effects

The Proposed Plan will have significant unavoidable project and cumulative impacts related to the demolition and/or alteration of historical resources. (See Draft EIR pages 4.5-44 to 4.5-48 and 4.5-57.)

Adopted Mitigation Measure(s)

No feasible mitigations were identified that could reduce the significant impacts to historical resources.

Finding:

The City adopts the following finding for the above-described significant impacts:

- Finding 3

Rationale for Finding

Existing designated historical resources in the CPA are unlikely to be lost based on existing City regulations for historical resources, but no feasible mitigation measures have been identified to reduce impacts to historical resources. Through approved entitlements during discretionary review, it is possible that applicants may demolish or substantially alter designated or eligible resources as part of new projects. There is no process, including a CEQA process, that would ensure that historical resources would not be lost over the course of the twenty-year plan horizon from future development allowed under the Proposed Plan. Despite the Proposed Plan's efforts to preserve historical resources through policies and the regulations and transfer of development rights program in the Hollywood CPIO, they cannot fully prevent the potential loss or alteration of historical resources. The CPIO addresses designated historical resources and eligible historical resources, with the exception of approximately 20 buildings that have a 5S3 status code. These are locally eligible individual resources and are mostly low-scale residential structures that speak to turn-of-the-century suburbanization. The historical integrity of these structures varies and the buildings are located in neighborhoods where development has occurred. These residential structures are not the

only remaining examples of turn-of-the-century housing in the Hollywood CPA. Elsewhere in the CPA, there are other examples of such residential structures and they are being preserved in districts that remain protected through HPOZs and the CPIO. Adding more design standards for 5S3 eligible resources as a mitigation measure would not be an efficient use of City Resources, and would unnecessarily place additional burdens on desirable development, such as mixed-income housing where a percentage of the units must be set aside as affordable units. In addition, the City already has a process for the City to initiate a designation process which prevents demolition. Other suggested mitigation measures have also been found to be infeasible or not necessary, as explained in Appendix M.

As a policy matter, requiring additional review, regulations, or processes to projects involving historical resources is undesirable based on the requirements it would place on City resources and the delay it would result for projects and housing production. Creating additional processes would require an undesirable allocation of staff resources that are not available at this time and additional review and regulations for development projects that provide community benefits through the CPIO, including mixed-income and 100 percent affordable housing projects, are not desired. Such burdens are not necessary and would not result in an efficient use of City resources or desirable land use outcomes. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. Additionally, the inclusion of additional review, regulations, or processes would not reduce the impacts on historical resources to less than significant levels. Therefore, additional mitigation measures are not feasible and would not reduce the Proposed Plan's impacts on historical resources to a less than significant level. Proposed Plan and cumulative impacts related to historical resources will be significant and unavoidable.

None of the alternatives would reduce significant impacts related to historical resources to less than significant levels. Alternatives 2 would have reduced level of impacts but not to less than significant levels, and Alternatives 1, 3, 4, and 5 would have greater level of impacts on historical resources. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply mitigation measures or project alternatives that would reduce project and cumulative impacts to historical resources to less than significant levels.

NOISE

Groundborne Vibration/Noise – Construction

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to the generation of vibration/groundborne noise during construction that could damage buildings. (See Draft EIR pages 4.12-17 to 20 and 4.12-28.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impact, the City adopted the following mitigation measures in the MMP:

- N1
- N2

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **N1** would substantially reduce/control construction vibration for projects located next to historical resources constructed of fragile building materials, and Mitigation Measure **N2** would limit vibration levels at uses other than historic properties. However, in the absence of construction details associated with specific project and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at adjacent buildings could exceed the thresholds of significance for vibration. In addition, requiring Mitigation Measures **N1** and/or **N2** for all projects would be infeasible because the City has determined the use of staff resources to apply these mitigation measures to all ministerial project is not justified. It would require rezoning every property to get authority to review ministerial projects. From an implementation and administrative point of view, requiring these procedures or actions would be extremely difficult and require an inordinate and undesirable allocation of staff time and resources to capture the small number of projects that could have significant impacts. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. No additional feasible mitigation measures were identified to reduce significant impacts related to construction vibration.

None of the alternatives would reduce significant impacts related to construction groundborne vibration/noise to less than significant levels. Alternatives 1, 2, and 5 would have reduced levels of impacts but not to less than significant levels, and Alternatives 3 and 4 would have similar level of impacts as the Proposed Plan. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that lessen the significant impact associated with vibration and groundborne noise, it is

reasonable to assume that construction activities within the CPA could result in significant vibration impacts after implementation of mitigation measures. Proposed Plan and cumulative impacts related to vibration/groundborne noise will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to less than significant levels.

Permanent Increase in Ambient Noise – Operational Stationary Noise

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to permanent increases in noise levels from stationary noise sources during operational activities. (See Draft EIR pages 4.12-20 to 4.12-24 and 4.12-28.)

Adopted Mitigation Measure(s)

To mitigate the above described significant impact, the City adopted the following mitigation measure in the MMP:

- N3

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **N3** would reduce operational noise levels. The change in existing noise levels due to new development is highly dependent on specific project characteristics, including the noise level of the particular noise source, the distance to/from the receiving land use to the source, and existing noise levels. It is not possible to quantify future noise levels at specific locations within the entire CPA since the specific sources of noise and location of new development and sensitivity of adjacent uses are unknown. In the absence of knowing permanent sources of noises and locations associated with specific projects, it is anticipated that operational noise levels could exceed the thresholds of significance. Additionally, it was found infeasible to apply Mitigation Measure **N3** broadly throughout the CPA because it would require an undesirable allocation of limited staff resources to evaluate each and every project, including ministerial ones, to determine if the project based on its unique circumstances should be subject to the mitigation measure. Additionally, the rezoning of all properties in the CPA would be required to implement the mitigation measure on a broad basis. From an implementation and administrative point of view, requiring these procedures or actions would be extremely difficult and require an inordinate amount of staff time and resources to capture the small number of projects that could have significant impacts. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections

of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. No additional feasible mitigation measures were identified to reduce significant impacts related to operational stationary noise.

None of the alternatives would reduce significant impacts related to permanent increase in noise levels to less than significant levels. Alternatives 1, 2, and 5 would have reduced levels of impacts but not to less than significant levels, and Alternatives 3 and 4 would have similar level of impacts as the Proposed Plan. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with permanent increase in operational stationary noise. However, it is reasonable to assume that implementation of the Proposed Plan would result in significant operational stationary noise impacts after implementation of mitigation measures. Proposed Plan and cumulative impacts related to permanent increases in noise levels from stationary noise sources during operational activities will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to less than significant levels.

Temporary Increase in Ambient Noise

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to the temporary increase in ambient noise levels at residences and other sensitive receptors during construction activities. (See Draft EIR pages 4.12-24 to 4.12-28.)

Adopted Mitigation Measure(s)

To mitigate the above described significant impacts, the City adopted the following mitigation measure in the MMP:

- N4

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1
- Finding 3

Rationale for Finding

Mitigation Measure **N4** would reduce construction noise levels. In the absence of detailed noise analyses associated with specific projects, it is anticipated that construction noise levels at various sensitive land uses could result in a significant impact. Additionally, it was found infeasible to apply Mitigation Measure **N4** broadly throughout the CPA because it would require staff resources to evaluate each and every project, including ministerial ones, to determine if the project based on its unique circumstances should be subject to the mitigation measure. Additionally, the rezoning of all properties in the CPA would be required to implement the mitigation measure on a broad basis. From an implementation and administrative point of view, requiring these procedures or actions would be extremely difficult and require an inordinate amount of staff time and resources to capture the small number of projects that could have significant impacts. Applying staff resources to that would take those resources from other more desirable policy efforts, including those that will result in affordable housing, such as other community plan updates, and protections of the environment, such as the Wildlife Study, or the processing of other desirable and urgently needed development projects that provide housing or new jobs. To hire more staff would require passing those costs on to new development and putting more costs on desirable and needed development that produces housing or jobs or allocating general funds that are needed for more important public health, safety and welfare needs. No additional feasible mitigation measures were identified to reduce significant impacts related to temporary increase in ambient noise related to construction.

None of the alternatives would reduce significant impacts related to temporary increases in ambient noise to less than significant levels. Alternatives 1, 2, and 5 would have reduced levels of impacts but not to less than significant levels, and Alternatives 3 and 4 would have similar level of impacts as the Proposed Plan. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that substantially lessen the significant impact associated with temporary increase in ambient noise. However, it is reasonable to assume that implementation of the Proposed Plan would result in significant impacts related to temporary increase in ambient noise after implementation of mitigation measures. Proposed Plan and cumulative impacts related to temporary increase in ambient noise will be significant and unavoidable.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply the mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to less than significant levels.

PUBLIC SERVICES

Existing Parks and Recreational Facilities

The following findings are for Proposed Plan and cumulative impacts,

Description of Significant Effect(s)

The Proposed Plan will have significant unavoidable project and cumulative impacts related to physical deterioration of parks and recreational facilities. (See Draft EIR pages 4.14-50 to 4.14-54.)

Adopted Mitigation Measure(s)

No feasible mitigation measures were identified that could reduce the significant impact to parks and recreational facilities.

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 3

Rationale for Finding

Compliance with existing regulations, including the payment of Quimby Act and park facility fees could help relieve the demand on existing parks through the provision of new parks. However, there is an existing park deficit for neighborhood and community parks in the Hollywood CPA and land for parks is difficult to acquire and assemble in large part because of high costs, especially in urban areas. Population growth associated with the reasonably expected increase in housing would create additional demand for parklands that cannot be accommodated in the CPA due to the following factors: 1) existing citywide open space ratios are suburban in nature and do not reflect the constraints of a dense, urban environment; 2) acquisition of new public land for parks and open space, however, is extremely expensive in the City and the CPA; and 3) vacant or underused land in the CPA is scarce and purchasing land for the provision of open space would compete with other identified community priorities, such as providing housing and non-residential, job-generating uses. Despite the regulations that seek to increase park space, the CPA has an existing substantial deficit in neighborhood and community parks and recreational facilities, and any growth would increase the use of existing parks and could result in significant deterioration of these facilities. The City partners with land trusts and community stakeholder organizations to increase park space in the CPA on a continuous basis but has scarce resources to acquire land and construct new parks. No feasible mitigation measures have been identified that would reduce significant impacts related to the deterioration of existing parks and recreational facilities. Therefore, it is reasonable to assume that implementation of the Proposed Plan would result in significant and unavoidable impacts (Proposed Plan and cumulative) related to the deterioration of existing parks and recreational facilities.

None of the alternatives would reduce significant impacts related to existing parks and recreational facilities to less than significant levels. Alternatives 1, 2, and 5 would have reduced levels of impacts but not to less than significant levels, and Alternatives 3 and 4 would have similar level of impacts as the Proposed Plan. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

Based on the above, specific economic, legal, social, technological, or other considerations make infeasible to apply mitigation measures or project alternatives in a manner that would reduce Proposed Plan and cumulative impacts to physical deterioration of parks and recreational facilities to less than significant levels.

C. Findings for Environmental Impacts Found to Be Less than Significant After Mitigation

The EIR identifies significant impacts that are reduced to a "less than significant" level by the inclusion of mitigation measures identified in the EIR.

For each of the significant impacts discussed below, the City adopts the following finding:

> **Finding 1:** Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

AESTHETICS

Glare

The following findings are for the Proposed Plan and cumulative impacts.

Description of Significant Effect(s)

The Proposed Plan will have a significant project and cumulative impact related to glare that are reduced to a less than significant level by the inclusion of Mitigation Measure **AE1**. (See Draft EIR pages 4.1-40 to 4.1-41 and 4.1-43 to 4.1-44.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measure in the MMP:

- AE1

Finding(s)

The City adopts the following findings for the above-described significant impact(s):

- Finding 1

Rationale for Finding

Implementation of Mitigation Measure **AE1** would limit the use of reflective materials on new construction, which would reduce the impacts related to glare to less than significant levels (Proposed Plan and cumulative). It would require that projects subject to site plan review submit project plans and specifications for all exterior building materials to DCP and Department of Building and Safety (LADBS) for review and approval, and specifically glass as part of the external façade of buildings would be prohibited from being more reflective than necessary to comply with Green Building Code or other state or local UV requirements. This mitigation measure will be enforced by the City's DCP and DBS, as described in the MMP. Alternative 2 would have reduced level of glare impacts and impacts would remain less than significant with incorporation of Mitigation Measure **AE1**. Alternatives 1, 3, 4, and 5 would have greater impacts, and impacts would be significant and unavoidable. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that would reduce significant project and cumulative environmental effects associated with glare to less than significant levels.

CULTURAL RESOURCES

Archaeological Resources

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effects

The Proposed Plan will have a significant project and cumulative impact related to archaeological resources that are reduced to a less than significant level by the inclusion of Mitigation Measures **CR1** through **CR3**. (See Draft EIR pages 4.5-49 to 4.5-50 and 4.5-57.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measures in the MMP:

- CR1
- CR2
- CR3

Finding(s)

The City adopts the following finding for the above-described significant impacts:

- Finding 1

Rationale for Finding

Implementation of Mitigation Measures **CR1**, **CR2**, and **CR3** would reduce the impacts related to archaeological resources to less than significant levels (Proposed Plan and cumulative). The mitigation measures will ensure that previously undetected archaeological resources are not destroyed or removed through negligence during grading and excavation activities. These mitigation measures will be enforced by the City's DCP (Office of Historic Resources) and DBS as described in the MMP. Future development under the Proposed Plan that would go beyond man-made fills would be expected to occur primarily in the CPIO subareas, but Mitigation Measures **CR1** and **CR2** apply to all discretionary projects within the CPA. For non-discretionary projects seeking excavation or grading permits, Mitigation Measure **CR3** would require DBS to issue applicants of non-discretionary projects a notice regarding the criminal liability for destroying archaeological resources and best management practices to protect archaeological resources during grading and excavation, and to obtain an acknowledgement of receipt of the notice from applicants. These mitigation measures will reduce the impacts related to archaeological resources to less than significant levels (Proposed Plan and cumulative).

Alternative 2 would have reduced level of archaeological resource impacts and impacts would remain less than significant with incorporation of Mitigation Measures **CR1** through **CR3**. Alternatives 3 and 4 would have similar impacts on archaeological resources as the Proposed Plan. Alternatives 1 and 5 would have greater impacts and impacts would be significant and unavoidable. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that would reduce significant project and cumulative environmental effects associated with archaeological resources to less than significant levels.

Paleontological Resources

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effects

The Proposed Plan will have a significant project and cumulative impact related to paleontological resources that are reduced to a less than significant level by the inclusion of Mitigation Measures **CR4** through **CR6**. (See Draft EIR pages 4.5-50 to 4.5-54 and 4.5-57.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measures in the MMP:

- CR4
- CR5
- CR6

Finding(s)

The City adopts the following finding for the above-described significant impacts:

- Finding 1

Rationale for Finding

Implementation of Mitigation Measures **CR4**, **CR5**, and **CR6** would reduce the impacts related to paleontological resources to less than significant levels (Proposed Plan and cumulative). The mitigation measures will ensure that previously undetected paleontological resources are not destroyed or removed through negligence during grading and excavation activities. These mitigation measures will be enforced by the City's DCP (Office of Historic Resources) and DBS as described in the MMP. Future development under the Proposed Plan that would go beyond man-made fills would be expected to occur primarily in the CPIO subareas, but Mitigation Measures **CR4** and **CR5** apply to all discretionary projects within the CPA. For non-discretionary projects seeking excavation or grading permits, Mitigation Measure **CR6** would require DBS to issue applicants of non-discretionary projects a notice regarding the criminal liability for destroying paleontological resources and best management practices to protect unique paleontological resources during grading and excavation, and to obtain an acknowledgement of receipt of the notice

from applicants. These mitigation measures will reduce the impacts related to paleontological resources to less than significant levels (Proposed Plan and cumulative).

Alternative 2 would have reduced level of paleontological resource impacts and impacts would remain less than significant with incorporation of Mitigation Measures **CR4** through **CR6**. Alternatives 3 and 4 would have similar impacts on paleontological resources as the Proposed Plan. Alternatives 1 and 5 would have greater impacts and impacts would be significant and unavoidable. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that would reduce significant Proposed Plan and cumulative environmental effects associated with paleontological resources to less than significant levels.

Tribal Cultural Resources

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effects

The Proposed Plan will have a significant project and cumulative impact related to paleontological resources that are reduced to a less than significant level by the inclusion of Mitigation Measures **CR7** and **CR8**. (See Draft EIR pages 4.5-54 to 4.5-56 and 4.5-58.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measures in the MMP:

- CR7
- CR8

Finding(s)

The City adopts the following finding for the above described significant impacts:

- Finding 1

Rationale for Finding

Implementation of Mitigation Measures **CR7** and **CR8** would reduce the impacts related to tribal cultural resources to less than significant levels (Proposed Plan and cumulative). The mitigation measures will ensure that projects that disturb previously undisturbed soil will not destroy or removed during earth moving activities. These mitigation measures will be enforced by the California Native American tribes, and the City's DCP and DBS, as described in the MMP. Future development under the Proposed Plan that would go beyond man-made fills would be expected to occur primarily in the CPIO subareas, but Mitigation Measure **CR7** applies to all discretionary projects within the CPA. For non-discretionary projects seeking excavation or grading permits, Mitigation Measure **CR8** would require DBS to issue applicants of non-discretionary projects a notice regarding the criminal liability for destroying tribal cultural resources and best management practices to protect tribal cultural resources during grading and excavation, and to obtain an acknowledgement of receipt of the notice from applicants. These mitigation measures will reduce

the impacts related to tribal cultural resources to less than significant levels (Proposed Plan and cumulative).

Alternative 2 would have reduced level of tribal cultural resource impacts and impacts would remain less than significant with incorporation of Mitigation Measures **CR7** and **CR8**. Alternatives 3 and 4 would have similar impacts on tribal cultural resources as the Proposed Plan. Alternatives 1 and 5 would have greater impacts and impacts would be significant and unavoidable. As discussed below in Section 2(E), the City rejects Alternatives 1, 2, 3, 4, and 5.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that would reduce significant project and cumulative environmental effects associated with tribal cultural resources to less than significant levels.

HAZARDS AND HAZARDOUS MATERIALS

Hazardous Materials Upset or Accident – Construction

The following findings are for Proposed Plan and cumulative impacts.

Description of Significant Effects

The Proposed Plan will have a significant project and cumulative impact related to the release of hazardous materials during construction that could create a significant hazard to the public or the environment. This significant impact is reduced to a less than significant level after the inclusion of Mitigation Measures **HM1** and **HM2**. (See Draft EIR pages 4.8-38 to 4.8-41 and 4.8-46).

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measures in the MMP:

- HM1
- HM2

Finding(s)

The City adopts the following finding for the above-described significant impacts:

- Finding 1

Rationale for Finding

Implementation of Mitigation Measures **HM1** and **HM2** would ensure that potentially contaminated sites are assessed and, if contaminated, remediated prior to grading and construction. These mitigation measures will be enforced by the City's DBS, as described in the MMP. Adequate inspection and remediation will be determined by the City based on the advice of a qualified Environmental Professional. Future development under the Proposed Plan would be expected to occur primarily in the CPIO subareas, but the mitigation measures apply to all discretionary projects within the CPA. Mitigation Measure **HM2** would require DBS to issue applicants of non-

discretionary projects seeking to excavate below previously disturbed soils a notice regarding hazardous materials regulations and best management practices to ensure compliance with federal, state, and local laws, and to obtain an acknowledgement of receipt of the notice from applicants. These mitigation measures will reduce the impacts related to the release of hazardous materials into the environment to less than significant levels (Proposed Plan and cumulative).

None of the alternatives would have reduced level of hazardous materials impacts. Alternatives 2, 3, and 4 would have similar impacts as the Proposed Plan, and Alternatives 1 and 5 would have greater impacts than the Proposed Plan. However, impacts for all alternatives would remain less than significant with incorporation of Mitigation Measures **HM1** and **HM2**.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that would reduce significant Proposed Plan and cumulative environmental effects associated with the release of hazardous materials into the environment to less than significant levels.

Hazardous Materials Sites

Description of Significant Effects

The Proposed Plan will have a significant project and cumulative impact related to hazardous materials sites compiled pursuant to Government Code Section 65962.5. This significant impact is reduced to less than significant levels after implementation of Mitigation Measures **HM1** and **HM2**. (See Draft EIR pages 4.8-42 to 4.8-43 and 4.8-47.)

Adopted Mitigation Measure(s)

To mitigate the above-described significant impacts, the City adopted the following mitigation measures in the MMP:

- HM1
- HM2

Finding(s)

The City adopts the following findings for the above-described significant impacts:

- Finding 1

Rationale for Finding

Implementation of Mitigation Measure **HM1** and **HM2** would be required to ensure that development sites are assessed and, if contaminated, remediated prior to development. Implementation of Mitigation Measure **HM1** would ensure that applicants of discretionary projects conduct a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code Section 65962.2, prepare assessment reports and, if contaminated, remediated prior to development. Mitigation Measure **HM2** would require DBS to issue applicants of non-discretionary projects seeking to excavate below previously disturbed soils a notice regarding hazardous materials regulations and include best management practices to ensure compliance with federal, state, and local laws, and obtain an acknowledgement of receipt of the notice from applicants. These mitigation measures will be enforced by City's DBS as described in the MMP. Adequate inspection and remediation will be

determined by the City based on the advice of a qualified Environmental Professional. Future development under the Proposed Plan would be expected to occur primarily in the CPIO subareas, but the mitigation measures apply to all discretionary projects within the CPA. These mitigation measures will reduce the impacts related to hazardous materials sites to less than significant levels (Proposed Plan and cumulative).

None of the alternatives would have reduced level of impacts related to hazardous materials sites. Alternatives 2, 3, and 4 would have similar impacts as the Proposed Plan, and Alternatives 1 and 5 would have greater impacts than the Proposed Plan. However, impacts for all alternatives would remain less than significant with incorporation of Mitigation Measures **HM1** and **HM2**.

The City finds that changes or alterations have been required in, or incorporated into, the Proposed Plan that would reduce significant environmental effects associated with hazardous materials sites to less than significant levels.

D. Findings for Environmental Impacts Found to be Less than Significant or No Impact

CEQA does not require findings to be adopted for impacts that are determined to be less than significant or no impact. Below is a list of the impacts found to be no impact or less than significant without mitigation in the EIR.

AESTHETICS

Scenic Vista (Draft EIR pages 4.1-28 to 4.1-31): Less-than-significant impact.

Scenic Resources within State Scenic Hwy (Draft EIR pages 4.1-31 to 4.1-32): No impact.

Visual Character (Draft EIR pages 4.1-32 to 4.1-40): Less-than-significant impact.

Shade and Shadow (Draft EIR pages 4.1-40 to 4.1-41): Less-than-significant impact (Lighting).

Cumulative Impacts (Draft EIR pages 4.1-42 to 4.1-43): Less-than-significant impact (Scenic Vista, Visual Character, Lighting); No impact (Scenic Resources within State Scenic Hwy).

AGRICULTURE AND FORESTRY

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Draft EIR page 4.2-5): No impact.

Williamson Act (Draft EIR page 4.2-6): No impact.

Forest and Timberland (Draft EIR pages 4.2-6 to 4.2-7): No impact.

Forest Land Conversion (Draft EIR page 4.2-7): No impact.

Conversion of Farm or Forestland (Draft EIR page 4.2-7): No impact.

Cumulative Impacts (Draft EIR page 4.2-8): No impact.

AIR QUALITY

Conflict with Air Quality Plan (Draft EIR pages 4.3-20 to 4.3-21): Less-than-significant impact.

Expose Sensitive Receptors to Substantial Pollutant Concentrations (Draft EIR pages 4.3-29 to 4.3-32): Less-than-significant impact for operational.

Objectionable Odors (Draft EIR pages 4.3-32 to 4.3-33): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.3-33 to 4.3-35): Less-than-significant impact (Air Quality Plan, Sensitive Receptor Exposure during Operations, Objectionable Odors).

BIOLOGICAL RESOURCES

Policies for the Protection of Biological Resources (Draft EIR page 4.4-31): Less-than-significant impact.

Habitat Conservation Plan, NCCP, or Other Approved Conservation Plan (Draft EIR page 4.4-32): No impact.

Cumulative Impacts (Draft EIR pages 4.4-32 to 4.4-33): Less-than-significant impact (Policies for Protection of Biological Resources); No impact (Habitat Conservation Plan, NCCP, or Other Approved Conservation Plan).

CULTURAL RESOURCES

Human Remains (Draft EIR page 4.5-54): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.5-57 to 4.5-58): Less-than-significant impact (Human Remains).

GEOLOGY & SOILS

Rupture of a Known Earthquake Fault (Draft EIR pages 4.6-15 to 4.6-16): No impact.

Seismic Ground Shaking (Draft EIR pages 4.6-16 to 4.6-17): No impact.

Liquefaction and Landslides (Draft EIR pages 4.6-17 to 4.6-19): No impact.

Soil Erosion (Draft EIR pages 4.6-19 to 4.6-20): Less-than-significant impact.

Landslide, Lateral Spreading, Liquefaction, Subsidence, or Collapse (Draft EIR pages 4.6-20 to 4.6-21): No impact.

Expansive Soils (Draft EIR pages 4.6-21 to 4.6-22): No impact.

Septic Tanks and Alternative Waste Disposal Systems (Draft EIR page 4.6-22): No impact.

Cumulative Impacts (Draft EIR pages 4.6-22 to 4.6-23): Less-than-significant impact (Soil Erosion); No impact (Rupture of a Known Earthquake Fault; Seismic Ground Shaking; Liquefaction and Landslides; Landslide, Lateral Spreading, Liquefaction, Subsidence, or Collapse; Expansive Soils; Septic Tanks and Alternative Waste Disposal Systems).

GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions (Draft EIR pages 4.7-20 to 4.7-27): Less-than-significant impact.

Conflict with Policy to Reduce GHG Emissions (Draft EIR pages 4.7-20 to 4.7-27): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.7-27 to 4.7-28): Less-than-significant impact.

HAZARDS & HAZARDOUS MATERIALS

Transport, Use, and Disposal of Hazardous Materials (Draft EIR pages 4.8-36 to 4.8-37): Less-than-significant impact.

Hazardous Materials Upset or Accident – Operation (Draft EIR page 4.8-38 to 4.8-41): Less-than-significant impact.

Safety Hazard near School (Draft EIR pages 4.8-41 to 4.8-42): Less-than-significant impact.

Safety Hazard near Public/Public Use Airport (Draft EIR page 4.8-43): No impact.

Safety Hazard in Vicinity of Private Airstrip (Draft EIR pages 4.8-43 to 4.8-44): No impact.

Emergency Response/Evacuation Plans (Draft EIR page 4.8-44 to 4.8-45): Less-than-significant impact.

Wildland Fire (Draft EIR pages 4.8-45 to 4.8-46): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.8-46 to 4.8-47): Less-than-significant impact (Transport, Use, and Disposal of Hazardous Materials; Safety Hazard near School; Emergency Response/Evacuation Plans; Wildland Fire); No impact (Safety Hazard near Public/Public Use Airport, Safety Hazard in Vicinity of Private Airstrip).

HYDROLOGY & WATER QUALITY

Water Quality Standards (Draft EIR pages 4.9-21 to 4.9-23): Less-than-significant impact.

Groundwater Supplies and Recharge (Draft EIR pages 4.9-24): Less-than-significant impact.

Changes to Existing Drainage Patterns Causing Erosion or Siltation (Draft EIR pages 4.9-25 to 4.9-27): Less-than-significant impact.

Changes to Existing Drainage Patterns Causing Flooding (Draft EIR page 4.9-27): Less-than-significant impact.

Stormwater Drainage System (Draft EIR pages 4.9-27 to 4.9-28): Less-than-significant impact.

Water Quality (Draft EIR pages 4.9-28 and 4.9-29): Less-than-significant impact.

Housing in 100-Year Flood Hazard Area (Draft EIR page 4.9-29): Less-than-significant impact.

Structures Impeding Flood Flows (Draft EIR page 4.9-30): Less-than-significant impact.

Flooding Due to Levee or Dam Failure (Draft EIR pages 4.9-30 to 4.9-31): No impact.

Seiche, Tsunami, or Mudflow (Draft EIR pages 4.9-31 to 4.9-33): No impact.

Flooding During 50-Year Storm Event (Draft EIR pages 4.9-33 to 34): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.9-34 to 4.9-36): Less-than-significant impact (Water Quality Standards, Groundwater Supplies and Recharge; Change to Existing Drainage Patterns Causing Erosion, Siltation, or Flooding; Stormwater Drainage System; Water Quality; Housing in 100-Year Flood Hazard Area; Structures Impeding Flood Flows; Flooding During 50-Year Storm Event); No impact (Flooding due to Levee or Dam Failure; Seiche, Tsunami, or Mudflow).

LAND USE & PLANNING

Division of Established Community (Draft EIR pages 4.10-15 to 4.10-16): No impact.

Conflict with Land Use Plan, Policy, or Regulation (Draft EIR pages 4.10-17 to 4.10-25): Less-than-significant impact.

Conflict with Habitat Conservation Plans (Draft EIR page 4.10-25): No impact.

Cumulative Impacts (Draft EIR pages 4.10-25): Less-than-significant impact (Conflict with Land Use Plan, Policy, or Regulation); No impact (Division of Established Community, Conflict with Habit Conservation Plans)

MINERAL RESOURCES

Statewide and Regional Mineral Resources (Draft EIR pages 4.11-7 to 4.11-8): No impact.

Locally-Important Mineral Resources (Draft EIR page 4.11-8): No impact.

Cumulative Impacts (Draft EIR page 4.11-9): No impact.

NOISE

Noise Level Standards – Construction and Operation (Draft EIR pages 4.12-16 to 4.12-17): No impact.

Vibration or Groundborne Noise – Operation (Draft EIR pages 4.12-17 to 4.12-20): Less-than-significant impact.

Permanent Increase in Ambient Noise – Mobile Noise (Draft EIR pages 4.12-29 to 4.12-24): Less-than-significant impact.

Noise Exposure in Airport Land Use Plan (Draft EIR page 4.12-26): No impact.

Noise Exposure Near Private Airstrip (Draft EIR page 4.12-27): No impact.

Cumulative Impacts (Draft EIR page 4.12-27 to 4.12-29): Less-than-significant impact (Vibration or Groundborne Noise – Operation, Permanent Increase in Ambient Noise – Mobile Noise); No impact (Noise Levels – Construction and Operation, Noise Exposure in Airport Land Use Plan, Noise Exposure Near Private Airstrip).

POPULATION, HOUSING & EMPLOYMENT

Induce Substantial Population Growth (Draft EIR pages 4.13-16 to 4.13-18): Less-than-significant impact.

Displacement of Existing Housing (Draft EIR pages 4.13-18 to 4.13-19): Less-than-significant impact.

Displacement of People (Draft EIR pages 4.13-19 to 4.13-21): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.13-21 to 4.13-22): Less-than-significant impact.

PUBLIC SERVICES

Fire Protection and Emergency Services (Draft EIR pages 4.14-12 to 4.14-15; 4.14-15 to 4.14-16): Less-than-significant impact.

Police Protection (Draft EIR pages 4.14-25 to 26; 4.14-27): Less-than-significant impact.

Public Schools (Draft EIR pages 4.14-37 to 39; 4.14-39): Less-than-significant impact.

New Parks and Recreational Facilities (Draft EIR pages 4.14-50 to 4.14-53): Less-than-significant impact (Construction of new facilities).

Libraries (Draft EIR pages 4.14-53 to 4.14-54): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.14-15 to 16, 4.14-27, 4.14-39, 4.14-53 to 54; 4.14-54 to 4.14-55): Less-than-significant impact.

TRANSPORTATION & TRAFFIC

Transportation Programs, Plans, Ordinances, or Policies (Partially Recirculated Draft EIR page 4.15-39): Less-than-significant impact.

CEQA Guidelines Related to VMT Thresholds (Partially Recirculated Draft EIR pages 4.15-39 to 4.15-43): Less-than-significant impact.

Design Feature Hazard (Partially Recirculated Draft EIR pages 4.15-43 to 4.15-44): Less-than-significant impact.

Emergency Access (Partially Recirculated Draft EIR pages 4.15-45 to 4.15-60): Less-than-significant impact.

Cumulative Impacts (Partially Recirculated Draft EIR page 4.15-60 to 4.15-61): Less-than-significant impact.

UTILITIES & SERVICE SYSTEMS

Construction/Expansion of Water Treatment Facilities (Draft EIR pages 4.16-12 to 4.16-14; 4.16-16 to 4.16-17): Less-than-significant impact.

Water Supply (Draft EIR pages 4.16-15 to 4.16-16; 4.16-16 to 4.16-17): Less-than-significant impact.

Wastewater Treatment (Draft EIR page 4.16-25; page 4.16-29): Less-than-significant impact.

Construction/Expansion of Wastewater Treatment Facilities (Draft EIR pages 4.16-25 to 4.16-27; 4.16-29): Less-than-significant impact.

Construction/Expansion of Stormwater Drainage Facilities (Draft EIR page 4.16-28; 4.16-4.16-29): Less-than-significant impact.

Wastewater Treatment Provider Capacity (Draft EIR page 4.16-29): Less-than-significant impact.

Solid Waste Disposal (Draft EIR pages 4.16-35; 4.16-37): Less-than-significant impact.

Compliance with Solid Waste Regulations (Draft EIR pages 4.16-36 to 37; 4.16-37): Less-than-significant impact.

Energy – Electricity (Draft EIR pages 4.16-47 to 4.16-49): Less-than-significant impact.

Energy – Natural Gas (Draft EIR pages 4.16-49 to 4.16-51, 4.16-51): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.16-16 to 4.16-17, 4.16-29, 4.16-37, 4.16-51): Less-than-significant impact.

E. Findings on Alternatives to the Project

UNDERLYING PURPOSE AND PROJECT OBJECTIVES

The underlying purpose and project objectives of the Hollywood Community Plan, as discussed in the EIR (Chapter 3), are stated below. In accordance with CEQA Guidelines Section 15124(b), the specific project objectives identified below support the underlying purpose of the Proposed Plan, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this EIR, and will ultimately aid the decision maker in preparing findings and, if necessary, a statement of overriding considerations.

UNDERLYING PURPOSE

The underlying purpose of the Proposed Plan is to plan for and accommodate foreseeable growth in the City, including the Hollywood Community Plan Area, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of SB 375 and SCAG's Sustainable Communities Strategy (SCS).

PRIMARY OBJECTIVES

- Accommodate projected population, housing, and employment growth consistent with the growth strategies of the Framework Element, including:
    - Maximize development opportunities around existing transit systems to encourage sustainable land use while minimizing potential adverse impacts,
    - Direct growth to transit hubs and corridors,
    - Plan for increases to the housing supply,
    - Encourage a better balance of jobs and housing with mixed-use development,

  - Accommodate commercial uses for future employment opportunities, and
  - Focus growth into Framework identified Centers and corridors while preserving single-family neighborhoods, hillsides, and open space.

- Direct growth away from low-density neighborhoods; preserve single-family and low-density residential neighborhoods.
- Provide a range of employment opportunities; promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry.
- Protect historical and cultural resources.

SECONDARY OBJECTIVES

- Encourage and promote a variety of mobility options; make streets walkable.
- Improve the function and design of neighborhoods throughout the Project Area by preserving and strengthening the appearance of the overall Project Area to promote pedestrian-friendly environments, nurture neighborhood character, improve economic vitality, create identity, and integrate a combination of land uses to create positive visual experiences.
- Improve open space, parks and public spaces.
- Provide adequate public services and infrastructure.
- Encourage sustainable land use.
- Maintain Land Use and Zoning Consistency.

ALTERNATIVES

Based on the whole of the administrative record, the City finds that the EIR analyzes a reasonable range of project alternatives that would feasibly attain some of the objectives of the Proposed Plan, as described in Chapter 5.0 of the Partially Recirculated Draft EIR (see Chapter 5.0 of the Partially Recirculated Draft EIR). The five alternatives analyzed in the EIR are described and rejected as follows:

Alternative 1 – No Project Alternative (Partially Recirculated Draft EIR page 5-6)

Description of Alternative

Alternative 1 reflects "no project" conditions (i.e., without adoption of the Proposed Plan). Under Alternative 1, the existing 1988 Hollywood Community Plan would not be modified; no changes to General Plan land use designations and/or zoning would occur, the CPIO District would not be established, and future development would not be subject to the Proposed Plan's development regulations, design regulations, or policies. Under this Alternative, the reasonably expected growth in the Hollywood CPA would result in 113,000 to 121,000 housing units, 226,000 to 243,000 residents, and 119,000 jobs.

Impact Summary

Alternative 1 was selected to comply with CEQA's mandate to include a "no project" alternative. This alternative would have significant but reduced impacts to air quality, noise, and existing parks and recreational facilities, based on it accommodating less development and people. However, it would have significant and greater impacts related to biological resources (sensitive/special status species, riparian habitat, wetlands, and migratory wildlife) and historical resources than the Proposed Plan. This alternative would result in a new significant and unavoidable impact related to glare, archaeological resources, paleontological resources, greenhouse gas emissions, and land use plans and policy consistency. A complete summary is provided in Table 5-3 of the Partially Recirculated Draft EIR, pages 5-14 to 5-18.

Finding(s)

It is found pursuant to PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social, technological, or other considerations, make the No Project Alternative (Alternative 1) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Proposed Plan and rejects this alternative for any one of the following reasons:

- Alternative 1 would not meet the primary objective to accommodate projected growth as well as the Proposed Plan. While this alternative would accommodate population, housing, and employment growth in the CPA, the existing zoning and General Plan land use designations in the CPA have not been comprehensively updated since 1988 before the Metro B line was built. Thus, growth would not be directed around existing transit systems, hubs, and corridors, and development opportunities around these transit areas would not be maximized.
- Alternative 1 would not meet the primary objective as well as the Proposed Plan because while it would direct growth away from low-density neighborhoods and preserve single-family and low-density residential neighborhoods as it would not encourage growth in these areas, it would not establish regulations associated with the design and compatibility of neighborhoods.
- Alternative 1 would not meet the primary objective to provide a range of employment opportunities and promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry because it would not change the existing zoning and General Plan land use designation to allow for change in development trends.
- Alternative 1 would not meet the primary objective to protect historical and cultural resources as well as the Proposed Plan because while existing protections would remain, it would not establish the CPIO District, which has regulatory protections, including a review procedure for many eligible historic resources, a transfer of development rights program, and development standards.
- Alternative 1 would not meet the secondary objectives of encouraging a variety of mobility options; improving neighborhood design and function; improving open space, parks, and public spaces; providing adequate public services and infrastructure; encouraging sustainable land use; and maintaining land use and zoning consistency because this alternative would not establish the CPIO District that includes development standards to address pedestrian-oriented design, neighborhood compatibility, and hillside protection. Since the General Plan land use designations and zoning would not change under this alternative, growth would not be directed around transit stations, hubs, and corridors. Since pedestrian-oriented design standards would not be implemented and growth would not be concentrated around transit areas, this alternative would not encourage mobility options.
- Alternative 1 would have greater impacts on visual character, biological resources, historical resources, archaeological resources, paleontological resources, tribal cultural resources, greenhouse gas emissions, hazardous materials upset or accident, hazardous materials sites, land use plans and policy consistency, and transportation plans or policies than the Proposed Plan.
- Alternative 1 would have new significant and unavoidable impacts on glare, archaeological resources, paleontological resources, greenhouse gas emissions, and land use plans and policy consistency compared to the Proposed Plan.

Alternative 2 – Reduced TOD and Corridors Alternative (Partially Recirculated Draft EIR page 5-8)

Description of Alternative

The Reduced TOD and Corridors Alternative focuses development potential at selected transit stations and corridor areas of the CPA similar to the Proposed Plan, but with less development potential for housing and population than the Proposed Plan. In general, this alternative consists of similarly located subareas around transit stations and corridors, but this alternative reduces development potential in selected subareas. Alternative 2 would meet SCAG's 2040 population, housing, and employment projections for the CPA but would reduce the allowable base floor area ratio (FAR) in selected Regional Center land use designation subareas and selected corridors. This Alternative could reduce the proposed density of selected High Medium land use designation subareas. Administrative changes, the CPIO, and most Active Changes that would occur as part of the Proposed Plan would also occur under Alternative 2 but the reduction of FAR and density in selected areas would cause the potential supply of new housing and non-residential uses to diminish due to the lessened development opportunity.

Impact Summary

Alternative 2 partially meets the primary objective of accommodating projected growth around transit systems while reducing but not eliminating the significant impacts that result from more concentrated development and density, including air quality, historical resources, noise, and existing parks and recreational facilities. None of the significant and unavoidable impacts would be greater than the Proposed Plan, and Alternative 2 would not result in any new significant and unavoidable impacts. Similar to the Proposed Plan, this alternative would have less-than-significant impacts to greenhouse gas (GHG) and land use plans and policy consistency. However, the less-than-significant impacts for GHG, land use plans and policy consistency would be greater than the Proposed Plan because Alternative 2 would not result in as much density next to transit as the Proposed Plan, which regionally could result in development occurring in locations that are less compatible with GHG reduction policies. A compete summary is provided in Table 5-3 of the Partially Recirculated Draft EIR, pages 5-14 to 5-18.

Finding(s)

It is found pursuant to PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social, technological, or other considerations, make the Reduced TOD and Corridors Alternative (Alternative 2) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Proposed Plan and rejects this alternative for any one of the following reasons:

- Alternative 2 does not meet the the primary objective to accommodate projected growth near transit centers and corridors as well as the Proposed Plan. While Alternative 2 would direct growth to transit hubs and corridors, it would be to a lesser degree than the Proposed Plan and, therefore, this alternative would not maximize development opportunities around the Metro stations, where significant public investments have been made.
- Alternative 2 does not meet the secondary objectives to encourage and promote a variety of mobility options and to provide adequate public services and infrastructure as well as the Proposed Plan. This alternative would allow less development near Metro stations and corridors served by Metro Rapid and bus lines; therefore, it would reduce opportunities for non-motorized travel.
- Alternative 2 would not meet the underlying purpose of the project as well as the Proposed Plan by not putting as much density in the City and the region near transit it fails to meet the goals of the SCS and SB 375 as well as the Proposed Plan.

- Alternative 2 would have greater impacts on greenhouse gas and land use plans and policy consistency than the Proposed Plan.

Alternative 3 – Targeted Corridors Alternative (Partially Recirculated Draft EIR pages 5-8 and 5-9)

Description of Alternative

The Targeted Corridors Alternative would generally concentrate development along targeted corridors with commercial land use designations, such as Community Commercial, in the CPA that could accommodate housing, population, and jobs growth. These corridors are generally served by Metro Rapid and/or other Metro bus lines. Targeted corridors include La Brea Avenue, Vine Street, Western Avenue, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard. In addition, other commercial corridors and corridor segments could supplement the identified corridor subareas in the Proposed Plan where development potential could be intensified to meet the reasonably expected housing, population, and employment. The growth anticipated would be more dispersed along such corridors and less around the Metro stations in central Hollywood. The same amount of population, housing, and employment would be met under this alternative, but FAR and height limits would be increased and more concentrated along commercial corridors.

Impact Summary

Alternative 3 partially meets the primary objectives of accommodating projected growth around transit systems, directing growth away from low-density neighborhoods, preserving single-family and low-density residential neighborhoods, and protecting historical and cultural resources. The alternative would result in fewer high-rises in the Regional Center. However, this alternative could result in more mid-rise/taller buildings along commercial corridors. This alternative would not reduce any of the significant and unavoidable impacts from the Proposed Plan but would not result in any new significant and unavoidable impacts. This alternative would have greater impacts to visual character, lighting, glare, GHG, land use plans and policy consistency, and transportation, but impacts would remain less-than-significant. Impacts for these environmental topic areas would be greater because it would introduce more mid-rise buildings and potentially taller buildings near lower density residential neighborhoods, which could also create additional sources of light and concentration of reflective surfaces; would have development that are more dispersed along corridors instead of being concentrated around Metro rail stations, which would be partially consistent with GHG reduction plans; and would result in a slightly higher daily vehicle miles traveled due to dispersed travel instead of concentrating more growth near the Metro stations. A compete summary is provided in Table 5-3 of the Partially Recirculated Draft EIR, pages 5-14 to 5-18.

Finding(s)

It is found pursuant to PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social, technological, or other considerations, make the Targeted Corridors Alternative (Alternative 3) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Proposed Plan and rejects this alternative for any one of the following reasons:

- Alternative 3 does not meet the primary objective to accommodate projected growth near transit centers and corridors as well as the Proposed Plan. While Alternative 3 would direct growth to transit hubs and corridors, it would be to a lesser degree than the Proposed Plan because the growth would be dispersed along corridors instead of around Metro stations and, therefore, this alternative would not maximize development opportunities around the Metro stations and would not be

consistent with the growth strategies of the General Plan Framework Element and the SCS, which encourages a jobs/housing balance near transit centers.

- Alternative 3 does not meet the primary objective to direct growth away from low-density neighborhoods and preserve single-family and low-density residential neighborhoods as well as the Proposed Plan because, although the growth under this alternative would not be directed to low-density neighborhoods, many commercial corridors are adjacent to low-density neighborhoods.
- Alternative 3 does not meet the secondary objectives to improve the function and design of neighborhoods through the Project Area and to encourage sustainable land use as well as the Proposed Plan. This alternative would allow less development near Metro stations in central Hollywood, which is a regional destination that attracts people and employment, and the benefits of establishing transit-oriented communities around Metro rail transit stations, such as increasing pedestrian-friendly environments and access to transit, would not be achieved. Opportunities for access to and use of non-motorized travel would be reduced for this alternative.
- Alternative 3 would have greater impacts on visual character, lighting, glare, air quality standards, historical resources, greenhouse gas emissions, land use plans and policy consistency, and traffic and transportation than the Proposed Plan.

Alternative 4 – High TOD Alternative (Partially Recirculated Draft EIR pages 5-12 and 5-13)

Description of Alternative

The High TOD Alternative would generally concentrate development around the existing heavy rail infrastructure, which consists of five Metro B Line stations, including in East Hollywood, and less along corridors served by bus lines. Development potential near the Hollywood/Highland and Hollywood/Vine stations would be further intensified by including some additional areas for change, including lower-scale commercial and multi-family residential areas, within a half-mile radius of the stations. The Regional Center land use designation would be extended to selected areas near the Hollywood/Western, Vermont/Sunset, and Vermont/Santa Monica stations. Currently, these three stations have specific development regulations under the existing Vermont/Western Transit Oriented Specific Plan (SNAP). The same amount of population, housing, and employment would be met under this alternative, but FAR and height limits would be increased around the Metro stations.

Impact Summary

Alternative 4 partially meets the primary objectives of accommodating projected growth around transit systems, directing growth away from low-density neighborhoods, preserving single-family and low-density residential neighborhoods, and protecting historical and cultural resources. Alternative 4 would have significant and greater impacts related to historical resources than the Proposed Plan since this alternative would partially direct growth to East Hollywood, which is generally the CPIO subareas boundaries and the CPIO's protections for historical resources would not apply here. This alternative would not reduce any of the significant and unavoidable impacts from the Proposed Plan but would not result in any new significant and unavoidable impacts. This alternative would have greater impacts to visual character, lighting, glare, and land use plans and policy consistency, but impacts would remain less-than-significant. Impacts for these environmental topic areas would be greater because this alternative would introduce taller buildings near lower density residential neighborhoods, which could also create additional sources of light and concentration of reflective surfaces, and would direct growth outside of the identified centers in the Framework Element. However, Alternative 4 would result in slightly lower daily VMT and daily VMT per service population compared to the Proposed Plan. The lower daily VMT would result in less operational

emissions from mobile sources than the Proposed Plan. A compete summary is provided in Table 5-3 of the Partially Recirculated Draft EIR, pages 5-14 to 5-18.

Finding(s)

It is found pursuant to PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social, technological, or other considerations, make the High TOD Alternative (Alternative 4) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Proposed Plan and rejects this alternative for any one of the following reasons:

- Alternative 4 does not meet the primary objective to accommodate projected growth near transit centers and corridors as well as the Proposed Plan. While Alternative 4 would direct growth to transit hubs and corridors, it does not focus growth in areas served by bus transit and, therefore, would not as efficiently distribute growth adjacent to all forms of transit and, therefore, would address this objective to a lesser degree than the Proposed Plan. Part of the growth would be directed to East Hollywood, which is not an identified center under the Framework Element, and corridors would remain lower in scale along commercial corridors.
- Alternative 4 does not meet the primary objective to direct growth away from low-density neighborhoods and preserve single-family and low-density residential neighborhoods as well as the Proposed Plan. Alternative 4 would amend the SNAP to increase allowable FAR and remove a height limit around three Metro Stations. Although the growth under this alternative would not be directed to low-density neighborhoods, two of the Metro stations in East Hollywood in the SNAP are located in proximity to Subarea A: Neighborhood Conservation, which maintains the current prevailing scale.
- Alternative 4 does not meet the primary objective to protect historical and cultural resources as well as the Proposed Plan as this alternative would include some protections of historical resources contained in the Proposed Plan but would not establish the CPIO subareas in East Hollywood around the Metro stations. The CPIO has regulatory protections, including a review procedure for many eligible historic resources, a transfer of development rights program, and development standards.
- Alternative 4 does not meet the secondary objectives to encourage sustainable land use as well as the Proposed Plan. This alternative would allow more development to be concentrated near the five Metro stations but would keep bus-served commercial corridors lower scale resulting in a less efficient use of the transit system than that included in the Proposed Plan.
- Alternative 4 would have greater impacts on visual character, lighting, glare, historical resources, land use plans and policy consistency, and consistency with CEQA Guidelines Section 15064.3(b) than the Proposed Plan.

Alternative 5 – SCAG Alternative (Partially Recirculated Draft EIR page 5-10)

Description of Alternative

The SCAG Alternative is substantially the same as Alternative 1 (No Project) in terms of the reasonably expected development at the lower range; it does not include the higher range that accounts for the use of affordable housing incentives. Also, the development pattern of this alternative would be based on SCAG's distribution of anticipated growth, which expects that growth would occur in the regional center near transit infrastructure systems but overall, growth would be more spread out in the CPA than Alternative 1.

Impact Summary

Alternative 5, much like Alternative 1, would have significant but reduced impacts to air quality, noise, and existing parks and recreational facilities based on it accommodating less development and people compared to the Proposed Plan. However, it would have significant and greater impacts related to biological resources (sensitive/special status species, riparian habitat, wetlands, and migratory wildlife) and historical resources than the Proposed Plan. It would result in new significant and unavoidable impacts related to glare, archaeological resources, paleontological resources, greenhouse gas emissions, and land use plans and policy consistency. A complete summary is provided in Table 5-3 of the Partially Recirculated Draft EIR, pages 5-14 to 5-18.

Finding(s)

It is found pursuant to PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social, technological, or other considerations, make the SCAG Alternative (Alternative 5) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Proposed Plan and rejects this alternative for any one of the following reasons:

- Alternative 5 would not meet the primary objective to accommodate projected growth as well as the Proposed Plan. While this alternative would accommodate population, housing, and employment growth in the CPA, the existing zoning and General Plan land use designations in the CPA have not been comprehensively updated since 1988, before the Metro B line was built. Thus, growth would not be directed around existing transit systems, hubs, and corridors, and development opportunities around these transit areas would not be maximized.
- Alternative 5 would not meet the primary objective to direct growth away from low-density neighborhoods and preserve single-family and low-density residential neighborhoods as well as the Proposed Plan as this alternative as it would not establish regulations associated with the design and compatibility of neighborhoods.
- Alternative 5 would not meet the primary objective to provide a range of employment opportunities and promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry because it would not change the existing zoning and General Plan land use designation to allow for change in development trends.
- Alternative 5 would not meet the primary objective to protect historical and cultural resources as well as the Proposed Plan because while existing protections would remain, this alternative would not establish the CPIO District, which has regulatory protections, including a review procedure for many eligible historic resources, a transfer of development rights program, and development standards.
- Alternative 5 would not meet the secondary objectives of encouraging a variety of mobility options; improving neighborhood design and function; improving open space, parks, and public spaces; providing adequate public services and infrastructure; encouraging sustainable land use; and maintaining land use and zoning consistency because this alternative would not establish the CPIO District that includes development standards to address pedestrian-oriented design, neighborhood compatibility, and hillside protection. Since the General Plan land use designations and zoning would not change under this alternative, growth would not be directed around transit stations, hubs, and corridors. Since pedestrian-oriented design standards would not be implemented and growth would not be concentrated around transit areas, this alternative would not encourage mobility options.

- Alternative 5 would have greater impacts on visual character, glare, special status species, riparian habitat, wetlands migratory wildlife, historical resources, archaeological resources, paleontological resources, tribal cultural resources, greenhouse gas emissions, hazardous materials upset or accident, hazardous materials sites, land use plans and policy consistency, and transportation plans and policies than the Proposed Plan.
- Alternative 5 would have new significant and unavoidable impacts on glare, archaeological resources, paleontological resources, greenhouse gas emissions, and land use plans and policy consistency compared to the Proposed Plan.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

Of the five alternatives, Alternative 2, Reduced TOD and Corridors, would be considered the environmentally superior alternative for the Hollywood CPA. Although none of the analyzed alternatives are capable of avoiding the significant and unavoidable impacts that would occur under the Proposed Plan, Alternative 2 would reduce overall development in the CPA and, therefore, could reduce the severity of the Proposed Plan's significant and unavoidable impacts related to air quality, historical resources, noise, and existing parks and recreational facilities. However, this Alternative would not result in efficient use of the transportation network, especially light rail that has been developed in Hollywood and provides a major opportunity in the City and region for development appropriate to a regional center and is rejected.

SECTION 3 – STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-maker to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the proposed project. (PRC Section 21081(b) and CEQA Guidelines Section 15093(a).) If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable significant adverse environmental effects, the adverse environmental effect may be considered "acceptable." (CEQA Guidelines Section 15093(a)) CEQA also requires that when a public agency approves a project that will result in the occurrence of significant and unavoidable adverse impacts to the environment, the agency must state in writing the reasons to support its action based on the certified EIR and/or other information in the record. (PRC Section 21081 and CEQA Guidelines Section 15093(b)) This "statement of overriding considerations" must be supported with substantial evidence in the record. (CEQA Guidelines Section 15093(b)) The EIR for the Hollywood Community Plan Update identifies significant impacts that would result from implementation of the Proposed Plan (project). These Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Draft EIR, Partially Recirculated Draft EIR, the Final EIR, and documents, testimony, and all other materials that constitute the Record of Proceedings.

The EIR concluded that, despite the adoption of all feasible mitigation measures, the Proposed Plan would result in the following significant and unavoidable adverse impacts that cannot be mitigated to a less-than-significant level:

- **Air Quality (Construction and Operational Emissions, Non-Attainment Criteria Pollutants, Substantial Pollutant Concentrations at Sensitive Receptor Exposure during Construction)**. Regional construction emissions resulting from future development within the CPA could exceed the SCAQMD significance thresholds for NO_X, and localized construction emissions could exceed the LSTs for NO_X, $PM_{2.5}$, and PM_{10}. Regional operational emissions could exceed the SCAQMD significance threshold for VOC. Toxic Air Contaminants (TAC) concentrations during construction could have the potential to exceed health risk significance thresholds due to equipment and truck exhaust emissions. Additionally, sensitive receptors could be exposed to substantial pollutant concentrations during construction. Therefore, the Proposed Plan would result in a significant and unavoidable impact related to regional and localized emissions during construction, regional emissions during operations, TAC concentrations during construction, and sensitive receptor exposure. These significant and unavoidable impacts would also contribute to significant cumulative impacts.
- **Biological Resources (Special Status Species, Riparian Habitat, Wetlands, Migratory Wildlife)**. The EIR concluded there would be significant and unavoidable impacts to special status species, riparian habitat, wetlands, and migratory wildlife. These significant and unavoidable impacts would also contribute to significant cumulative impacts.
- **Cultural Resources (Historical Resources)**. Although the Proposed Plan incorporates changes that would assist in further protecting designated and eligible historical resources, it is possible that demolition and/or significant alteration to some of the hundreds of historical resources within the CPA would occur during the life of the Proposed Plan. Therefore, the Proposed Plan would result in a significant and unavoidable impact related to historical resources. This significant and unavoidable impact would also contribute to significant cumulative impacts.
- **Noise (Vibration/Groundborne Noise – Construction, Permanent Increase in Ambient Noise – Operational Stationary Noise; Temporary Increase in Ambient Noise)**. In the absence of

construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at certain particularly fragile buildings adjacent to construction sites could exceed the significant vibration thresholds. Similarly, in absence of details associated with specific projects, a limited amount of development projects could exceed significant thresholds for operational stationary noise and construction noise could potentially disturb various sensitive land uses. Therefore, the Proposed Plan would result in significant and unavoidable impacts related to vibration/groundborne noise during construction, permanent increase in ambient noise for operational stationary noise, and temporary increase in ambient noise levels at sensitive receptors during construction. These significant and unavoidable impacts would also contribute to significant cumulative impacts.

- **Public Services (Existing Parks and Recreational Facilities)**. Given the existing deficits in existing pocket, neighborhood, and community parks; the increased demand for such parks; and the severe challenges in the provision of new parks, it is anticipated that the increased use of existing parks and recreational facilities could result in significant deterioration of these facilities. Therefore, the Proposed Plan would result in a significant and unavoidable impact related to existing parks and recreational facilities. This significant and unavoidable impact would also contribute to significant cumulative impacts.

The City recognizes that significant and unavoidable impacts would result from implementation of the Proposed Plan. All mitigation measures identified in the EIR are adopted as part of this approval action. As discussed in the CEQA Findings for the Hollywood Community Plan Update in Section 2(E), the City has examined alternatives to the Proposed Plan and has determined that adoption and implementation of the Proposed Plan is the most desirable, feasible, and appropriate action. The EIR concludes that the Proposed Plan alternatives will not satisfy the project objectives as effectively as the Proposed Plan. The alternatives were rejected as infeasible based on consideration of the relevant factors. Although the City finds that the Proposed Plan will result in significant and unavoidable impacts for the environmental topic areas listed above, the City also finds that the Proposed Plan benefits outweigh these impacts, as listed below, and therefore, the adverse environmental effect may be considered acceptable.

Reasons to Support Approval of the Proposed Plan

After balancing the specific economic, legal, social, technological, and other benefits of the Proposed Plan, the City of Los Angeles has determined that the unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the following specific considerations, which outweigh the unavoidable adverse environmental impacts of the Proposed Plan. The City Council finds that each of the following statements are supported by substantial evidence in the record and that each one of the following overriding considerations independently, grouped by overarching theme, or taken collectively, is/are sufficient to outweigh the significant and unavoidable impacts of the Proposed Plan:

1. The Proposed Plan promotes development in a manner that would accommodate anticipated population growth for the City consistent with the RTP/SCS prepared by SCAG. The RTP/SCS is the regional transportation and land use planning document required by federal and state agencies to document compliance with air quality attainment and greenhouse gas reduction requirements (Senate Bill 375). Consistent with the RTP/SCS, the Proposed Plan directs anticipated growth away from hillside areas and lower-density neighborhoods and primarily into the Regional Center, the entertainment and visitor-serving center of the CPA, and other commercial corridors served by transit. The Proposed Plan includes design regulations that would protect the scale and character of selected lower density and historic neighborhoods of the CPA. The CPA is a prime location for transit-oriented development, not just in the CPA but also in the City and region in general. By

directing growth in close proximity to public transit and along major corridors, and away from lower-density residential neighborhoods, physical development is guided towards a desired image that is consistent with state, region and City polices aimed at reducing criteria pollutant and greenhouse gas emissions and would be consistent with the social, economic and aesthetic values of the community.

2. The Proposed Plan supports the policies and goals of the General Plan Framework Element, specifically the guiding policy to focus growth in higher-intensity commercial centers close to transportation and services by creating concentrated, mixed-use development in proximity to transportation corridors and transit stations. The Proposed Plan enhances mobility by focusing future growth in areas well-served by transit, which offers residents, employees, and visitors mobility choices that enable them to reduce the number and length of vehicle trips.

3. The Proposed Plan supports policies and goals of the General Plan Framework Element by allowing the City to grow strategically and by allowing for the conservation of existing low-scale residential neighborhoods while preserving and promoting light industrial land uses for employment opportunities, including entertainment and media-related jobs. The benefits conferred by development that is served by existing infrastructure and services, as well as connected by transit and pedestrian networks, outweigh the impacts anticipated with development allowed by the Proposed Plan. These benefits are not only consistent with the long-term vision of sustainable growth stipulated in the Framework Element, they help ensure the continued economic viability of the commercial and industrial districts of the CPA.

4. The Proposed Plan protects the quality of life for existing and future residents and confer citywide benefits through goals, policies, and programs designed to incorporate smart growth principles such as, creating a range of housing opportunities and transportation choices, providing a mix of land uses, and directing development to areas served by existing infrastructure. The Proposed Plan provides for concentrated, mixed-use development adjacent to transit corridors in order to conserve resources, protect existing residential neighborhoods, and improve air quality by reducing vehicle miles traveled. The Proposed Plan would foster thriving transit centers by focusing growth in major transit and commercial areas and by creating walkable, attractive and complete transit neighborhoods that provide a greater mix of jobs, goods and services, and housing for a range of income levels, including affordable housing, thereby reducing new vehicle trip generation and emissions regionally, as well as vehicle miles traveled relating to new development, and promoting sustainable development in support of Assembly Bill 32 and Senate Bill 375. The overall reduction in regional vehicle miles traveled and trip generation would contribute to lowered GHG emissions in the region.

5. The Proposed Plan is consistent with Senate Bill 375. While potentially increasing GHG and total daily vehicle miles traveled in the CPA, the Proposed Plan implements a condensed development pattern within close proximity to public transit and along major corridors, consistent with Senate Bill 375 and the RTP/SCS, and therefore, would contribute to decreasing regional vehicle miles traveled and mobile-source GHG emissions in the region. The total daily VMT per service population in the CPA would decrease with the Proposed Plan.

6. The Proposed Plan is consistent with the RTP/SCS and would contribute to increasing mobility and sustainability. The Proposed Plan achieves a greater jobs-housing balance and would contribute to reducing regional traffic and commute times as compared to the Existing Plan, by focusing capacity in close proximity to major transit stations and employment destinations. The Proposed Plan directs growth around transit stations where new residential and commercial development can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and number of vehicle trips.

7. The Proposed Plan incorporates project features to help minimize the impacts on historical resources. Through implementation of the CPIO District, the CPIO District will have regulatory protections for designated and some eligible historical resources and implement compatible historic design features for new projects in the Hollywood Boulevard and Commercial Entertainment District and six designated and eligible historic districts in the CPA. Implementation of CPIO regulations would protect potential historic resources currently not afforded protections by requiring special review of identified eligible historic properties and by preserving the historic character of certain residential neighborhoods.

8. The Proposed Plan responds to the regional housing crisis and the corresponding increasing cost of housing in the City of Los Angeles by incentivizing targeted areas in the CPIO subareas to allow for bonus density when on-site affordable housing is provided through mixed-income and 100 percent affordable housing projects, thereby increasing housing opportunities within the CPA. These areas are primarily around the Metro B Line Hollywood/Highland and Hollywood/Vine stations as well as major commercial corridors served by Metro bus lines.

9. The Proposed Plan responds to the need to increase and enhance open space opportunities by incentivizing targeted areas in the CPIO subareas to allow for bonus FAR for non-residential projects to provide publicly accessible open space, thereby creating additional options for public open space in the higher-density areas of Hollywood. These areas are primarily around the Metro B Line Hollywood/Highland and Hollywood/Vine stations.

10. The Proposed Plan would facilitate a vibrant employment center in proximity to transit and would encourage a thriving economy with increased employment, especially highly skilled employment opportunities, as a result of construction and new businesses, particularly entertainment and media-oriented jobs characteristic of this CPA.

11. The Proposed Plan preserves the character of existing single-family and lower-density neighborhoods by maintaining lower density land use designations. New development capacity will be directed towards transit-oriented areas and commercial corridors and away from existing residential neighborhoods. The commercial areas of the CPA would support new development that accommodates a variety of uses and encourages pedestrian activity, creating focal points and activity centers for surrounding neighborhoods.

12. The Proposed Plan is consistent with the Sustainable City pLAn and the Green New Deal (the updated Sustainable City pLAn) by accommodating growth while providing transportation options. The Proposed Plan concentrates development around transit, allows for and encourages a wide mix of uses, and better accommodates pedestrians. This strategy would result in lower per capita

emissions than a less dense growth strategy and would contribute to the City reaching the Sustainable City pLAn reduction target of 45 percent by 2025 and 60 percent by 2035, and the Green New Deal's VMT reduction targets per capita, by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.

13. The Proposed Plan improves local mobility through the development of a balanced, multi-modal transportation network, focusing new development near existing services and infrastructure. The Proposed Plan emphasizes a multi-modal approach to mobility that recognizes the benefits (including health and traffic-alleviating benefits) of providing options that encourage walking and transit use. These enhanced mobility options provide a better-connected, user-friendly network representing a more diverse, sustainable transportation network.

14. The Proposed Plan is the product of a comprehensive public planning effort that includes community and public input, the CPC, and the City Council in order to address prevailing neighborhood and community issues. The policies and programs for the Proposed Plan are based on public input, as well as collaboration with other City departments, city stakeholders, and other governmental agencies.

Conclusion

Having (i) adopted all feasible mitigation measures, (ii) recognized all significant and unavoidable impacts, (iii) rejected other alternatives to the Community Plan, and (iv) balanced the specific economic, legal, social, technological, and other benefits of the Proposed Plan, including region and statewide environmental benefits, against the Community Plan's potential significant and unavoidable impacts, the City Council hereby finds that the benefits of the Proposed Plan outweigh and override the potential significant and unavoidable impacts for the reasons stated above and that the unavoidable adverse environmental effects may be considered "acceptable."















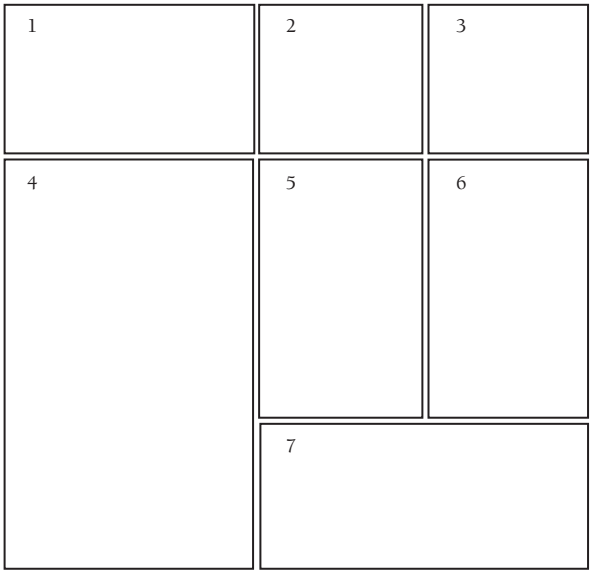
Hollywood

COMMUNITY PLAN

August 2021

DRAFT

Los Angeles Department of City Planning



1. *Hollyhock House in Barnsdall Art Park*

2. *Palmerston Place in Los Feliz*

3. *Sunset Bronson Studios*

4. *Hollywood Boulevard Commercial and Entertainment District*

5. *Lake Hollywood Park*

6. *Transit-oriented development near the Metro Hollywood/Vine Station*

7. *CicLAvia "Meet the Hollywoods" on Hollywood Boulevard near Highland Avenue*



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TABLE OF CONTENTS

1. Introduction 1-1
   - Plan Organization 1-1
   - How to Use the Plan 1-3
   - Relationship to the General Plan 1-6
   - Citywide General Plan Framework Element 1-7
   - Framework Element Guiding Principles 1-9
   - Framework Element Hierarchy 1-10
   - Relationship to Mobility Plan 2035 1-11
   - Relationship to Other Agency Plans 1-13
   - Relationship to Specific Plans and Overlay Zones . . 1-17

2. Community Background 2-1
   - Historic Development Patterns 2-4
   - Geography 2-6
   - Existing Land Uses 2-7
   - Relationship to Adjacent Communities 2-9
   - Population, Housing, and Employment 2-9
   - State Legislation 2-11

3. Land Use & Urban Form 3-1
   - Vision and Guiding Principles 3-1
   - Community Themes 3-2
   - Citywide Design Guidelines 3-6
   - General Plan Land Use 3-7
   - Residential Neighborhoods 3-10
   - Commercial 3-17
   - Industrial Areas 3-22
   - Sustainability 3-23

4. Public Realm, Parks, And Open Space 4-1
   - Public Realm 4-2
   - Open Space 4-7

5. Preservation 5-1
   - Historic Resources in Hollywood 5-1
   - Historic Development Pattern 5-2
   - Cultural and Historical Designations and Resource Preservation Tools 5-6
   - Potential Historic Properties in Hollywood 5-11
   - Notable Historical and Cultural Districts and Features . 5-12
   - Historic Preservation Goals and Policies 5-14

6. Mobility And Connectivity 6-1
   - Circulation System 6-2
   - Mobility Goals and Policies 6-5
   - Transit 6-9
   - Bicycling 6-14
   - Parking Management 6-16
   - Recreation and Scenic Highways 6-20

7. Implementation 7-1
   - The Implementation Process 7-1
   - Amendments to the Community Plan 7-2
   - Specific Implementation Programs 7-2
   - Sources of Funding 7-3
   - Implementation Programs 7-4


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Introduction

The Hollywood Community Plan sets a direction for the future of Hollywood. A wide range of planning topics— including land use and housing, parks and open space, urban design, mobility, arts and culture, and history— are addressed in the Plan, encompassing the full spectrum of issues related to the physical development of the community. The Hollywood Community Plan serves several important purposes:

- To outline a vision for Hollywood's long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- To direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and
- To provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, design overlays, development standards, the Capital Improvements Program, facilities plans, and area plans.



Theatre Row's Hudson Theatres

The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. The process of developing the Hollywood Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.

Plan Organization

The Hollywood Community Plan is organized into seven chapters. Each chapter is further organized into sections that address specific topics described below, and includes an approach section at the beginning that describes its contents and relationship to the Plan. An overview of each of the chapters is provided below.

Chapter 1: Introduction. Chapter 1 describes how to use the Community Plan by providing a reader's guide for understanding the Community Plan and describing its relationship to the City's General Plan as well as plans developed by other City agencies.



Historic multi-family buildings line scenic Los Feliz Boulevard

Chapter 2: Community Profile. Chapter 2 provides a detailed description of the historical development of Hollywood by describing Hollywood's relationship to adjoining communities, its environmental setting, its existing land uses as well as identifying population, employment, housing trends and projections.

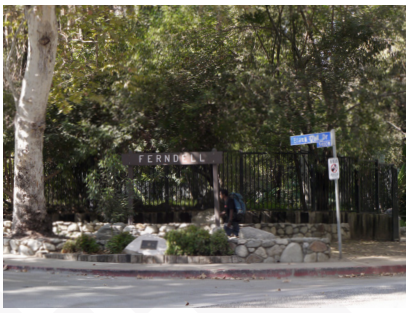
Chapter 3: Land Use & Urban Form. Chapter 3 specifies overarching goals, and policies that support citywide goals and policies while addressing issues unique to the Community Plan. This chapter describes the community's land uses, and specifies goals and policies that address residential, commercial, and industrial development.

Chapter 4: Public Realm and Open Space. Chapter 4 defines goals and policies for the community's public realm and open space, which includes public and public-facing private spaces, such as streetscapes, sidewalks, walkability, public gathering places like plazas and parklets, alleys, urban green spaces, as well as other transitional spaces and community entry points.

Chapter 5: Preservation. Chapter 5 expresses the community's vision for historical preservation and the conservation of neighborhood character. It outlines the various histories of Hollywood's historic cultural resources and districts as well as goals and policies to protect, preserve, and incentivize preservation.

Chapter 6: Mobility and Connectivity. Chapter 6 defines goals and policies for the community's circulation system, focusing on enhancing mobility and access for all users. Different modes of transportation are discussed, including a discussion of their relation to and interaction with one another.

Chapter 7: Implementation Programs. Chapter 7 describes how the Community Plan will be implemented. This chapter describes the implementation programs and identifies the responsible implementing City department or agency.



Ferndell Trail in Griffith Park features shady California Sycamores



Shared mobility options have increased access across Los Angeles

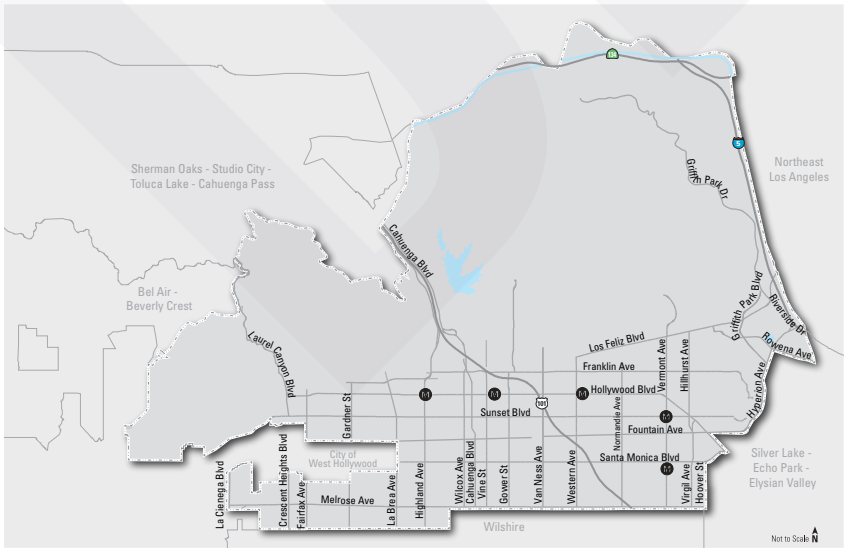


Figure 1-1
Hollywood Community Plan Area



Melrose Avenue features a pedestrian scale commercial corridor that includes fashion, art galleries, and a variety of cultural venues and small businesses



The Los Angeles River's soft bottom fosters vegetation and habitat for animals



The Hollywood and Highland development incorporates open space, creating direct access to Hollywood Boulevard

How to Use the Plan

The Hollywood Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Community Plan is organized to allow the user to easily find information most relevant to their interest, without perusing the entire document. However, it is important to note that the Community Plan's policies, guidelines, and implementation programs were not created in isolation, but rather developed collectively to address community issues in a comprehensive manner.

For residents and Neighborhood Councils, the Community Plan identifies the type and scale of land uses permitted, describes changes that may affect neighborhoods, and explains the policies, and implementation programs that guide decisions about future development.

For businesses, the Community Plan identifies land use measures that support business and encourage future success by providing policies and programs to guide adoption of clear and predictable standards that support and enhance commercial and industrial development. The Community Plan also discusses land use strategies to attract new investment in commercial centers and along boulevards.

For developers, the Community Plan introduces the community, provides background information, and again establishes policies and programs to guide adoption of clear and predictable development standards. Developers should review all maps, policies and programs throughout this document to better understand where and what type of development may occur.

For public officials, the Community Plan is a part of the General Plan, which is the basis for land use decisions and findings by the City Planning Commission, other boards and commissions, and the City Council.

For public agencies, the Community Plan is intended to help agencies contemplate future actions in the City, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Community Plan are interrelated and should be examined comprehensively when making planning decisions.

Reader's Guide

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use map are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Ultimately, the Community Plan's goals, policies, programs, and guidelines are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Draft

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g.LU.1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU.1.1). Policies with corresponding program(s) are followed by an implementation program number (e.g., P1).

Programs

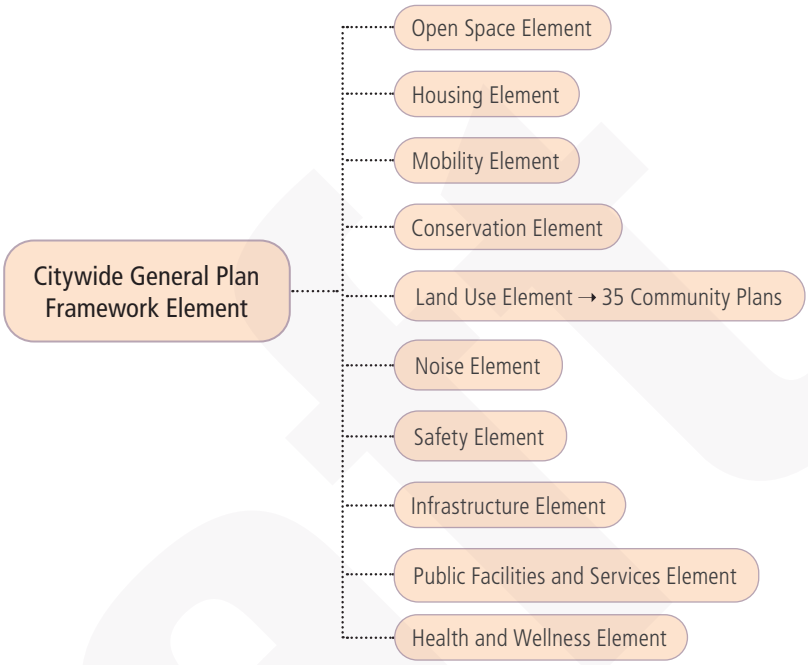
An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 7 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

Relationship to the General Plan

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to 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 and human services, and protection of residents from natural and human-caused hazards are guided by and must be consistent with the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety, and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans (refer to Figure 1-2, City of Los Angeles Community Plan Areas), including the Hollywood Community Plan (Figure 1-1), comprise the City's land use element. The City has adopted the "Framework Element," which can be considered the organizing Element. Its policies address and connect all the Elements of the General Plan, and is discussed below.

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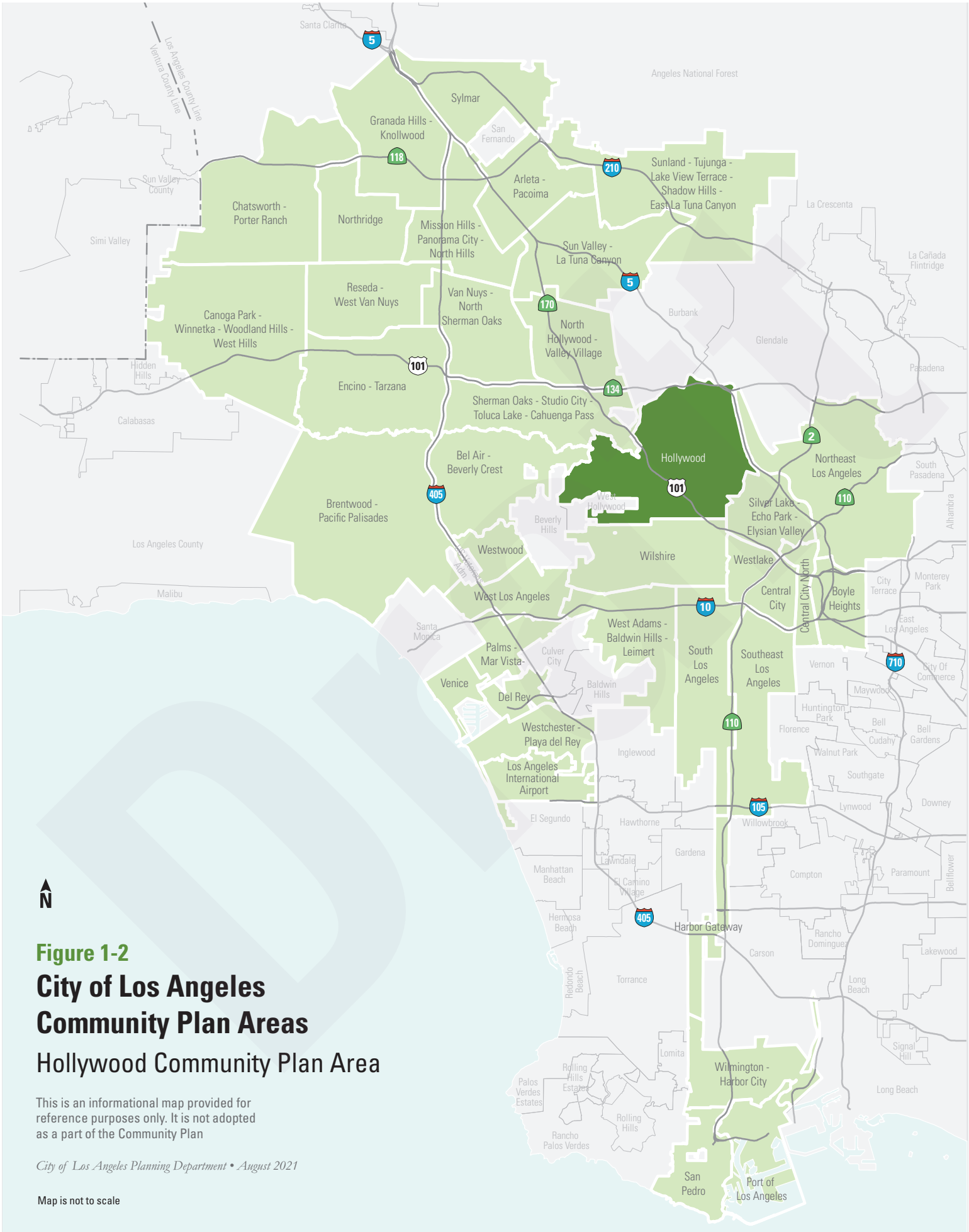


Citywide General Plan Framework Element

The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well. Commercial areas are grouped into the four general categories: Regional Center, Community Center, Neighborhood District and Mixed-Use Boulevard.

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Figure 1-2

City of Los Angeles Community Plan Areas

Hollywood Community Plan Area

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Map is not to scale

Framework Element Guiding Principles

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single-family and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.





Framework Element Hierarchy

Neighborhood District. A Neighborhood District is a focal point for surrounding residential neighborhoods and contains a diversity of land uses that serve the daily needs of these residents and employees. Local businesses and services often include restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services. The clustering of these types of uses and the frequency of their location near neighborhoods are intended to encourage walking and bicycling to and from adjacent neighborhoods, minimizing the need for automobile trip-making. Neighborhood Districts are often characterized by smaller-scaled development and a pedestrian oriented character. They may also be nodes of higher density along Mixed-Use Boulevards (described below).

Community Center. Community Centers differ from Neighborhood Districts in their size and intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, such as hotels or motels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by small shuttles, local and rapid buses, or rail.





Regional Center. A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors.

Mixed-Use Boulevard. Mixed-Use Boulevards serve as "connecting spaces," linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term "mixed-use" connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard's public transit.



Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, which includes Neighborhood Districts, Community Centers, Regional Centers, and Mixed-Use Boulevards, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

Relationship to Mobility Plan 2035

In 2008, the California State Legislature adopted AB 1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today, we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City's achievement of the Plan's five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low-income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Hollywood Community Plan provides the opportunity for a more focused and nuanced transportation discussion at a community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 6 of the Hollywood Community Plan.



Vision Zero intersection treatments create safer crossings for pedestrians

Relationship to Other Agency Plans

There are a variety of non-City agencies and organizations that function within the Hollywood Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Hollywood Community Plan include Redevelopment Project Areas and State Enterprise Zones.



New street configurations provide better connectivity for multi-modal trips

Los Angeles County Metropolitan Transportation Authority (Metro). The Los Angeles County Metropolitan Transportation Authority is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. Metro operates the five Metro transit stations in the Hollywood Community Plan Area (refer to Figure 1-3, Other Relevant Agency Planning Areas).



Buses, shared mobility, and trains all work together to connect Hollywood to the rest of Los Angeles

The Hollywood Redevelopment Project. The 1,107-acre Hollywood Redevelopment Project, established by the Hollywood Redevelopment Plan (Redevelopment Plan), is located approximately six miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills. The Project Area is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south, and La Brea Avenue on the west (refer to Figure 1-3, Other Relevant Agency Planning Areas). The Redevelopment Plan was historically implemented by the Community Redevelopment Agency of the City of Los Angeles (Agency). In 2012, the Dissolution Act (Assembly Bill x1 26) dissolved the Agency, along with all other redevelopment agencies in the State, and the CRA/LA, a Designated Local Authority (DLA), became the successor to the Agency. The DLA's role under the Dissolution Act is to wind down the enforceable financial obligations of the Agency. The DLA also assumed responsibility for administering the still active Redevelopment Plan, including those provisions related to the use and development of land in the Project Area. In November 2019, at the request of the City Council under a provision in State law, all "land use related plans and functions" of the Hollywood Redevelopment Plan transferred to the City of Los Angeles.

Hollywood Redevelopment Plan, first amended on May 20, 2003.

The Hollywood Redevelopment Plan, as first amended on May 20, 2003, (First Amended Redevelopment Plan), which expires by its terms on May 7, 2028, includes substantial provisions regulating the use and development of land in the

Project Area. Pursuant to the First Amended Redevelopment Plan, the purpose of those regulations was to encourage economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, meet the social needs of area residents, provide urban design guidelines and preserve historically significant structures. Section 502 of the First Amended Redevelopment Plan, provided that upon update of the Hollywood Community Plan or its implementing zoning ordinances, with regard to land use in the Project Area, the First Amended Redevelopment Plan was to be automatically modified without a formal amendment process to ensure the First Amended Redevelopment Plan conforms to the Community Plan or its implementing zoning ordinances.

The Hollywood Community Plan, comprehensively updated on _____, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, meet the social needs of area residents, provide urban design guidelines and preserve historically significant structures. The Hollywood Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the Project Area. The provisions in the First Amended Redevelopment Plan intended to regulate, control, or shape the use and development of land in the Project Area, including without limitation Sections 400 through 412, 500 through 521, and 700, are in conflict with the Hollywood Community Plan and its implementing ordinances because they: (1) prohibit what is allowed under the Hollywood Community Plan and its implementing ordinances; or (2) allow what is prohibited under the Hollywood Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Project Area. As such, any provision in the First Amended Redevelopment Plan that purports to regulate, control, or shape the development of land in the Project Area, including but not limited to those provisions in Sections 400 through 412, 500 through 521, and 700, is in conflict with, and does not conform to, the allowed land uses in the Hollywood Community Plan.

Second Amended Hollywood Redevelopment Plan.

On _____, the City adopted an amendment to the First Amended Redevelopment Plan, (Second Amended Hollywood Redevelopment Plan), to delete all land use related plans and functions of the Redevelopment Plan. The purpose of the Second Amended Hollywood Redevelopment Plan is to ensure that from the effective date of the amendment, the Hollywood Redevelopment Plan shall not regulate or have any further force and effect over: (i) the use and development of land in the City, (ii) obligations of the City to prepare or make any report, survey, study or undertake any other planning effort, and (iii) any other land use related plan or function in the City.

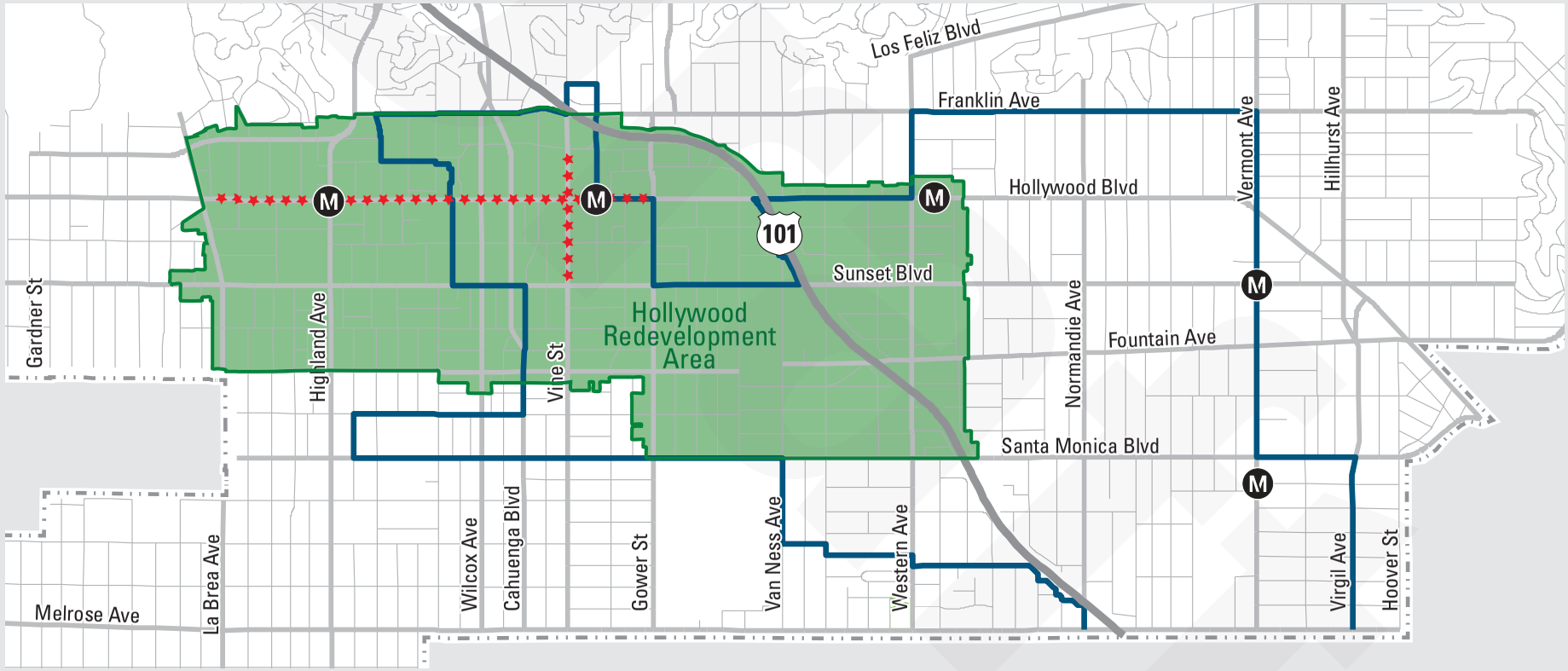


Figure 1-3

Other Relevant Agency Planning Areas

Hollywood Community Plan Area

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Not to Scale N

Los Angeles Community College District (LACCD). The Los Angeles Community College District (LACCD) consists of nine colleges, including Los Angeles City College (LACC), which is located within the Hollywood CPA.

Los Angeles Unified School District (LAUSD). The Los Angeles Unified School District (LAUSD) currently operates several K-12 schools in the Hollywood CPA. In addition, LAUSD operates early childhood education centers, adult schools, and a continuation program within the CPA.

Santa Monica Mountains Conservancy (SMMC). The Santa Monica Mountains Conservancy (SMMC) was established by the California State Legislature in 1980 to help create and preserve parkland in both wilderness and urban settings. The SMMC Zone covers an area from the edge of the Mojave Desert to the Pacific Ocean, including the Santa Monica Mountains and the Rim of the Valley Trail Corridor which are in the northern portions of Hollywood.

Promise Zone. Established in 2014, the LA Promise Zone targets resources to help create jobs, boost public safety, improve public education and stimulate better housing opportunities for our residents and neighborhoods. The Promise Zone serves six culturally diverse neighborhoods in Los Angeles, including East Hollywood (refer to Figure 1-3, Other Relevant Agency Planning Areas).



Vine Street Elementary School is just one of many schools serving Hollywood students

Draft



The W Hotel is located in the Regional Center and the Hollywood Signage Supplemental Use District

Relationship to Specific Plans and Overlay Zones

There are several specific plans, supplemental use districts and overlay zones that apply to the Plan area. These planning tools customize the regulations of the Los Angeles Municipal Code to plan the land use of specific geographic areas. The Hollywood CPA contains four specific plans, two supplemental use districts, and multiple overlay zones.

The Vermont Western Station Neighborhood Area Plan (SNAP). The Vermont Western Station Neighborhood Area Plan (SNAP) is a specific plan created to encourage transit-oriented development around the Metro B Line in East Hollywood. It features different planning rules for six different subareas. SNAP regulations for residential areas (Subarea A) are intended to conserve the scale of existing neighborhoods. In community centers (Subarea C) located around Metro B Line stations, the SNAP provides floor area incentives for commercial, hospital and medical uses. Commercial corridors connecting the community centers are designated as mixed-use boulevards (Subarea B).

Hollywoodland and Mulholland Scenic Parkway Specific Plans. The Hollywoodland and Mulholland Scenic Parkway Specific Plans were enacted to protect the scenic features and residential character of several hillside communities (Figure 1-4). The Hollywoodland Specific Plan also protects the unique architectural styles of this neighborhood – traditional cottages and villas which create a European village flavor.



Mixed-use in the Vermont-Western Station Neighborhood Area Plan (SNAP)

Paramount Pictures Specific Plan. The Paramount Pictures Specific Plan was created to guide the modernization and future development of the Paramount Pictures property (Figure 1-4). The Specific Plan will allow for the continued development of the site as a major studio/entertainment institution and establishes permitted uses, quantifies net new floor area for stage, production office, office, retail and support uses, sets height restrictions, and has historic preservation regulations.

Signage Supplemental Use Districts. The Hollywood Signage Supplemental Use District (Figure 1-4) was established to promote signage which complements the historic architecture and signage of Hollywood Boulevard and allows new sign technologies which are well designed and carefully located. The Sunset Bronson Studios Supplemental Use District (Figure 1-4) was established to permit a comprehensive and unified signage theme to promote creative content produced or edited on the Sunset Bronson Studios campus, a multi-tenant, mixed-use, creative office campus with on-site motion picture, news station and television production facilities.

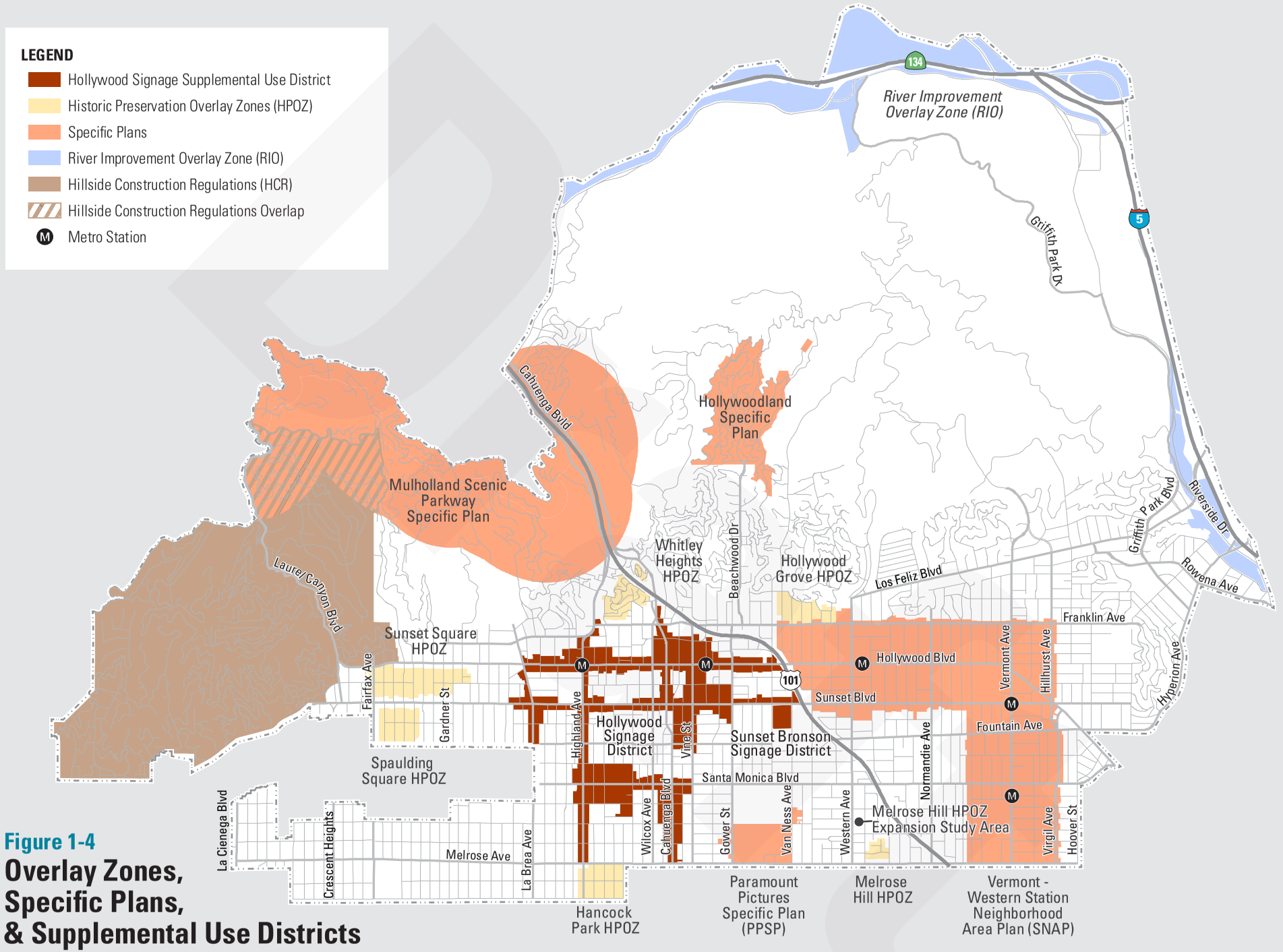


Figure 1-4

Overlay Zones, Specific Plans, & Supplemental Use Districts

Hollywood Community Plan Area

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Not to Scale N

Historic Preservation Overlay Zones. There are six Historic Preservation Overlay Zones (Figure 1-4) in the Hollywood CPA: Sunset Square, Spaulding Square, Whitley Heights, Melrose Hill, Hollywood Grove and a portion of Hancock Park. The regulations of historic preservation overlay zones ensure that the rehabilitation of historic houses is performed in a manner which respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained.

Los Angeles River Implementation Overlay (RIO). The Los Angeles RIO (Figure 1-4) established design standards that address watershed, urban design, and mobility in order to enhance the special qualities of river adjacent communities. The RIO enables the City to better coordinate land use development all along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries, which includes the northern portion of the Hollywood CPA, as well properties near the LA River.

Hillside Construction Regulation Supplemental Use District (HCR). The Hillside Construction Regulation Supplemental Use District was established to provide extra protections from construction-related impacts of single-family residential development in the hillside areas. The Hollywood neighborhoods in the HCR District are Bel Air-Beverly Crest and Birds Streets and Laurel Canyon (Figure 1-4). The HCR addresses grading limits, hauling truck operations standards, and operating hours and construction activity. If applicable, site plan review is required.

Draft





Muralist Darin Vartanian's work adorns the Chilli Beans building in East Hollywood's Little Armenia neighborhood

Community Background

The last update of the Hollywood Community Plan was in 1988. Since that time, significant changes have occurred, new issues have emerged and new community objectives, aiming to balance new development with community preservation, have evolved. It is necessary to update the Community Plan to reflect current conditions and at the same time plan for future changes. Many changes occurring in Hollywood are caused by larger forces beyond the community's direct control, such as demographic trends, advances in technology, climate change, economic conditions, and rising energy costs. Planning for upcoming changes is the most effective and beneficial way for the community to accommodate evolving needs.



Hollywood Boulevard lies in the heart of Hollywood and features numerous entertainment-oriented venues, theaters, and museums

Located five miles west of downtown Los Angeles and 12 miles from the Pacific coast, Hollywood is a mosaic of districts, including the historic entertainment district on Hollywood Boulevard, Theatre Row, the Media District south of Santa Monica Boulevard, and the major medical facility cluster in East Hollywood, with many distinctive local commercial corridors and residential neighborhoods throughout. Among these are historically significant districts that benefit from their proximity to regional attractions, but require measures to enhance and preserve these districts from development pressures. Hollywood's iconic assets and hub of media and technology companies are highlighted under two of the eight long-term economic development goals in the City's Citywide Comprehensive Economic Development Strategy report adopted by the City Council in 2019.

The most intensely developed commercial area stretches east of La Brea Avenue, south of Yucca Street, west of Gower Street and north of De Longpre Avenue. This area is the heart of historic Hollywood, the original movie capital of the world, and home to the second largest concentration of historic buildings in the City of Los Angeles.



Le Trianon Apartments

Drawing crowds of tourists during the day, with bustling nightlife activity, the regional center of Hollywood is developing into an attractive mixed-use neighborhood, where people can live, work, shop and play. An array of historic, boutique, and mixed-use hotels accommodate the needs of visitors who come to Hollywood for business or tourism. Tourism growth and international trade growth are listed under a priority to strengthen regional and global partnerships and trade networks in the Citywide Comprehensive Economic Development Strategy report. The other five priorities include expanding access to affordable housing, supporting a prepared workforce, and promoting equitable economic growth.

The Hollywood Community Plan presents policies to guide the renewed interest in commercial and residential development that is taking place in Hollywood's core or designated Regional Center. The Plan also protects the district's valuable historic resources and establishes programs to integrate the emerging land uses with the area's rich transit infrastructure.

South of Santa Monica Boulevard between La Brea Avenue and Van Ness Avenue, stretches the Media District. This industrial area is home to facilities engaged in new media, film and tape editing, film archiving and storage, studio equipment manufacturing, rental and storage, sound recording and many other pre- and post-production uses. Also located within the Media District is a flourishing equity-waiver theater district, known as Theatre Row, where some of the City's most critically-acclaimed live theater companies perform nightly. The Hollywood Community Plan protects the industrial uses of the Media District and the theaters of Theatre Row, while allowing for a mixture of uses along the edges of the District on La Brea Avenue and Santa Monica Boulevard.

East Hollywood is home to a cluster of prominent medical facilities, including Kaiser Hospital, Children's Hospital, Hollywood Presbyterian Medical Center, and associated medical offices and research facilities. Children's Hospital is one of the nation's leading teaching hospitals for physicians and nurses who specialize in pediatrics. These East Hollywood medical facilities are major employment centers, providing roughly one-tenth of Hollywood's jobs.

Much of East Hollywood is regulated by the existing Vermont-Western Station Area Neighborhood Plan (SNAP), a transit-oriented Specific Plan, that encourages development around the B Line Metro stations located on Vermont Avenue and Hollywood Boulevard, while preserving nearby residential neighborhoods. Interlaced between these station neighborhoods are many distinctive single-family and multifamily residential neighborhoods.

The Hollywood Community Plan seeks to direct anticipated growth away from the many lower scale existing residential neighborhoods and towards transit-oriented districts and corridors. The Regional Center and the SNAP area contain Hollywood's transit stations connecting Hollywood to Downtown, the Valley, the Eastside, South LA, and the Westside.

Hollywood's regional significance and revival can be attributed to the successful collaboration of community stakeholders — the Hollywood Chamber of Commerce, the Hollywood Entertainment Business Improvement District and the neighborhood councils — working together with city government and the private sector.



Hollywood and Highland represents one of the City's most sought out destinations, attracting over 25 million visitors annually

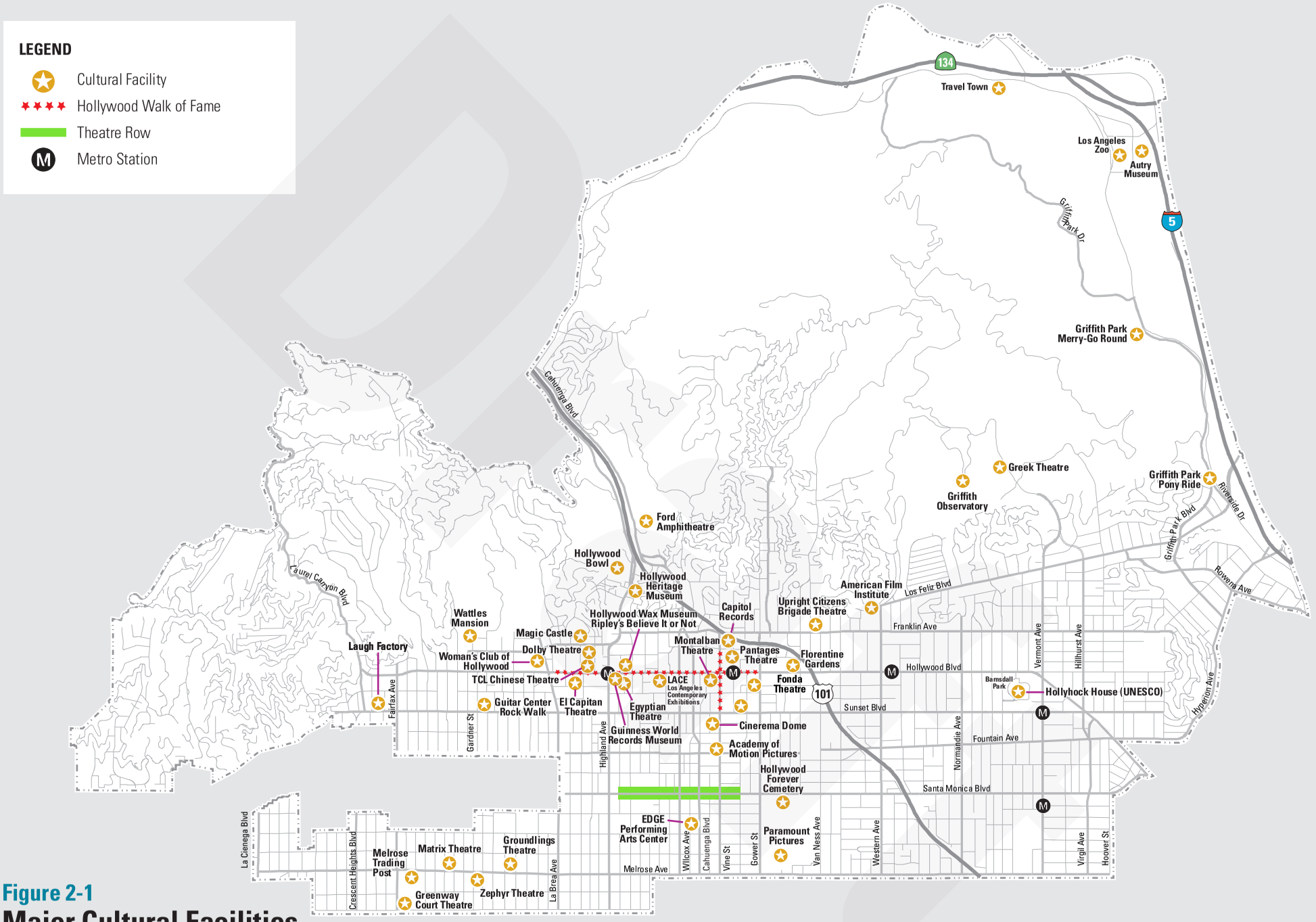


Figure 2-1

Major Cultural Facilities

Hollywood Community Plan Area

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Not to Scale N

Historic Development Patterns

The history of Hollywood is a story of the evolution of a sleepy agricultural town into the global capital of the entertainment industry. Today, Hollywood is a renowned destination that draws people from across the world.

The earliest recorded inhabitants of the Los Angeles Basin were the Tongva Native Americans, or Gabrielenos. Soon after the Spanish explored the area, many of the Tongva were relocated into missions and much of what is now Hollywood was divided in two by the Spanish government. Acreage to the west became part of Rancho La Brea, and settlements to the east became Rancho Los Feliz. In 1853, one adobe hut was the only building in the Hollywood area. By 1870, an agricultural community was well established in Hollywood, which produced citrus, alfalfa, hay, and many other crops.



Long before the Metro B Line, tourists flocked to Hollywood on streetcars in 1905

In the 1880s the Ranchos were subdivided, and in 1886, Harvey Henderson Wilcox moved from Topeka, Kansas, with his wife and bought 160 acres of the former Rancho La Brea. That same year, Hollywood was given its name by Hobart Johnstone Whitley. Wilcox created a grid map of his new town, which was submitted to the county recorders office in 1887. Prospect Avenue served as the main street for the town, later renamed Hollywood Boulevard.

By 1900, Hollywood was a growing community and featured a hotel, several markets, a post office, and a population of around 500 citizens. In 1903, Hollywood was incorporated as a municipality, but cityhood was short lived. In 1910, the citizens of Hollywood voted for their city to be annexed into the City of Los Angeles to secure a stable water supply and other services.

Hollywood slowly emerged as a motion-picture production center. Though most major production companies were originally located on the East Coast, the center of the film industry gradually moved west, drawn by the warm weather and natural beauty of Los Angeles.

The first studio built in Hollywood was Nestor Studio located at the intersection of Sunset Boulevard and Gower Avenue in 1911. Numerous studios followed, and soon Hollywood was recognized as the movie capital of the world. Movie theater mogul, Sid Grauman, built the Egyptian Theater in 1922, followed by the Chinese Theater in 1927 to showcase new films and further establish Hollywood's dominance in the industry. The first Academy Award ceremony, recognized as the biggest evening for the industry, was held at the Roosevelt Hotel in 1929.



Early travel through Cahuenga Pass

Hollywood also serves as a major center for television and music. In 1939, Don Lee Broadcasting System began broadcasting from W6XAO, the world's highest television broadcasting tower, built atop its namesake, Hollywood's Mount Lee. In the 1950s, music recording studios and offices were established in Hollywood, the most famous, Capitol Records, built in 1956.



The Hollywood Bowl has been drawing outdoor crowds since 1916

Since the 1960s, many studios have relocated to neighboring communities, such as Studio City and Burbank. However, Hollywood remains a primary location for pre- and post-production processes. Development slowed in the 1970s and 1980s, and many parts of Hollywood fell into disrepair. During this period, many businesses closed or moved to other parts of the region.

Recent Development

In 1999, the opening of the Metro B Line subway connected Hollywood to the San Fernando Valley and Downtown Los Angeles, extending the area's mobility to the entire Metro Rail network. The B Line has been paramount in facilitating the revitalization of Hollywood. In 2001, the Hollywood and Highland complex took advantage of this transit hub, creating stores and restaurants that could be served by multimodal alternatives. Hollywood Boulevard and Vine Street serves as another transit-oriented center, featuring the W Hotel, and a mixed-use, mixed-income development.



Recent development in Hollywood's Regional Center mixes with its historic core

In recent years, after the 2008 Great Recession, investment in Hollywood emerged again. New development projects feature a mix of commercial and residential uses, such as restaurants and multi-family residential buildings, and hotels in central Hollywood near the B Line Metro stations. Transit and mobility options will be a key component of future development, supporting the growth of Hollywood as a place of residence, entertainment, and tourism.

The community of Hollywood continues to accommodate the needs of many visitors as well as residents. With annual visitor totals near 25 million, the number of persons visiting Hollywood fluctuates widely on any given day, depending on hour or season. Hundreds, sometimes thousands, of persons come to Hollywood to work, shop, tour, seek entertainment at a nightclub, theater or concert venue, or spend the night in a hotel.



Mixed-use buildings create accessible, walkable, and convenient neighborhoods

At the same time, as Hollywood continues to evolve, neighborhood protections have been established to balance residents' needs. Since the last plan update, the SNAP, HPOZs, and baseline and hillside mansionization regulations have been established to maintain and preserve Hollywood's stable neighborhoods.

Geography

The geography of Hollywood is diverse and the CPA can be characterized by its extremes. Hollywood is situated at the heart of the City of Los Angeles, almost equidistant from the northern and southern extents of the City. In its midst sits the City's most wild open space, Griffith Park, and contained alternately within some of the most historic and expensive single-family neighborhoods in the City. The CPA contains the foothill terminus of the Santa Monica Mountains which extend westward, all the way to the ocean. Elevations of the Santa Monica Mountains range to 1,709 feet above sea level in Griffith Park and 1,821 feet outside the park. Hollywood's topography therefore includes both wilderness and hillside communities as well as flat lands that have been significantly urbanized. Hollywood's flatlands stretch generally south from Franklin Boulevard to Melrose Avenue in the east and to Rosewood Avenue in the west.



The Hollywood Reservoir, also known as Lake Hollywood, was created with the construction of Mulholland Dam in 1924

The hillside area north of Franklin Avenue is divided between single-family neighborhoods and two regional parks, Runyon Canyon and Griffith Park. The western half of the hills contains the single-family neighborhood known as Hollywood Hills. The eastern section of the hillsides encompasses Griffith Park and the Los Feliz neighborhood. Covering nearly 4,171 acres, or roughly 30% of the Hollywood CPA, Griffith Park is one of the largest urban parks in North America.



Built in 1926, the Shakespeare bridge provides a whimsical connection between Franklin Hills and Los Feliz

The grid of streets south of Franklin Boulevard is lined with commercial centers and corridors. These flatlands are densely populated with multifamily residential neighborhoods. They also include a few low-density neighborhoods around the western, southern and eastern edges of the Plan area, which are planned to maintain predominately single-family neighborhoods.

This diversity of topography articulates the unique socio-economic character of the CPA, juxtaposing some of the most expensive residential estates in Los Angeles with some of the densest multi-family housing in the City. In addition to diverse land forms, the Hollywood CPA has one of the most diversified and densely populated land use patterns in the City, containing multiple centers of commercial and industrial activity.



Tudor Revival architecture is just one of many genres represented in the Spaulding Square Historic Preservation Overlay Zone

Existing Land Uses

The Hollywood Freeway (State Route 101) traverses the Community Plan Area from north to south, the Ventura Freeway borders the north boundary, and the Golden State Freeway (Interstate 5) defines the eastern boundary. Streets in the flatlands are laid out in a grid pattern, often oriented on primary compass points, while the street pattern in the hills is generally circuitous and narrow. Major transportation corridors include Los Feliz, Hollywood, Sunset, and Santa Monica Boulevards, and Melrose Avenue, all providing east-west circulation. Major north-south circulation is provided along Vermont, Western, Highland, and La Brea Avenues, and Cahuenga, Crescent Heights, and La Cienega Boulevards. There are five Metro B Line Stations in the Community Plan Area, and they are located in the Regional Center and in the Vermont-Western Station Area Plan (SNAP) Specific Plan.



Courtyard apartment buildings and bungalows were built throughout Hollywood's studio era

Almost half of the acreage in Hollywood is allocated for residential uses. Single-family uses are located primarily in the hills, while duplexes and multifamily uses are concentrated south of the hills, in the flatland. In the 1980s, many of Hollywood's multi-family neighborhoods were downzoned to lower-density land use designations and zones. Because of this rezoning, the built form in these neighborhoods often reflects a more urban development pattern than the zoning or land use designation allows.

Existing commercial land uses in the Community Plan Area account for approximately 850 acres or 6 percent of the CPA's total acreage. Commercial land uses promote local services and retail while fostering economic development and are predominantly located within the Regional Center, the SNAP, and along commercial corridors located throughout the Community Plan Area. Commercial corridors are generally located along major transportation corridors within the CPA.



The Vermont Avenue Commercial Corridor is lined with shops

Commercial areas thrive primarily due to their pedestrian scale and walkability. They are anchored by their local users who live in the surrounding communities and are significant quality of life contributors to the community of Hollywood. Features that maintain and improve this environment include streetscape improvements and plans, traffic calming measures, safe pedestrian crossings, and development in scale with the surrounding building typologies.

The Regional Center lies in the heart of Hollywood, located south of Franklin Avenue, east of La Brea Avenue, north of Fountain Avenue, generally west of the 101 freeway. The Regional Center is a focal point of regional commerce, identity, and activity, and contains diverse uses such as corporate and professional offices, multi-family residential uses, retail commercial malls, restaurants, mixed-use buildings, government buildings, major health facilities, major entertainment and cultural facilities (see Figure 2-1), and supporting services.

The Regional Center is both historic and contemporary, occupied by tourist and entertainment-related commercial uses and multi-family residential development. A highly urbanized area, the Regional Center has considerable pedestrian activity and population density. The construction of new, mixed-use development has occurred at major intersections, such as Sunset Boulevard and Vine Street, especially near the Metro B Line which runs along Hollywood Boulevard, stopping at Vine Street, and Highland Avenue within the Regional Center.



Mixed-use development in the Regional Center creates an environment for people to live, work, and play

Commercial corridors change in their scale and uses throughout the Hollywood CPA, with varying heights, uses, and cultural facilities (refer to Figure 2-1) that may draw residents from further afield. Hollywood is home to many commercial neighborhoods which are typically low-rise and pedestrian oriented, facilitating a village feeling and a sense of community. Hillhurst Avenue and Vermont Avenue in the Los Feliz neighborhood feature a variety of shops, services, bars, and dining establishments. Franklin Avenue between Gower Avenue and Van Ness Avenue hosts a number of small stores and restaurants, a market, and other neighborhood oriented services. Portions of Sunset Boulevard west of La Brea Avenue also maintain a neighborhood identity with a variety of historic commercial low-rise buildings. In East Hollywood, the concentration of hospitals and adjoining medical facilities continues to expand along Sunset Boulevard. This medical complex is supported by the Metro B Line station at Sunset Boulevard and Vermont Avenue and the SNAP Specific Plan. Theatre Row lies on Santa Monica Boulevard between Gower Avenue and Highland Avenue and features several independent theaters and art galleries. Melrose Avenue is the largest neighborhood-serving commercial corridor that caters to both local and regional visitors.



The highly urbanized Regional Center serves as one of the region's major commercial hubs

Existing industrial uses, which account for 2 percent of the Community Plan Area and total approximately 273 acres, are primarily in the southern portion of the CPA. There are several clusters of low-intensity industrial uses scattered throughout the Hollywood CPA. The largest is the entertainment industry's Media District, generally bounded by Fountain Avenue, Vine Street, Waring Avenue, and La Brea Avenue. The Media District is the center of pre- and post-production, such as set construction, still photography, film and tape editing, film archiving and storage, studio equipment manufacture, rental and storage, sound recording, film projection and screening, prop houses, lumber yards, rehearsal and broadcast studios, production offices, and new media uses.

Open space (refer to Figure 4-3) comprises 39 percent of the CPA's total acreage. It includes a variety of different types of parks that meet different needs and have different functions, including sports and recreational facilities, playgrounds, nature preserves, passive green spaces, and cultural facilities. Unique to Hollywood, residents benefit from direct access to Griffith Park and other areas in the Santa Monica foothills.



Sidewalk dining is a key feature of Hollywood's neighborhood Commercial Corridors

Relationship to Adjacent Communities

The Hollywood Community Plan covers 25 square miles, extending from the foothills of the Santa Monica Mountains, roughly south of the Cities of Burbank and Glendale, west of the LA River, north of Melrose Avenue and east of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including a strip of land south of the City of West Hollywood and north of Rosewood Avenue, between La Cienega Boulevard and La Brea Avenue.

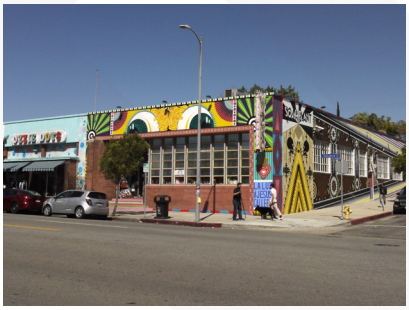
As illustrated in Figure 1-2, City of Los Angeles Community Plan Areas, adjoining community plan areas include Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass and Bel Air-Beverly Crest to the northwest, Wilshire to the south, and Silver Lake-Echo Park and Northeast Los Angeles to the east.



Commercial Corridors in Hollywood host some of the southland's most historic eateries

Population, Housing, and Employment

The State of California requires that cities plan for changes in population, housing, and employment; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are prepared by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City plans for the reasonable expected development through its Community Plans. This section describes the Hollywood Community Plan's population, housing, and employment projections, as well as other influencing factors that may impact these estimates. In addition, recent state legislation, including two important climate change bills, is discussed.



Iconic businesses like Wacko serve as small business anchors on Hollywood's Commercial Corridors

SCAG's 2040 demographic and socio-economic forecasts for Los Angeles are based on historic and recent growth trends. The Department of City Planning (DCP) refines the population and housing allocations within the City's 35 communities so that projected growth is directed to regional and commercial centers, consistent with the Framework Element and other City policies. The Hollywood Community Plan is designed to accommodate the population, housing, and employment projections for 2040. The ability of this Plan to accommodate the projections is based on assumptions about the level of development that can reasonably be expected to occur during the life of the Plan, given the Plan's land use designations and policies. Estimates for population, housing units and employment in the Hollywood Community Plan are shown in Table 2-1.

Past building data demonstrates that not all sites will be built to the maximum densities permitted by the plan for a variety of reasons, including economic conditions and market trends, financial lending practices, and construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. The reasonable expectations about the level of future development determine the Plan's capacity to absorb any increase in population, housing, and employment. A

more detailed discussion of population, housing, and employment projections and reasonable expected development is included in the Environmental Impact Report (EIR) for the Hollywood Community Plan.

Table 2-1
Population, Housing and Employment

	Existing (2016 Estimate)[1, 2]	2040 Projection[1]	Plan's Reasonable Expected Development[2]
Population (persons)	206,000	226,000	243,000 - 264,000
Housing	104,000	113,000	121,000 - 139,000
Employment (jobs)	101,000	119,000	124,000 - 130,000

[1] Based on SCAG estimates (2016-2040 SCAG RTP/SCS).
[2] City of Los Angeles Department of City Planning
Numbers are rounded to the nearest thousand.



The Jim Henson studio property is one of many studio and entertainment facilities in Hollywood.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the City and community level. The intensity of development is affected by many factors, and the rate at which population, jobs, and housing grow may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration rates, global warming, and water rights may also influence community development.



Hollywood is home to a multitude of small studios and boutique production companies

State Legislation

At the State level, senate and assembly bills are often adopted that influence local planning policy. For example, recent legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning:

Global Warming Solutions Act of 2006 (Assembly Bill 32)

This bill required California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), as the State's lead air pollution control agency, was assigned primary responsibility for coordinating development of those measures needed to achieve the required emissions reductions.



New developments in the Media District continue to increase employment opportunities in the area

Complete Streets Act of 2008 (Assembly Bill 1358)

This bill requires the City of Los Angeles in updating their General Plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)

This bill helped to implement Assembly Bill 32's greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning. Regions must adopt a "sustainable communities strategy" which demonstrates that their housing and transportation plans reduce greenhouse gas emissions.

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The Hollywood Community Plan includes goals, policies and programs that address these important objectives through:

- The inclusion of policies and implementation programs that address the unique opportunities afforded to area residents, employees, and visitors through an expanded mass transit system that provides safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.
- Improved air quality and health of residents as a direct result of decreased single-occupant automobile demand and reduced vehicle miles traveled (VMT) than would otherwise occur as a result of development under the existing plan.
- The creation of multi-modal alternatives to automobile use through the adoption of "Complete Street" and "Complete Neighborhood" principles that enhance convenient use of the area's transit system through the provision of safe and accessible, pedestrian and bicycle linkages throughout the area, as well as land use incentives that encourage the location of a greater variety of neighborhood amenities within close proximity to residential areas.

Alternative Vehicle Metrics (Senate Bill 743)

The State of California signed SB 743 into law in 2013, which requires a shift in the way cities measure transportation-related environmental impacts under the California Environmental Quality Act (CEQA). The intent of SB 743 is to appropriately balance the needs of congestion management with statewide goals related to the reduction of greenhouse gas emissions, infill development, and the promotion of public health through active transportation. This new approach encourages development that results in more walkable communities, enhancements to active transportation facilities, development of transportation demand management programs, and expansion of public transit systems. The State's Office of Planning and Research requires all cities to measure transportation impacts with vehicle miles traveled (VMT), which replaces delay-based Level of Service (LOS) at signalized intersections or roadway segments. In July 2019, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA.

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Metro
Hollywood/
Highland
iPod touch



Land use in Hollywood is diverse and varied, providing a mix of housing, services, entertainment, and job centers

Land Use & Urban Form

The Land Use & Urban Form Chapter guides the pattern of development in the Hollywood Community Plan Area. Based on the City of Los Angeles' General Plan, the Land Use Chapter formulates a coherent set of development policies to guide future development. These land use policies serve as a central organizing element for the Community Plan, providing strategies for accomplishing the Plan's vision.

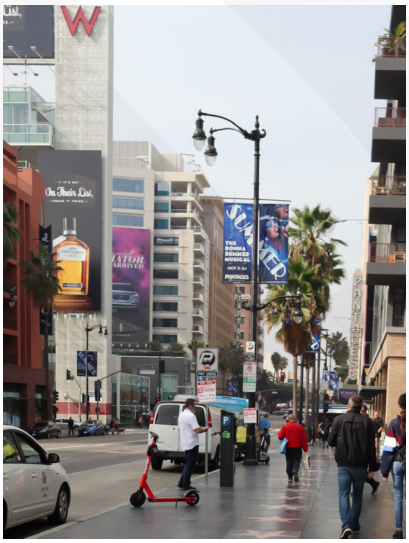
Overall, the pattern of land uses presented in the Plan is therefore linked to the Plan's objectives for an economic development, affordable housing, and jobs generation, as well as the type of urban form and character that is envisioned.



Spanish style single-family homes dot Hollywood's residential neighborhoods

The Land Use & Urban Form Chapter directs how the Hollywood community will evolve and mature over the next 20 years. Policies in this chapter establish a basis for evaluating whether specific development and project proposals are consistent with the intent of the Plan. These land use policies lay the groundwork for a livable, sustainable, and growing community made up of vibrant neighborhoods, districts, corridors and open spaces. To this end, the Land Use & Urban Form Chapter identifies goals and policies that are informed by these guiding principles:

- Conserve viable neighborhoods, districts, and historic/cultural resources
- Provide a range of employment and housing opportunities
- Promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry
- Encourage sustainable land use
- Ensure that buildings and neighborhoods are well designed



Hollywood's Regional Center

Vision and Guiding Principles

The Hollywood Community Plan envisions a compact community that mixes residential, commercial and industrial uses in new and interesting ways. With core industries in entertainment, tourism and health care, this is a Hollywood which supports a strong local and regional economy. A rich, multimodal transit system, an inviting walking environment, and mixed-use housing along transit corridors promote a livable community and enable many Hollywood residents to reduce their use of cars. The plan aims to extend the walkability, connectivity, and accessibility of Hollywood.

The balanced growth of commercial and residential uses provides increased opportunities for jobs and housing, enabling an increasing number of residents and visitors to live, work, play and shop in Hollywood. Implementation of mixed-income housing

incentives creates opportunities for people who work in Hollywood to find affordable housing nearby. Policies that support this vision encourage more people to walk to nearby destinations.

Hollywood houses the City's largest public open space asset and looks to innovative solutions for providing more localized neighborhood public open space. Therefore, the Hollywood Community Plan promotes building, preservation, landscape, transportation and land use policies that take the long view towards protecting the environment. Recognizing the value of Hollywood's impressive historic architecture and cultural resources, the Community Plan seeks to protect these assets, as well. These guiding principles are presented in the following "Community Themes."



Hollywood provides a unique balance of commercial and industrial land uses that attract employment

Community Themes

As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development at a citywide context. While all community plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities and with that comes many varied and localized issues. The Hollywood Community Plan draws upon the General Plan Framework Element guiding principles to create distinct neighborhoods, districts, centers and boulevards and further articulates these at a more focused community level. The themes underlie the community's vision statement and lay the foundation for the Community Plan's goals, policies, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of the community, hopes and aspirations for the future, as well as strategies for achieving the vision. The community themes directing planning efforts within the Hollywood CPA are:



Public facilities, schools, and community centers serve the area's residents

Provide a Range of Housing and Employment Opportunities

The Plan seeks to accommodate future anticipated growth, and address the City's ongoing housing crisis, by increasing the development rights of properties that are served by transit infrastructure and/or in proximity to employment centers. The Plan supports the development of affordable housing by linking the provision of increased development rights with an affordable housing incentive system. By focusing housing and employment growth in this manner, the Plan allows for significant expansion of housing and jobs, while conserving surrounding lower scale multi-family and single-family neighborhoods.



Preserving employment centers like Hollywood's studio facilities supports the area's economic success



The Hollywood Walk of Fame supports tourism with shops, tours, and historic destinations

Promote the Vitality and Expansion of Hollywood's Media, Entertainment, and Tourism Industry

The Community Plan recognizes Hollywood's internationally known role as a center for media and entertainment, and proposes strategies to safeguard land for media and entertainment related uses, offer development incentives for such uses linked to the provision of onsite community benefits in focused areas, and regulatory changes to better facilitate more contemporary media and entertainment uses. The Community Plan also recognizes the place-making, economic, and job-productive benefits of Hollywood's role as a visitor-serving destination, while proposing strategic provisions to safeguard housing stock within Hollywood for long term tenancy.

Conserve Lower-scale Neighborhoods

The Hollywood Community Plan endeavors to accommodate future growth within transit served areas, while minimizing future change in lower scale neighborhoods. Lower-scale multi-family neighborhoods in Hollywood tend to have a high proportion of rent-stabilized housing, and can be most vulnerable to the effects of displacement. Therefore, the Community Plan proposes a number of policies and programs to minimize the loss of existing affordable and rent stabilized housing and protect renting households. The Community Plan recognizes the role that the recently adopted Accessory Dwelling Unit regulations will play in expanding housing opportunities within existing single-family neighborhoods and does not propose additional changes within these areas.



Hillsides are a notable part of Hollywood's natural environment.

Safeguard Hillside Areas

The Hollywood Community Plan does not include zoning increases in the hillside areas, and has provisions to reduce future subdivisions. The Plan redesignates a number of hillside residential land use to open space for preservation, and includes a program to establish a new Hillside Construction Regulation (HCR) District. The Plan also includes future programs to expand open space, as well as protections for wildlife and ridgelines.

Create a Network of Safe, Multi-Modal Linkages

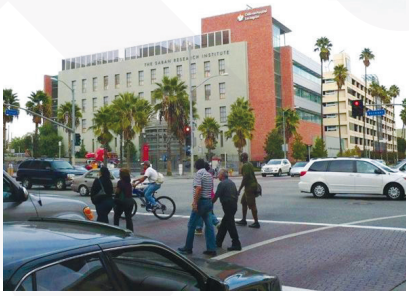
The Hollywood Community Plan promotes community health and sustainable mobility by envisioning a network of safe, multi-modal linkages that connect neighborhoods to nearby recreational and activity areas. In particular, the Community Plan supports the enhancement of underutilized existing roadways, parkways, greenways and utility corridors in order to expand mobility options. The Plan bolsters the creation of new paths, routes and lanes that facilitate better movement of pedestrians, bicyclists and motorists throughout the Community Plan Area. The Plan also identifies future streetscape plans and alley protections as a means to cultivate a more walkable and livable pedestrian experience.



Street treatments that calm traffic increase multi-modal linkages

Promote Sustainable Development

The Hollywood Community Plan proposes to promote sustainable development by establishing a land use pattern where future growth occurs in areas that are well served by transit and/or employment opportunities thus reducing future greenhouse gas emissions. The Community Plan seeks to encourage walkability by providing development standards for transit served corridors, and seeks to increase greenery and shade canopy by proposing new building breaks and landscape requirements within denser areas.



Hollywood provides extensive regional-serving medical facilities and institutions

Preserve and Enhance Social, Cultural and Historic Identity

The collective sense of place existing within the neighborhoods of Hollywood is an enduring source of cultural and civic pride. The area's numerous historic and cultural resources continue to serve as invaluable assets toward developing both positive neighborhood identity, and international cache. The Community Plan proposes a number of innovative strategies to promote the preservation of historic resources, provide incentives for preservation, and provide development regulations to guide new development within areas where historic resources are concentrated.



Capitol Records is just one of many culturally and historically significant Hollywood icons



Healthy communities start with public recreational spaces



Land use tools protect the character of Hollywood's distinctive neighborhoods

Improve Open Space, Parks, and Public Spaces

Open spaces, parks, and other spaces within the public realm have dynamic and important contributions to a healthy and happy community. The Community Plan supports existing open space resources within the Community Plan Area as well as new projects that expand the public realm like the creation of additional park space and the utilization of public right of way for pedestrian-oriented uses. The Plan proposes new development incentives within the Central Hollywood area that link the provision of on-site publicly accessible open space to increased development rights.

Conserve Neighborhoods, Districts, Historic/ Cultural Resources, and Public Rights-of-Way

The Hollywood Community Plan endeavors to direct the enhancement of the area's distinctive neighborhoods by conserving, preserving and developing thoughtfully around viable neighborhoods, districts, historical and cultural resources, and public rights-of-way. By providing land use tools that protect Hollywood's heritage, and identifying guidelines and strategies to enhance the areas' greatest assets, the Plan regulates harmonious growth and development around Hollywood's history, respecting established and desirable community character and context. In this regard, the Plan orients growth towards transit, leaving historic neighborhoods intact. Development standards and guidelines are designed to protect historic, hillside, and other stable neighborhoods, providing transition in scale and height to low-density neighborhoods, while maximizing accessibility and mobility for more dense areas.

Sustainable Development

Sustainable development encompasses established principles of good planning by meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the "three E's:" environment, economy, and equity. For example, a decision or action aimed at promoting economic development should not result in social inequity or decreased environmental quality.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is a key design element in creating desirable places to live. Such neighborhoods are more likely to support efficient transit systems. This approach to planning, from the neighborhood to the regional level, is often referred to as "smart growth."

Healthy Communities

A growing body of research has shown that there are connections between development patterns, community design and health outcomes. Crafting a more health-friendly Community Plan is critical to the overall health of a community. Healthy communities are characterized by equitable access to recreation facilities such as parks and community centers to promote physical activity; grocery stores and healthy foods; safe, active transportation options such as biking and walking; health services; affordable housing; economic development opportunities; healthy environmental quality; and safe public spaces.

Citywide Design Guidelines

The City of Los Angeles' General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence in buildings, landscape, open space, and public space. They also stipulate that preservation of the City's character and scale, including its traditional urban design form, be emphasized in consideration of future development. To this end, the Citywide Design Guidelines were developed to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions. These guidelines are intended for developers and architects as well as for advisory and decision-making bodies when evaluating a project.

The Citywide Design Guidelines serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. While called "urban", the Urban Design Principles reflect citywide values to be expressed in the built environment of the City, establishing a design program for the City. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to our suburban neighborhoods. Guiding values and themes include creating a walkable Los Angeles, valuing each community's distinctive context and history, and designing for sustainability and health and wellness. The Planning Department's Urban Design Studio utilizes three interrelated design approaches for project-specific recommendations: pedestrian first, 360 degree design, and climate-adapted design. The Citywide Design Guidelines supplement the Citywide Urban Design Principles. By offering more direction for proceeding with the design of a project, the Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. It is important to remember, though, that they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

The Citywide Design Guidelines are intended for the Planning Department, as well as other City agencies and department staff, developers, architects, engineers, and community members to use in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. To achieve the stated purpose, the Guidelines apply to all new developments and substantial building alterations that require approval by decision-making bodies and planning staff. However, all "by-right" development projects are also encouraged to incorporate the Design Guidelines into their project design. Each of the Citywide Design Guidelines should be considered in a proposed project, although not all will be appropriate in every case, as each project will require a unique approach. The Citywide Design Guidelines provide guidance or direction for applying policies contained within the General Plan Framework and the Community Plans. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive multi-family residential districts, pedestrian activity, and context-sensitive design.

General Plan Land Use

The 35 Community Plans, which constitute the Land Use Element of the General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications— residential, commercial, and industrial—which are further categorized by use, intensity, and density (see Table 3-1). Each land use category includes a list of corresponding zones, which further delineate the types of uses, densities, intensities, and heights permitted on a particular

parcel. The General Plan Land Use Map is a graphic representation of the Community's land use classifications, which reflect the policies contained in the Community Plan. Figure 3-1 on page 3-9 is a generalized version of the General Plan Land Use Map.

Table 3-1
Proposed General Plan Land Use

General Plan Land Use	Corresponding Zones	Net Acres	% of Area	Total Net Acres	Total % of Area
Total				**13,961**	
Residential				**6,552**	**47%**
Single-Family Neighborhoods				*3,397*	*31%*
Minimum Residential	RE40	617	4%		
Very Low II Residential	RE15, RE11	1,457	10%		
Low I Residential	RE9	353	3%		
Low II Residential	RS, R1	1,940	14%		
Multi-Family Neighborhoods				*2,185*	*16%*
Low Medium I Residential	R2, RD5, RD4, RD3	370	3%		
Low Medium II Residential	RD2, RD1.5	798	6%		
Medium Residential	R3	786	6%		
High Medium Residential	[Q]R4, R4	154	1%		
High Residential	R4, [Q]R5	77	<1%		
Commercial				**852**	**6%**
Limited Commercial	C1, C1.5, CR, RAS3	44	<1%		
Neighborhood Commercial	C1, C1.5, CR, C2, C4, RAS3	232	2%		
General Commercial	C1, C1.5, CR, C2, C4, RAS3, RAS4	62	<1%		
Community Commercial	C1.5, CR, C2, C4, RAS3, RAS4	250	2%		
Regional Center Commercial	C2, C4, RAS3, RAS4	264	2%		
Industrial				**272**	**2%**
Commercial Industrial	CM	37	<1%		
Hybrid Industrial	CM, MR1, M1	11	<1%		
Limited Industrial	MR1, M1	225	2%		
Other				**6,285**	**45%**
Public Facilities	PF	489	3.5%		
Public Facilities - Freeway	PF	211	1.5%		
Open Space	OS, A1	5,585	40%		

Note: Numbers have been rounded to the nearest whole number, which may result in slight rounding differences.

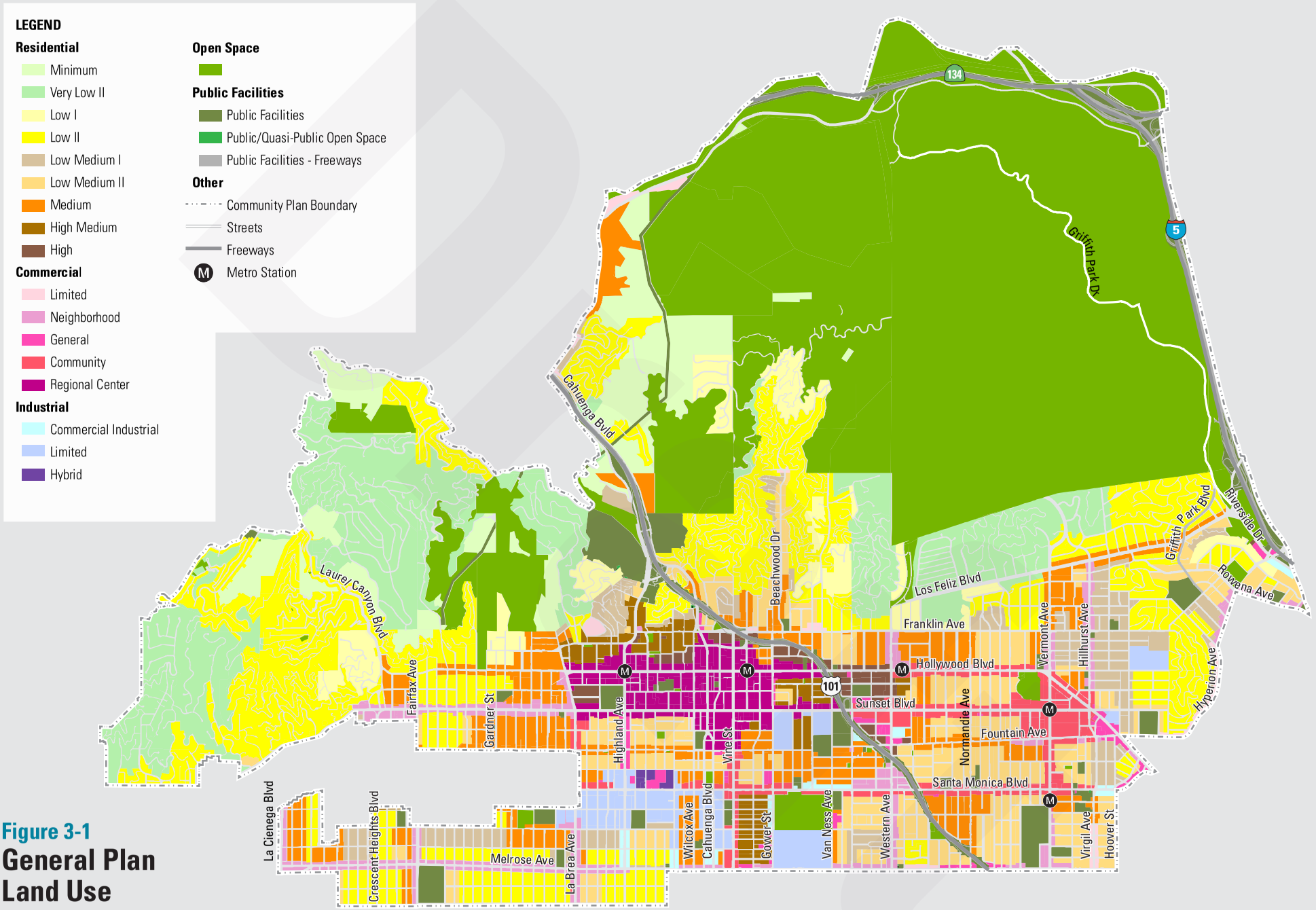


Figure 3-1

General Plan Land Use

Hollywood Community Plan Area

City of Los Angeles Planning Department • August 2021

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

Not to Scale N

Residential Neighborhoods

Much of Hollywood has been designated for residential uses, predominantly with single- and multi-family residential housing. This section provides overarching guidance and a broad spectrum of goals and policies that generally address residential neighborhoods. Recognizing the complexity of established and evolving residential needs, this Chapter also includes sub-themes to address various forms and topography within residential areas, such as single-family, multi-family, low-scale, and medium to higher intensity areas.



Hillside residential communities dot the foothills of the Santa Monica Mountains

Goal LU1: Complete, livable and quality residential neighborhoods that provide a variety of housing types, densities, forms, and designs and a mix of uses and services that support the needs of residents throughout Hollywood.

Policy

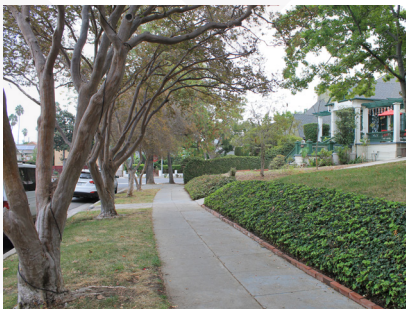
LU1.1 **Neighborhood character.** Maintain the distinguishing characteristics of Hollywood's residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development. (P1, P5, P7)

LU1.2 **Adequate housing and services.** Provide housing that accomodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.

LU1.3 **Neighborhood transitions.** Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another.

*LU1.4 **Hillside development.** Limit density in hillside areas. Notwithstanding any land use designation maps to the contrary, all projects on properties designated under a Single Family land use designation (Minimum, Very Low II, Low I, or Low II) with average natural slopes in excess of 15 percent, shall be limited to the Minimum Residential General Plan land use designation (i.e. Minimum Density housing category of one dwelling unit per 40,000 square feet of lot area) for the purposes of enforcing the slope density formula of LAMC Section 17.05C (Tentative Tract Maps) and 17.50E (Parcel Maps).

LU1.5 **Slope density.** Projects in the hillsides that request lot line adjustments, where either lot is subject to the Slope Density Ordinance prior to the lot adjustment, should include conditions of approval to document existing average natural slopes for the entire parcel and maintaining overall density restrictions pursuant to the intent of the slope density formula of Section 17.05.



Crape Myrtles line the historic streets of the Melrose Hill neighborhood



Old and new residential development mixes throughout Hollywood

LU1.6 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well-maintained vehicular access to homes that reduces curb cuts, driveways, and associated pedestrian-automobile conflicts along sidewalks.

LU1.7 **Front yard character.** Discourage parking between the street and the front of the structure on surfaces that are not part of required driveways. (P82)

Single-Family Residential and Hills

Comprising approximately 4,528 acres of land, or roughly 32 percent of the overall Community Plan Area, the single-family neighborhoods of the Hollywood Community Plan Area are diverse in architectural style and topography. Located in the hillside communities in the north and northwest portion of the CPA, as well as in the flats of Hollywood, these communities represent single-family housing stock within the Community Plan Area. Single-family properties range from new to 100 years in age and Hollywood contains several single family neighborhoods that have been designated as Historic Preservation Overlay Zones (HPOZs), to protect homes well in excess of 70 years. Careful guardianship of these neighborhoods are of primary importance when considering any long range initiatives to meet the emerging economic and physical needs of residents. The Plan preserves existing lower-density neighborhoods by maintaining lower-density land use designations.

Goal LU2: High quality single-family residential areas in the hillsides and flatlands that recognize the distinct scale and character of neighborhoods.

Policy

LU2.1 **Preserve neighborhood scale.** Preserve stable single-family zoned residential neighborhoods by preventing out of scale development. Ensure that new single-family construction is compatible with the scale and character of existing residential neighborhoods. (P2, P3, P4, P5, P6, P7, P146)

LU2.2 **Neighborhood height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, commercial, and industrial areas.

LU2.3 **Public views.** Consider the protection of public views visible from public roadways and parklands when reviewing discretionary development proposals for new development in the hills and foothills.

LU2.4 **Hillside secondary access.** Investigate and consider feasible secondary access connections as part of hillside subdivisions, as well as extensions, completions, and connections of existing street networks where feasible for emergency access to improve public safety in the hillsides.

LU2.5 **Hillside neighborhood character.** Consider the existing built character of distinctive hillside neighborhoods, including Laurel Canyon, Outpost Estates, and Hollywood Knolls, when reviewing discretionary development proposals. (P5)

Low-Scale Multiple-Family Residential

Comprising approximately 1,168 acres of land, or roughly 8 percent of the overall Community Plan Area, low-scale multi-family neighborhoods have Low Medium I and Low Medium II Residential designations, which include housing forms, such as duplexes, bungalow courtyards, and townhomes. Hollywood's low-scale multi-family neighborhoods generally range between one and three stories. A portion of the low-scale multi-family housing stock is historic, built during the early studio boom. The enduring sense of history created by these multi-family neighborhoods form core aspects of Hollywood's identity as the birthplace of the film and entertainment industry. For this reason careful consideration for the quality of life within these neighborhoods should be of primary importance when considering long range initiatives to meet the emerging economic and physical needs of residents.



Low-scale multiple-family residential.

Goal LU3: Improved height transitions between established single-family neighborhoods, low-scale multi-family neighborhoods, and neighborhood commercial uses.

LU3.1 **Design for context.** Encourage smooth transitions in scale, form and character where new neighborhood commercial development abuts residential neighborhoods.

LU3.2 **Architectural compatibility.** Encourage the design of new residential development projects or renovations, including small lot subdivisions, to complement the existing architectural and building patterns of the surrounding neighborhood, including front-yard setbacks and height.

LU3.3 **Massing and scale.** Encourage the overall scale, massing, and roof form of infill development, including additions, to be compatible and cohesive with the existing residential character and context.

LU3.4 **Maintain affordable housing through renovation.** Encourage renovation of affordable housing stock to maintain historic neighborhood integrity and minimize displacement of residents.



Low-scale multiple-family residential.



Many of Hollywood's multi-family neighborhoods feature historic architectural styles

LU3.5 **Neighborhood investment.** Guide the design of new buildings and the rehabilitation and repair of existing buildings to foster neighborhoods that are attractive and livable.

LU3.6 **Parking.** Encourage parking location to the rear of established low-scale multiple-family neighborhoods or other suitable locations that are not visible from the public street to maintain compatibility with the existing neighborhood character.

LU3.7 **Rooftop deck design.** Encourage rooftop use and design that respect neighboring properties. Major mechanical systems, lighting and reflective materials or other sources of glare (like polished metal surfaces) are encouraged to be screened or designed to limit adverse impacts.

Multiple-Family Residential



Design guidelines for new construction can help neighborhoods to maintain consistency

Comprising approximately 1,017 acres of land, or roughly 7 percent of the Community Plan Area, denser multi-family residential neighborhoods have buildings that generally range from two to six stories. Hollywood also has some historic apartment buildings that are taller in the area east of Highland Avenue, north of Hollywood Boulevard, west of Cahuenga Boulevard, and south of Franklin Avenue. The Plan supports existing citywide measures to increase the supply of housing, and supports providing a range of housing opportunities for residents of all income levels, including affordable housing. The Plan also provides policies consistent with and building upon the Framework and Housing Elements to concentrate housing density around transit and the Regional Center in central Hollywood.

Goal LU4: Multi-family residential neighborhoods that are well-designed, safe, provide amenities for residents, and exhibit the architectural characteristics and qualities that distinguish Hollywood neighborhoods.

Policy



Multi-family housing development around transit facilitates multi-modal lifestyles

LU4.1 **Context-sensitive housing.** Encourage multi-family housing development within neighborhoods designated for higher density multi-family residential. (P38, P39)

LU4.2 **Design for scale.** Support design standards to achieve transition in scale where neighborhoods planned for multi-family residential uses abut neighborhoods planned for single-family residential uses.

LU4.3 **Compatibility with adjacent development.** Seek a high degree of architectural compatibility, parking design configuration, and landscaping for new and infill development to protect the character and scale of existing multi-family residential neighborhoods.

LU4.4 **Design guidelines.** Recommend that new multi-family residential development be designed in accordance with the adopted citywide residential design guidelines and provide amenities such as on-site open space, recreational, and community-serving facilities.



Rehabilitated buildings like Step Up on Vine provide much needed housing and services for the homeless

Goal LU5: Multi-family residential neighborhoods that provide a range of housing opportunities at a variety of price points including affordable housing, through a mix of ownership and rental units.

LU5.1 **Individual choice and affordability.** Provide a variety of rental and ownership housing opportunities for households of all income levels, sizes, and needs, including middle income and workforce populations. (P99)

LU5.2 **Home ownership for diverse groups.** Encourage greater access to homeownership of adequate housing for all persons regardless of income, age, and cultural, racial or ethnic identity.

LU5.3 **Housing for families.** Promote family-friendly projects that include more bedrooms suitable for larger families. (P100)

LU5.4 **Mixed-income neighborhoods.** Promote the distribution of mixed-income housing opportunities throughout the Plan area to avoid the over-concentration of low-income housing. (P101)

LU5.5 **Affordable housing and transit.** Encourage affordable housing near transit.

LU5.6 **Senior housing.** Encourage that adequate affordable housing units for senior citizens are developed according to incomes in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU5.7 **Complementary development.** Encourage clustering of homes (as allowed in the RD5 and RD6 zones, and small lots) that complement the existing neighborhood's scale and architecture.

LU5.8 **Permanent supportive housing.** Encourage the construction of permanent supportive housing for the homeless through the master leasing of private apartment blocks, the purchase of for-profit single room occupancy hotels, and the conversion of short-term emergency shelter facilities.

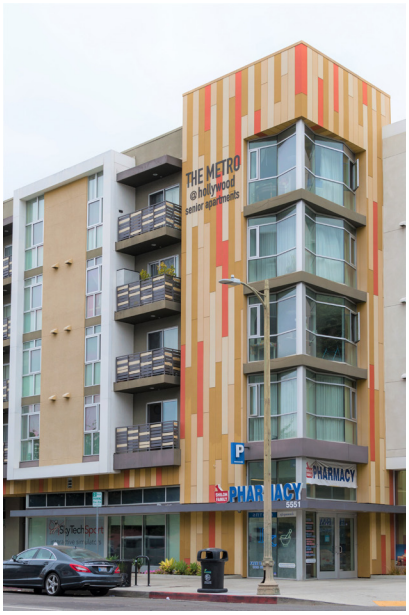
LU5.9 **Transitional housing.** Support the development of transitional housing units and emergency shelters that are appropriately located within the Community Plan Area. (P102)



New multi-family residential housing units in Hollywood



Transit-oriented development surrounding the Western Avenue B Line Station includes affordable housing and shopping



Senior housing with neighborhood retail on the ground floor.

LU5.10 **Maintain affordable housing.** Encourage the replacement of demolished or converted affordable housing stock with new affordable housing opportunities while minimizing the displacement of residents, through programs that support development while meeting the relocation needs of existing residents.

LU5.11 **Address diverse resident needs.** Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2040. (P103)

LU5.12 **Affordability.** Encourage affordable housing options by promoting the benefits of tax credit programs such as LAHD's Mortgage Credit Certificate program, homebuyer incentive programs that involve the reuse and rehabilitation of existing structures, other tax programs and the density bonus ordinance.

LU5.13 **Preserve rent stabilized units.** Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net-loss of covenanted affordable units in the Plan Area and discourage the displacement of existing residents. (P103)

LU5.14 **Minimize displacement.** Decrease displacement of current residents and strive for a no net loss of covenanted affordable housing units, including those protected by the Rent Stabilization Ordinance. (P103, P104, P105, P106, P107)

LU5.15 **Tenants' rights of return.** Support projects that offer former low income tenants of demolished units with the first right of refusal on leases for the new housing units. (P108)



Permanent supportive housing with LEED Platinum rating for sustainability.

LU5.16 **Strategic use of public property.** Encourage the use of public property and joint development to create 100 percent affordable and/or supportive housing projects. (P109)

LU5.17 **Cohousing.** Amend regulations to facilitate innovative multi-family housing types such as "cohousing" and other non-traditional housing types where significant neighborhood support is indicated. (P110, P111)

LU5.18 **Off-site acquisition options.** Coordinate with non-profits, community-land trusts, and affordable housing developers to take advantage of off-site acquisition options.

LU5.19 **Coordination with community based organizations.** Foster effective collaboration and coordination between City departments and tenant organizations working in the Community Plan Area to more quickly identify displacement and eviction threats and more efficiently respond with adequate resources and strategies.

LU5.20 **Architectural compatibility.** Ensure that the new development of multi-family, duplex, small lot subdivisions or lower density units located in or adjacent to single-family neighborhoods maintain the visual and physical character of single-family housing and is designed to respect and complement the architectural and building patterns of surrounding existing residential development.

Draft



Mixed-use buildings have long been part of Hollywood's commercial corridors

Commercial

Commercial Districts

Commercial districts provide integral support and amenities for adjacent neighborhoods, providing for walkable communities where multiple needs can be met without relying on travel by vehicles, potentially reducing travel time. Commercial land uses in Hollywood are concentrated in the heart of Hollywood near Metro stations and along commercial corridors generally served by transit.

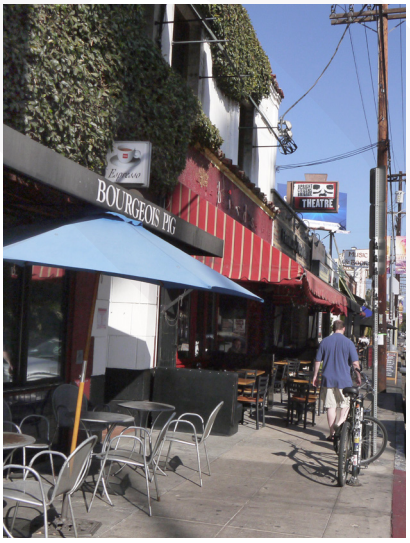
The Hollywood Community Plan seeks to enhance commercial districts, promote jobs creation and support the development of mixed-use and pedestrian-oriented projects; it restores the citywide standards for FAR in Height District 1 along commercial corridors.



Theatre Row has transformed antiquated buildings into vibrant neighborhood anchors

Because of Hollywood's historic pattern of development, commercial districts are diverse and showcase a mix of uses and character. Besides attracting a global audience for entertainment in and around the Regional Center, Hollywood's commercial districts also support many regionally important hospitals and medical facilities, as well as a variety of locally cherished village-like corridors. Lower scale corridors that serve both residents and visitors include Melrose Avenue, Sunset Boulevard west of La Brea Avenue, and Hillhurst Avenue in Los Feliz; these walkable neighborhood commercial areas should retain their local flavor and unique character while improving pedestrian amenities and supporting local economic development.

Goal LU6: Neighborhoods with local serving businesses that provide employment opportunities, community services, and amenities, and sustain unique scale, block patterns, and cultural design elements.



Cafes and the Upright Citizen's Brigade Theatre line a neighborhood commercial corridor

LU6.1 **Cultural elements.** Retain, support, and reinforce the legacy and cultural elements of neighborhood commercial areas, including the businesses and cultural institutions within the community. (P125, P126)

LU6.2 **Maintain walkability.** Apply pedestrian-oriented design to new projects and encourage pedestrian first design guidelines to maintain walkable commercial neighborhoods. Also see PR1.8.

LU6.3 **Pedestrian amenities.** Provide pedestrian amenities that make walking convenient, safe and practical, like benches, pedestrian paths, lighting, and street trees to activity centers. Encourage projects to incorporate such features. (P127)

LU6.4 **Activated ground floors.** Encourage activated ground floors to support pedestrian activity along key corridors. Also see PR1.16. (P23)

LU6.5 **Recreation and social interaction.** Support an improved public realm, including a range of open space types that can offer opportunities for recreation and social interaction. Also see PR1.3, PR3.2.

LU6.6 **Neighborhood design features.** Support new and infill development that evokes the distinct architectural and site design features of the neighborhood. Seek compatibility to protect the existing character and scale.

LU6.7 **Neighborhood height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, and commercial areas.

LU6.8 **Neighborhood transitions.** Encourage smooth transitions in scale, form, and character by regulating the setback, stepbacks, rear elevations, and landscaping of new development adjacent to residential districts.

LU6.9 **Neighborhood retail.** Protect small, neighborhood-serving retail in residential districts with high pedestrian activity.

LU6.10 **Small business retail space.** Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation. (P115, P128)

LU6.11 **Support neighborhood establishments.** Support existing neighborhood stores (i.e. mom-and-pop establishments) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment. (P116)

LU6.12 **Local employment.** Ensure that neighborhoods are well connected to adjacent employment areas that provide services, amenities, and employment opportunities to the local community.



Low-scale neighborhood retail.



Low-scale neighborhood retail.

Goal LU7: Strong and competitive commercial districts that are aesthetically appealing, pedestrian-oriented, easily accessible and serve the needs and enhance the character of the community.

LU7.1 **Encourage investment.** Strengthen and encourage investment along Hollywood's existing commercial corridors. (P8, P9)

LU7.2 **Extended use hours.** Encourage 24/7 or extended hour active commercial uses adjacent to Metro stations and major transit stops to create safe waiting environments for transit commuters. Discourage concentrations of commercial uses which have limited operating hours in areas with high pedestrian activity.



The Regional Center has attracted many boutique hotels like the Dream Hotel



The W Hotel showcases the potential of joint public-private, mixed-use, and mixed-income development



Hollywood's Regional Center features both historic and contemporary buildings

LU7.3 **SNAP.** Evaluate the Vermont-Western Station Neighborhood Area Plan (SNAP), a transit-oriented plan in East Hollywood, which plans for development around Metro rail stations and protects residential neighborhoods. (P15)

LU7.4 **Pedestrian-friendly building design.** Encourage building designs that create interesting, safe, and welcoming walking environments on streets with high pedestrian activity. Utilize the Citywide Urban Design Guidelines to promote pedestrian-oriented retail with transparent facades to allow visibility of commercial uses.

LU7.5 **Pedestrian connections.** Encourage large commercial or mixed-use projects to consider designs which break up the floor plane— providing pedestrian connections— and human scale design features, such as plazas, greenspace or a public focal point. Discourage "superblocks."

LU7.6 **Pedestrian-oriented land uses.** Promote pedestrian-friendly land uses along streets with high pedestrian activity and retain uses, such as performing arts theaters and restaurants, which support pedestrian activity.

LU7.7 **Theatre row.** Preserve and promote Theatre Row. Maintain existing land use controls to protect the cluster of small equity-waiver theaters on Santa Monica Boulevard between El Centro and McCadden. (P10)

LU7.8 **Commercial signage.** Promote aesthetically pleasing commercial signage, limiting the use of billboards, pole signs, and cabinet signs.

LU7.9 **Sign districts.** Limit the number of sign districts allowed in Hollywood to the Hollywood Signage District only.

LU7.10 **Limit electronic signage.** Discourage digital or electronic signage outside of the Hollywood Signage District. Ensure that the lighting of digital or electronic signage is not overly bright. (P11)

Regional Center And Transit Corridors

Tall buildings have shaped Hollywood's urban setting since the 1920s, when office buildings and hotels about 12 or 13 stories were built, including the Taft Building and the Roosevelt Hotel. Today, the Regional Center serves a vast diversity of users and uses including media, entertainment, tourism, hotels, cultural attractions, nightlife, and more. Hollywood's greatest assets lie in its historic entertainment roots, but to maintain cultural relevance, Hollywood must continue to welcome and embrace innovation. As the Regional Center continues to grow and evolve, the Plan must strike a balance between new development and historic preservation, considering local, citywide, regional, and even global influences.

The Hollywood Community Plan seeks to create harmony by thoughtfully considering and weighing each project against multiple goals. The Regional Center serves as an important economic generator for Hollywood, providing jobs for the city as well as the region. The Plan encourages a balance of jobs and housing growth in specific locations which have supportive infrastructure.

Outside the Regional Center, the Proposed Plan includes Incentive Areas for mixed-use development along key transit corridors frequented by Metro Rapid and local bus service with high levels of service (see Figure 6-2). These areas include select properties along Vine Street; Santa Monica and La Cienega Boulevards; and Fairfax, La Brea, and Western Avenues. Pedestrian-oriented design is also envisioned for corridors with existing, intact storefronts at the sidewalk, such as Santa Monica Boulevard and Vine Street.

Mobility options make it possible for Hollywood's residents and visitors to reduce their dependence on automobiles. By directing residential and commercial development to the Regional Center, which is adjacent to transit infrastructure, and transit corridors, the Plan increases accessibility to the transit system.



Hollywood is a host to many architecturally innovative buildings

Goal LU8: A vital Regional Center that serves as the heart of Hollywood, balances new development and existing scale, and promotes jobs, housing, and visitor-serving uses.

Policy

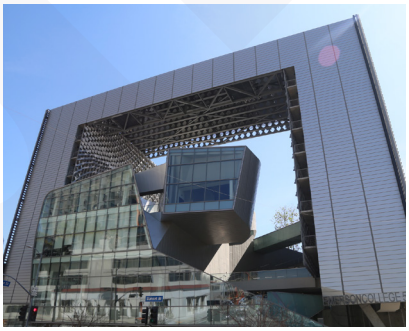
LU8.1 **Commercial and residential development.** Provide opportunities for commercial office and residential development within the heart of Hollywood. (P12)

LU8.2 **Balance jobs and housing.** Encourage a balance of jobs and housing growth in the Regional Center. (P13, P14)

LU8.3 **Variety of uses.** Consider C2 zoning in the Regional Center to support a variety of uses, including neighborhood serving uses for residents. (P129, P130)

LU8.4 **Entertainment and tourism.** Support entertainment, hotel, and tourist-serving land uses in the Regional Center which address the needs of visitors who come to Hollywood for business, conventions, trade shows, entertainment and tourism. (P131)

LU8.5 **Flexible parking models.** Encourage flexible parking models to best serve the local context. (P132, P133)



Emerson College located in the Regional Center of Hollywood



The heart of Hollywood historically features a mix of commercial and residential development



Transparent building frontages make streets more friendly for pedestrians

LU8.6 **Preserve buildings.** Promote the preservation and reuse of existing buildings, when feasible. Recognize the legacy of historic resources in the Regional Center as key features contributing to Hollywood's prominence.

LU8.7 **Noise abatement.** Consider requiring noise abatement plans for newly proposed entertainment venues requiring discretionary approval.

LU8.8 **Rooftops.** Ensure that discretionary commercial rooftop uses within 500 feet of residentially zoned areas mitigate noise levels, which may include any necessary noise analysis reports in order to identify feasible mitigation.

LU8.9 **Architectural excellence.** Support architectural innovation and dynamic roof forms while balancing life safety issues in consultation with the Fire Department.

LU8.10 **Building design.** Locate and design tall buildings to provide access to sunlight and sky view within the surrounding context of streets, street trees, public and private open space, and neighboring properties. (P38)

Goal LU9: Residential and commercial density, transit-oriented districts, affordable housing, and employment opportunities near transit infrastructure that support sustainable and walkable neighborhoods.



A new mixed-use development.

LU9.1 **Jobs and housing near transit.** Incentivize jobs and housing growth around transit nodes and along transit corridors.

LU9.2 **Affordable housing near transit.** Encourage new affordable housing near transit in the Regional Center. (P16, P101, P103, P107)

LU9.3 **Mixed-use around transit.** Utilize higher Floor Area Ratios (FAR) to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid buses or high-frequency bus service.

LU9.4 **Alternative modes of transportation.** Encourage projects that utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities that make it easier for residents to use alternative modes of transportation and minimize automobile trips. Encourage affordable housing near transit. Consider neighborhood-serving uses such as grocery stores, shared mobility options, bicycle parking, bicycle lockers, safe and secure bicycle storage, and/or other vehicle trip reducing features.

LU9.5 **Community benefits.** Condition new large scale commercial and mixed-use development in the Regional Center to provide green spaces, such as a public plaza, community garden space or other community amenities onsite.

LU9.6 **Diverse and affordable housing.** Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work. (P112, P113)

LU9.7 **Local jobs.** Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training. (P98, P113, P115)

LU9.8 **Minimize displacement of small businesses.** Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area. (P114)



The Paramount Studios campus represents one of Hollywood's premiere entertainment employment hubs

Industrial Areas

The largest industrial area in Hollywood consists of a cluster of pre- and post-production media-related facilities located south of Santa Monica Boulevard. Maintaining existing Industrial uses is integral to Hollywood's local economy and workforce. This Plan preserves valuable job-creating land uses with incentives that support entertainment, design, graphic, tech, media, and related, allied or associated industries.

The Plan provides a transition between industrial uses and the surrounding neighborhoods by utilizing the Hybrid Industrial land use designation. This designation allows a mixture of industrial uses within and around the borders of the Media District.



Industrial land uses have been maintained in order to support entertainment employment industries

Goal LU10: Industrial, media-related, and entertainment-related uses that promote jobs in Hollywood.

LU10.1 **Media and entertainment uses.** Promote the establishment, retention, and expansion of media, entertainment, and creative office uses in Hollywood. (P83)

LU10.2 **Studios and jobs.** Support the investment, modernization, and growth of Hollywood's studio facilities and supporting uses as important job providers.

LU10.3 **Preserve industrial and media uses.** Preserve the core of the Media District south of Santa Monica Boulevard for industrial uses. Protect the Media District from encroachment by residential uses.



Community gardens provide access to fresh food



Low water plants furnish lush landscapes for yards and parkways

LU10.4 **Media district incentives.** Encourage media-related industrial uses in the Media District (generally bounded by Lexington Avenue, Vine Street, Waring Avenue, and La Brea Avenue) through the discretionary approval of additional FAR (up to 3:1).

LU10.5 **Hybrid industrial incentives.** Incentivize development within the Hybrid Industrial land use designation, which incorporates and maintains targeted industrial uses while also providing a mix of uses where appropriate. (P18)

LU10.6 **Mixed-use development.** Encourage mixed-use development at the perimeter of industrial districts.

LU10.7 **Schools.** Support dramatic arts and entertainment industry schools in Hollywood.

Sustainability

The Hollywood Community Plan recognizes sustainability as a key component of nurturing the City's long-term environmental, economic and social integrity. Through innovative design and practices, new development can utilize sustainable design to reduce negative environmental impacts. Sustainable policies have multiple benefits which are mutually reinforcing.

Reducing air pollution improves air quality and visibility, reduces greenhouse gas emissions, while promoting public health and livability. Improving energy efficiency reduces energy costs as well as protects the environment. The consumption of fresh produce which is locally grown strengthens the local economy while promoting public health and reducing the environmental and financial costs of long distance shipping. The Hollywood Community Plan promotes land use policies which foster a quality of life that is livable and sustainable.

Goal LU11: Sustainable land uses, site design, and development, including paving and stormwater infiltration systems.

LU11.1 **Promote sustainability.** Promote sustainable land use, streetscape and building policies to protect the environment and public health.

LU11.2 **Green building.** Encourage development to use clean, efficient, renewable materials and green building policies. Encourage discretionary and major projects to exceed Green Building Standards. (P84)

LU11.3 **Flexibility in design.** Encourage flexibility in building designs in developments to use green building practices and incorporate solar, clean, or efficient energy. (P85)

LU11.4 **Conserve water.** Support policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources. Meet increases in the demand for water through conservation and recycling.

LU11.5 **Daylight streams.** Encourage the daylighting of buried streams and other policies which promote stormwater infiltration.

LU11.6 **Green infrastructure and green streets.** Encourage green infrastructure and green streets (e.g. bioswales, infiltration cut outs, permeable pavement, and street trees). Encourage the use of natural, permeable materials for the paving of sidewalks and driveways, when feasible.

LU11.7 **Permeable surfaces.** Discourage the paving over of yard surfaces and those portions of easements which exceed the required sidewalk width and are not used for necessary driveways, sidewalks and other pedestrian uses. Encourage the use of natural, permeable materials and surfaces to allow infiltration of water.



On-site groundwater capture allows water to re-enter the aquifer instead of heading out to sea

Goal LU12: Development that reflects sustainable practices such as food sustainability, healthy eating, sustainable energy production, and zero waste. (See also the Health and Wellness Element for additional goals and policies.)

LU12.1 **Sustainable food.** Support food policies which promote healthy eating, strengthen regional agriculture and food security and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.

LU12.2 **Farmers' markets.** Encourage providing space for Farmers' Markets.

LU12.3 **Community gardens in vacant lots.** Encourage the use of vacant publicly-owned parcels for community gardens.

LU12.4 **Community gardens as public benefits.** Encourage the provision of space for a community garden as a public benefit.

LU12.5 **Joint use of public facilities.** Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources.



Wattles Farm has been in continuous operation since 1975



Farmers markets provide important food resources and encourage small business development



Trees provide shades and reduce the heat island effect

LU12.6 **Clean energy.** Promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply. Support the use of wind energy, hydropower, geothermal energy, biomass energy and solar power. Encourage passive and active solar energy systems, particularly photovoltaic.

Goal LU13: A community that is resilient to climate change and natural disasters.

LU13.1 **Shade trees.** Encourage the planting of shade trees in the public right-of-way and on private property in order to mitigate urban heat island effects and contribute to the health of the community's urban forest canopy. (P117, P118)

LU13.2 **Urban forest.** Encourage the preservation of the existing tree population and include new shade trees in an effort to achieve optimum canopy cover to reduce and mitigate the heat island effect. Include on-site trees in new development projects, whenever possible.

LU13.3 **Pollution filtering trees.** Increase planting of thick canopy trees and dense vegetation near and along freeways using species proven to filter particulate matter pollution.

LU13.4 **Tree protection.** Encourage and promote the retention of trees where practical and appropriate, through education, outreach and incentives offered by the Bureau of Street Services.

LU13.5 **Mature trees preservation.** Preserve and nurture mature trees and when projects call for the removal of mature trees on private property pursue creative strategies to integrate them into the layout and design of new development. (P118)

LU13.6 **Disaster preparedness.** Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, flooding, and sea level rise. (P19)

LU13.7 **Adapt to climate change.** Support adaptation to climate change through the preparation of land use plans, building codes and zoning codes which mitigate impacts. (P20)

LU13.8 **Department coordination.** Coordinate with other City departments to assess preparedness for public health emergencies, earthquakes and other disruptions of civic life.

Draft


GRIFFITH PARK



Murals, street art, and galleries line Melrose Avenue, a commercial corridor well known for its cultural offerings



Trails Cafe provides an opportunity to snack before venturing further into Griffith Park



Hollywood Boulevard features a lively and engaging streetscape oriented to pedestrians

Public Realm, Parks, And Open Space

The public realm, parks and open spaces are vital to the overall health and sustainability of a community. The public realm refers to areas that are publicly accessible, such as streets, sidewalks, squares, bridges, and park and open spaces. The public realm can also include publicly accessible spaces between buildings. Where yard areas and landscaping is scarce, public and "green" spaces - which also include community gardens, green roofs, parkways and greenways, and even our streets - provide much needed opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. In this regard public spaces can be part of the community's valuable green infrastructure, improving connectivity and sustainability. Alleys, bustling corridors like the Walk of Fame, and Griffith Park are all public realm assets to Hollywood, yet there is a continuing need for neighborhood parks and more localized green space.

The Framework Element contains citywide goals and policies for the provision of recreation and parks; the provision, management, and conservation of open space resources; and the management of the local urban forest. Towards this end, the goals and policies in this chapter seek to:

- Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.
- Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.
- Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
- Maximize the use of the City's existing open space network and recreation facilities by investing in the existing community and enhancing those facilities and providing access and linkages, particularly from targeted growth areas and economically disadvantaged areas, to the existing regional and community open space system.
- Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- Conserve natural resources and minimize detrimental impacts.

- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, trails and a citywide linear open space and greenway system that connect the City's regional open spaces, communities and neighborhoods.
- Enhance access to centers and mixed-use boulevards for people walking, rolling, bicycling, or taking other non-motorized travel modes.



Sidewalk dining on Vermont Avenue has cultivated a pedestrian-oriented and vibrant corridor

Public Realm

Improvements to the public realm are significant to the character of a neighborhood. The Plan recommends policies guiding scale, massing and orientation of new buildings.

Accessible streets are important for all people, including people walking, bicycling, or taking transit. The Hollywood Community Plan employs several strategies to make the streets of Hollywood more convenient for non-motorized users. The Plan encourages street design features and pedestrian-friendly land uses to create streets that are interesting and inviting for users of all ages and abilities. Pedestrian comfort and safety is highlighted. Streetscape improvements are envisioned for several street segments which have high volumes of pedestrian traffic, including segments of Cahuenga, Hollywood and Santa Monica Boulevards, and Western, La Brea, Fairfax and Melrose Avenues. Alleys are preserved to continue to provide access to and buffering for adjacent uses (see Figure 4-1).



Murals are common on Hollywood's commercial corridors like Western Avenue

Goal PR.1: Streets that are safe, comfortable and convenient.

Policy

PR1.1 **Safe sidewalks.** Encourage wider sidewalks along Boulevards and Avenues to promote safe access for users of all ages and abilities with appropriate traffic control features and ADA accessibility. (P21)

PR1.2 **Sidewalk paving.** Encourage the use of sidewalk pavement materials which maintain flat, walkable surfaces.

PR1.3 **Sidewalk for active uses.** Ensure adequate sidewalk width in commercial district areas that accommodate sidewalk dining, street vending, and other active uses in the public realm.

PR1.4 **Curb cuts.** Discourage curb-cuts next to sidewalks on streets with a high level of people walking, when alternative access exists.



The sidewalk accommodates dining and pedestrians.



Historic venues such as the Egyptian Theater feature large quasi-public open spaces for events and public gatherings



Alleys provide important access and open space opportunities



Streetscape details like custom benches create a sense of place and cultural identity for commercial corridors

PR1.5 **Rights-of-way for recreational uses.** Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.

PR1.6 **Public parking.** Maintain public parking opportunities so that people can easily access restaurants and other entertainment uses. Discourage the siting of parking lots next to sidewalks that carry high volumes of people walking.

PR1.7 **Preserve alleys.** Preserve and maintain existing alleys at the rear of lots which front a Boulevard or Avenue to encourage rear access.

PR1.8 **Pedestrian amenities.** Provide pedestrian amenities that make walking convenient, safe and practical, like benches, pedestrian paths, lighting, and street trees to activity centers. Encourage projects to incorporate such features.

PR1.9 **Access to large venues.** Support improved pedestrian access to large entertainment venues, such as the Hollywood Bowl.

PR1.10 **Visibility.** Maintain streets that are well-lit and clean with safe, clearly marked street crossings.

PR1.11 **Pedestrian crossings.** Support alternative pedestrian crossing strategies, such as diagonal crossing to enhance pedestrian crossing at intersections.

PR1.12 **Pedestrian-friendly street design.** Encourage roadway reconfiguration, pedestrian refuges, and bump outs, where feasible, in consultation with the Department of Transportation and Bureau of Engineering.

PR1.13 **Studies for pedestrian and streetscape improvements.** Support LADOT in the study of additional crosswalks, complete streets strategies, and streetscape improvements, especially for streets near schools and parks. (P52)

PR1.14 **Street lighting districts.** Support the establishment of street lighting districts to restore character street lights and fixtures.

PR1.15 **Street design.** Design streets that are safe, well landscaped, and are pleasant and appealing to pedestrians. Protect the open garden character of front yards. Discourage parking between the street and the front of the structure, on surfaces that are not part of required driveways. (P22, P23, P24, P25, P53)

PR1.16 **Distinctive street features.** Preserve distinctive street features such as wide landscaped parkways, landscaped medians, special paving and street lights, when feasible, to enhance walkability.

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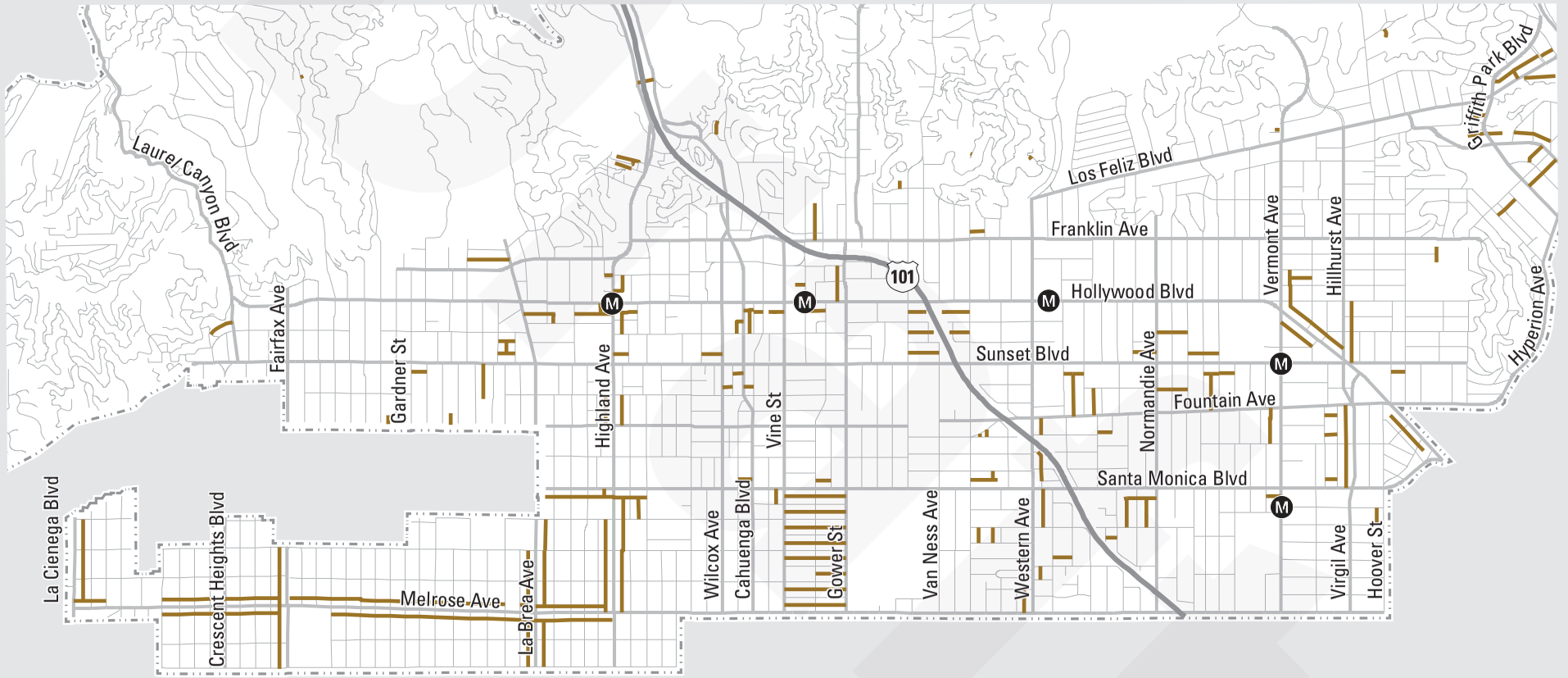


Figure 4-1

Existing Alleys

Hollywood Community Plan Area

City of Los Angeles Planning Department • August 2021

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

Not to Scale N



A public plaza with place making features.

PR1.17 **Street management.** Encourage green space, landscaping and street management policies that reduce energy costs, support the pedestrian environment, reduce the effects of climate change, automobile usage and fuel consumption, and improve the public realm. (P54, P55)

PR1.18 **Public access to streets and alleys.** Maintain streets and alleys to be open and accessible for shared public use. Limit closures, vacations and gating for private use. Discourage the creation of "superblocks." Maintain alleys to provide commercial uses with opportunities for off-street loading and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel. (P26, P56, P57, P134)

PR1.19 **Undergrounding of utilities.** Encourage the underground placement of utilities to the greatest extent feasible.

PR1.20 **Access to parks and trails.** Support improved pedestrian access to public parks, including sidewalk enhancement and repair and wayfinding strategies.

PR1.21 **Expand Access.** Bolster opportunities for access and recreation at open space resources such as the Hollywood Reservoir.

Goal PR.2: Public spaces with healthy and growing urban forests that provide cleaner air, cooler streets, and serve as communal gathering places in areas of high pedestrian activity.

Policy

PR2.1 **Public plazas.** Encourage the construction of public plazas, in addition to greenspaces.

PR2.2 **Public plaza and open space incentives.** Support granting a Floor Area Bonus through a discretionary process in exchange for the provision of a public plaza or other publicly accessible open space and bikeway dedications along major Boulevards.

PR2.3 **Street closures.** Support the consideration of limited and selective street closings for public plazas, when circulation and access is not adversely impacted. (P58)

PR2.4 **Vacant and underutilized land.** Encourage the use of vacant or underutilized land for community gardens. Improve underutilized land or infrastructure to demonstrate strategies and outcomes that can serve as a national model for the creation of new green open space in a dense urban environment.

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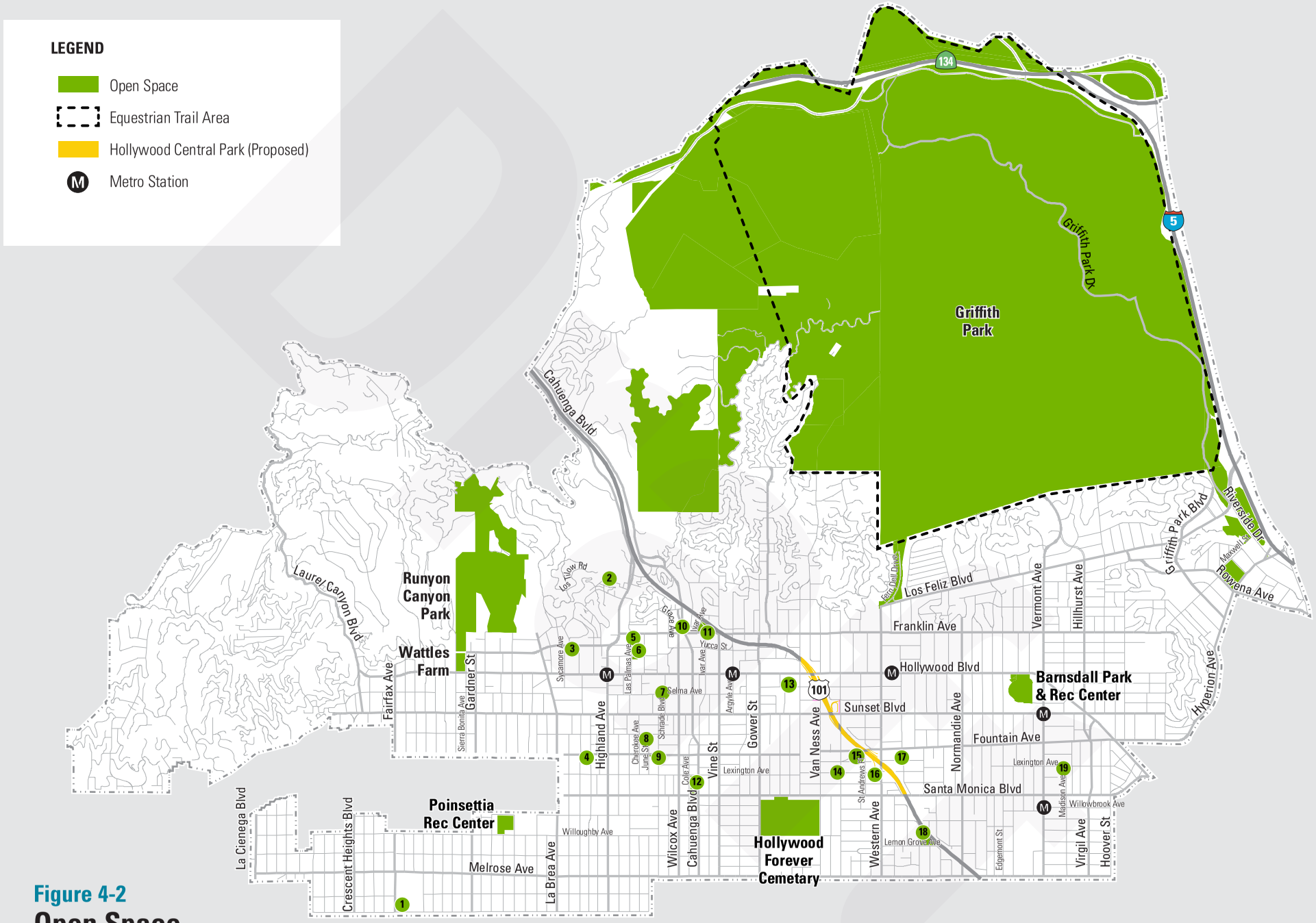


Figure 4-2

Open Space

Hollywood Community Plan Area

City of Los Angeles Planning Department • August 2021

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

Not to Scale N

PR2.5 **Landscaping along sidewalks.** Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment. (P117, P118)

PR2.6 **Place making.** Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a place making strategy.

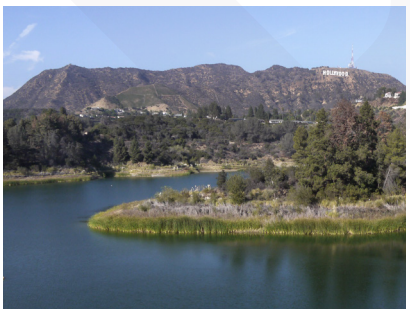
PR2.7 **Tree selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure.

PR2.8 **Tree maintenance.** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods. (P119)

PR2.9 **Mobile Vending.** Encourage and support mobile vending in plazas and along streets surrounding major transit stations, where permissible by County and City Law, as part of fostering a vibrant pedestrian environment. Consider supportive services such as commissary kitchens when considering public benefit agreements. Consider re-examining areas where street vending is not permissible.

Open Space

Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. It is often used for the preservation of natural resources, managed production of resources and wildlife corridors, outdoor recreation, for connecting neighborhoods and people, and for the protection of life and property due to natural hazards. "Open Space" is also designated in the City's land use classification system.



The Hollywood Reservoir provides wild open space, as well as an ideal view of the famous Hollywood Sign

Nearly 39 percent of the land area in the CPA is designated Open Space (see Figure 4-2), which includes Runyon Canyon Park, Barnsdall Art Park, Hollywood Forever Cemetery, Forest Lawn Memorial Park, the Santa Monica Mountains, the Rim of the Valley corridor, and some properties along Mulholland Drive. The Santa Monica Mountains range from the Hollywood Hills in the east to Ventura County in the west. The eastern edge of the Santa Monica Mountains comprise Griffith Park. Griffith Park, located in the northeastern portion of the CPA, makes up a majority of the approximately 5,250 acres designated as Open Space. Griffith Park, the largest municipally-owned park in the nation, is recognized as a Historic-Cultural Monument. In 1944, Griffith Park's boundary expanded to include a 444 acre site donated to the City by

the Sherman Company. Griffith Park contains several of the City's most outstanding educational, cultural and recreational amenities, including: Griffith Observatory, the Los Angeles Zoo, the Greek Theater, the Los Angeles Equestrian Center and the Autry National Center. These resources represent regional open space resources serving not just the CPA but City and county residents, as well as visitors.

As opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not generally been considered as resources, such as vacated railroad lines, drainage channels, planned transit utility and even freeway rights-of-way, pedestrian-oriented streets and privately developed mini/pocket parks. There is also a need to protect existing ecological and cultural resources. To this end, there is great potential to enhance these and other such open space and park opportunities into passive and active recreational uses existing within Hollywood. Trail systems offer recreational opportunities to explore the City's open spaces and parks on foot, horseback, or bicycle. Portions of Hollywood are located in the Santa Monica Mountains National Recreation Area. These and other areas are within the Proposed Rim of the Valley Trail System, a system of existing and proposed trails that connect various open spaces surrounding the San Fernando Valley. The Community Plan encourages access to existing resources via enhanced pedestrian and bicycle linkages along opportunity corridors such as the Los Angeles River Greenway and even portions of the 101 Freeway right-of-way. These opportunities in addition to the enhancement of pleasant streetscapes within the emerging pedestrian-oriented environments throughout the Community Plan Area will promote more social connection, lower stress, and facilitate greater safety for people walking and biking within the Community Plan Area and provide public space opportunities that strengthen the sense of community.

Parks and Recreation

Recreation and park services in the Community Plan Area are primarily provided by the City Recreation and Parks Department (RAP) and the Los Angeles County Department of Parks and Recreation. There are three types of parks: neighborhood, community, and regional parks. Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. Community parks provide a broader range of services than neighborhood parks, and satisfy the needs of the nearby community as well as other service areas. A regional park provides specialized recreational facilities such as hiking trails, lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles area.



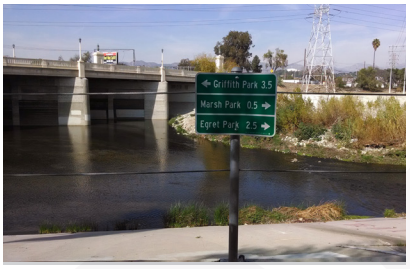
Underutilized public rights of way can provide open space opportunities

List of Parks (Figure 4-2)

1. Rosewood Gardens
2. Broadway Terrace Walk Street
3. Dorothy and Benjamin Smith Park
4. Mansfield Fountain Community Garden
5. Las Palmas Senior Citizen Center
6. Yucca Community Center
7. Selma Park
8. De Longpre Park
9. Enrique Noguera Educational Garden
10. Gateway to Hollywood
11. Franklin-Ivar Park
12. Hollywood Recreation Center
13. Carlton Way Pocket Park
14. Seily Rodriguez Park
15. Fountain Community Gardens
16. Lexington Avenue Pocket Park
17. La Mirada Avenue Park
18. Lemon Grove Recreation Center
19. Madison Avenue Park

A number of issues regarding the amount, quality and access to parkland amenities within the Community were identified during the outreach process, including the desire to see, at a minimum, enhanced linkages to existing open space and recreational amenities. Therefore, in addition to identifying the following goals and policies to collaboratively increase the amount of parkland throughout the CPA, the Community Plan also encourages access to existing resources such as Griffith Park via enhanced pedestrian and bicycle linkages along opportunity corridors. The Plan also supports proposed improvements for open space along the Los Angeles River from the Los Angeles River Revitalization Master Plan as well as observing guidelines established in the Los Angeles River Improvement Overlay Zone.

One open space challenge for Hollywood is to increase the number of small, local parks and public spaces. The difficulty of creating open space in an urban environment where real estate is expensive and built out has led to many creative proposals for alternative concept, such as the proposal to create a park over the Hollywood Freeway. The Hollywood Community Plan supports these creative proposals and encourages the reimagining of open space to include public spaces as well as parkland.



Wayfinding on the LA River Bike Path



Yucca Park provides recreational areas for sports and more

Goal PR.3: New and improved open space and public parks that provide opportunities for recreation and social gathering.

Policy

PR3.1 **Preserve open space.** Maintain, preserve, and enhance open space, and recreational facilities, and park space within the Hollywood Community Plan Area. Encourage the retention of passive open space which provides a balance to the urban development of the Community Plan Area. (P120, P122, P123, P136)

PR3.2 **Green space and plazas.** Develop new public green spaces and public plazas where possible. (P27)

PR3.3 **Site remediation.** Pursue resources to clean up land, especially brownfields, that could safely be used for public recreation or open space.

PR3.4 **Open space easements.** Support the ongoing use of paper streets as open space and support the rezoning of paper streets for open space easements that can be used to connect trails and access recreational uses. (P136)

PR3.5 **Preserve easements.** Discourage the paving over of easements. (P59)

PR3.6 **Underutilized rights-of-way.** Identify opportunities to increase recreational resources by converting underutilized rights-of-way like railroads and powerlines to accommodate greenways and bicycle trails, and by utilizing public easements for community gardens. Promote resource efficient new infill development that creates recreational open space and creative placemaking projects in public rights of way. (P60, P109)

PR3.7 **Surplus City property.** Coordinate with the Department of Recreation and Parks and Department of General Services to review and evaluate surplus property as potential sites for parks and recreational facilities. (P120)

PR3.8 **Acquire vacant land.** Encourage and support continuing efforts of non-profits in partnership with County, State and Federal agencies to acquire vacant land for publicly owned open space.

PR3.9 **Freeway landscaping.** Coordinate with CalTrans to develop landscape plans for freeway rights-of-way that will reduce exposure to air pollutants for people using the rights-of-way as outdoor recreational areas.

PR3.10 **Access to open space.** Maintain and improve access to existing open space and new open space including walking, hiking, and equestrian trails. Maintain and improve bicycle access to open space. Support the connection of existing walking, hiking and equestrian trail segments in the Plan Area, including the Rim of the Valley trails corridor, where feasible. (P61, P62)

PR3.11 **Rooftops.** Support the use of rooftops for Open Space, including running tracks, gardens and other recreational purposes, where public safety permits.

PR3.12 **Rivers and streams.** Maintain and expand public green space around rivers and streams.

PR3.13 **Los Angeles River.** Support recommendations of the Los Angeles River Revitalization Master Plan for establishing parks, walking paths, bicycle trails, gathering spaces, and public art along the Los Angeles River.

PR3.14 **Los Angeles River Improvement Overlay (RIO) Zone.** Observe guidelines for mobility, watershed management and urban design as established by the Los Angeles RIO Zone.

PR3.15 **101 Cap Park.** Support the proposal to cap subterranean portions of the 101 Freeway for the purposes of creating parkland that can serve as a national model for the creation of new green open space in a dense urban environment. (P64)

PR3.16 **Headworks Reservoir.** Support the plans of LADWP to provide park-land on top of the proposed Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure proj-ects, where appropriate.

Hollywood Cap Park

The City of Los Angeles Department of Recreation and Parks, in conjunction with the Friends of Hollywood Cap Park (FHCP), is evaluating the development of the Hollywood Central Cap Park, which is a 38-acre park and recreational facility that would cap a segment of the US 101 (Hollywood Freeway). The park will create a street-level urban park that will reconnect communities that were separated by the construction of the freeway more than sixty years ago.



Playgrounds meet the recreational needs of Hollywood's youngest residents



Parks and recreational facilities provide flexible open space for a wide variety of classes and activities

Goal PR.4: Quality public facilities that serve the community.

Policy

PR4.1 **Adequate parks and recreational facilities.** Provide adequate park and recreation facilities that meet the recreational needs of existing and new residents for all age-groups in the community.

PR4.2 **Parks and recreational spaces.** Conserve, maintain and better utilize recreational facilities and park spaces. Community-serving facilities. Encourage the provision of community facilities and open space within private discretionary projects. Such facilities could include those to be used for classes, bicycle amenities, adult and child daycare, community meetings and other community purposes.

PR4.3 **Parking at community facilities.** Allow community-serving facilities to utilize alternative means of providing required parking.

PR4.4 **Open space designations.** Maintain all open space designations within the Hollywood Community Plan Area. Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.

PR4.5 **Lands for funeral services and interment.** Support the retention and provision of adequate lands for funeral services, interment sites, and the protection of existing cemeteries as a public benefit use.

Goal PR.5: Improved access to recreation facilities and open space.

Policy

PR5.1 **Disparities in park space.** Encourage and target the development of park and recreation projects in areas with the greatest need.

PR5.2 **Input for new parks.** Utilize community input to assist the Department of Recreation and Parks in locating development opportunities for new parks. Prioritize recommendations of the Community-Wide Needs Assessment prepared by the Department of Recreation and Parks.

PR5.3 **Connect neighborhoods to parks.** Support the connection of neighborhoods to destination parks with public transit and well maintained pedestrian and bicycle facilities. (P121)

Draft

PR5.4 **Joint use agreements.** Support the establishment of joint-use agreements with other public and private entities to increase recreational opportunities in Hollywood, including shared use of land owned by public agencies and private property owners. (P63, P137)

PR5.5 **Improve accessibility.** Prioritize and improve accessibility to recreational uses in Griffith Park using tools such as easements and trail and greenway linkages. (P61)

PR5.6 **Greenways and trail systems.** Preserve and encourage acquisition, development and funding of new recreational facilities and park space with the goal of creating greenways and trail systems.

Goal PR.6: Protect existing natural areas and wildlfe habitat.

Policy

PR6.1 **Wildlife habitats.** Evaluate existing conditions and identify areas important for supporting habitat and movement for wildlife. (P122, P123)

PR6.2 **Conservation.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and other natural resources areas. (P124)

PR6.3 **Surplus City property.** Prioritize the reuse of surplus City owned sites in the hillsides for open space and wildlife conservation purposes. (P124)

PR6.4 **Ecologically sensitive areas.** Coordinate with the County of Los Angeles in identifying significant ecological areas featuring ecological or scenic resources that should be preserved and protected within State reserves, preserves, parks, or natural wildlife refuges. (P124)



Passive open space

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HOLLYWOOD



Sunset Square includes a variety of historic architectural styles, like this example of colonial revival

Preservation

Hollywood has reinvented itself many times over throughout the 20th century, with each phase contributing important themes, character, and qualities to the built environment. The preservation of Hollywood's historic and cultural heritage will continue to play an important role in the area's continued evolution in the 21st century. The Community Plan recognizes the value of Hollywood's impressive historic architecture and cultural resources, and therefore seeks to protect these assets. This chapter compiles a roadmap of where Hollywood has been and provides guidance for preserving important historical and cultural resources and maintaining Hollywood's heritage through its built character.



The city-owned Hollyhock House, located within Barnsdall Art Park, is the first UNESCO World Heritage site in Los Angeles. The Hollyhock House was designed by Frank Lloyd Wright.

Historic Resources in Hollywood

The Hollywood Community Plan Area has a rich built history, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of Hollywood. The preservation of historical resources protects this built legacy, ensuring continuity and the retention of the community's collective memory. Historic preservation also offers economic benefits - communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

The Hollywood Community Plan Area boasts one of the highest concentrations of significant historical buildings in the City of Los Angeles, and the City's first UNESCO World Heritage site, the Hollyhock House, located within Barnsdall Art Park. The Hollyhock House, a harbinger of California Modernism, was Frank Lloyd Wright's first Los Angeles commission. The personal residence in East Hollywood was built between 1919 and 1921 for Aline Barnsdall, who asked Wright to incorporate her favorite flower, the hollyhock, into the design. The Plan Area also contains a significant portion of Historic Route 66. The Hollywood Boulevard Commercial and Entertainment District includes 63 contributing properties, and was listed in the National Register of Historic Places in 1984. The Plan area includes more than 190 City Historic-Cultural Monuments, representing nearly 15% of the total designated Monuments in the entire city.



The Melrose Hill neighborhood, one of Hollywood's Historic Preservation Overlay Zones, was built in the early 1900s

Hollywood development extended in a band across the CPA between Hollywood and Santa Monica Boulevards during the early 20th century. Although a variety of property types exist in the CPA, the patterns of development were conducive to widespread single-family residential development. The Hollywood CPA contains many residential neighborhoods that retain their historical architectural character. The neighborhoods in Whitley Heights, Spaulding Square, Melrose Hill, Hollywood Grove, and the northwestern portion of Hancock Park, and Sunset Square feature concentrations of early 20th century single-family residences. These neighborhoods

developed primarily due to their proximity to historic streetcar routes. Multi-family development, which is intermittently dispersed throughout the predominantly single-family residential neighborhoods, typically consists of duplexes, fourplexes, small, and medium sized apartment buildings that are low-scale in keeping with the surrounding single-family neighborhoods. Scattered throughout the Hollywood CPA are bungalow courts from the early 20th century, designed in a variety of popular architectural styles including Craftsman and Mission Revival. While many intact historical structures are found throughout Hollywood, many of the residential buildings in the Hollywood CPA have been altered over time.



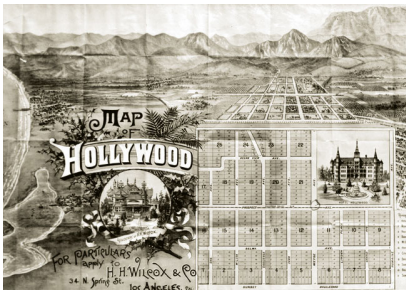
Palm trees were historically planted throughout Hollywood and many of LA's old neighborhoods

Commercial properties are commonly found on major thoroughfares running north-south and east-west through the CPA. Although few intact examples of streetcar-related commercial development still remain in Los Angeles, a small number occur in the CPA. For example, commercial resources in the Hollywood CPA include streetcar-related retail development along portions of Franklin Avenue, Virgil Avenue, Hollywood Boulevard, Highland Avenue, Western Avenue, and Santa Monica Boulevard, all of which are former streetcar routes. The CPA also has a number of institutional properties that serve the local residential communities. Common institutional properties include churches, social halls, schools, and government buildings, such as fire stations and Department of Water and Power facilities.



Many commercial corridors feature historic architecture

Hollywood's renaissance over the past two decades has been spurred by the rehabilitation and adaptive reuse of its remarkable historical resources. From the revitalization of Hollywood's historical theaters to the conversion of historical commercial buildings to new housing opportunities, historic preservation and rehabilitation has enhanced Hollywood's authenticity and economic vitality. Citywide historic preservation policies have been established through a Cultural Heritage Master Plan, the Conservation Element of the General Plan, and the work plan of the Department of City Planning's Office of Historical Resources (OHR). In addition to these policies, the City of Los Angeles has completed SurveyLA - an ambitious citywide survey documenting historical resources across Los Angeles. Results of SurveyLA will inform the development of policies to preserve historically and architecturally significant buildings that have not yet achieved official historic designation. SurveyLA completed the Historical Resources Survey Report for the Hollywood Community Plan Area, with the exception of the CRA area, in 2011 and it was recently revised in 2015. Additionally, the City and the Getty Conservation Institute launched HistoricPlacesLA.org, an online information system for the City's historical resources.



First map of Hollywood by real estate developer H. Wilcox, 1887

Historic Development Pattern

This brief historical account is intended only to establish a general background to the pattern of development in the Community Plan Area. It is not meant to be an exhaustive history.



Early settlers in Hollywood grew crops, establishing the area's agricultural roots



Large estates are part of Hollywood's early development history



Suburban neighborhoods were marketed by developers and eventually consolidated into the City of Los Angeles

First Settlement to Rancho Era

Originally settled by the Tongva Native American people, Hollywood still features native names like Cahuenga, the road synonymous with one of the tribe's most substantial settlements. Prior to the mid-1800's the Hollywood Community Plan Area consisted of a combination of rancho lands and public lands. The rancho lands were the northernmost portion of the historic Rancho La Brea and Rancho Los Feliz, with the public lands falling between them.

Cahuenga Pass was the principal route between southern and northern California during the Spanish and Mexican periods of Hollywood's history. The Cahuenga Pass continued its role as an important transportation artery as a Pacific Electric Railway Line route in the early decades of the twentieth century. Today it is the route to the San Fernando Valley by way of the Hollywood Freeway.

Hollywood began as a small agricultural community in the 19th century. Farmers, many of whom were European immigrants, experimented in cultivating a wide variety of exotic fruits, vegetables, and flowers. The area was developed as individual tracts of land by a handful of Anglo settlers beginning in the 1860s. The agricultural character of the community changed in the early twentieth century as large real estate tracts were developed, transforming the community into a bustling suburb of Los Angeles.

Early Development: Subdivisions, Transit, and the Streetcar Suburbs

In 1900, the first electric streetcar track was completed along Hollywood Boulevard (then Prospect Avenue), and other streetcar lines soon followed. Original railroad, interurban and street car routes were often directly tied to real estate ventures. Residential developments in Hollywood ranged from sprawling estates encompassing tens of acres, to large residences with substantial gardens, to more modest suburban residences.

Large estates lined Prospect Avenue, and as the area became increasingly developed, churches, clubs and schools built in close proximity to single-family residences were executed in styles such as Mission Revival, American Foursquare, and Craftsman Bungalow. The Plan Area has extant examples of residential development during this era, although these examples are relatively rare.

By 1909, like many of its neighboring communities, Hollywood had experienced growth on an exponential scale. While its population in 1903 was 700, by 1909 it reached 4,000. Though dwarfed by the neighboring City of Los Angeles with 100,000 inhabitants, the small City of Hollywood was experiencing growing pains with water shortages, drainage issues and sewage problems. It was around this time that the city's attitudes towards annexation began to change; the infrastructure that

a city like Los Angeles could offer was seen as a solution to some of these issues. In November of 1909, the Hollywood Board of Trade announced to residents that it would not be able to resolve sewer problems on its own. Just two months later, in February of 1910, Hollywood was consolidated to the City of Los Angeles.

The relationship between Hollywood and Los Angeles had been increasingly strengthened in the decade preceding annexation. As early as 1904, the Red Car Balloon Route – a balloon shaped route through Los Angeles and its environs operated by the Los Angeles Pacific Railroad – facilitated transportation between Hollywood and downtown Los Angeles. It brought tourists on excursions to popular Hollywood stops, such as the studios and gardens of Paul de Longpré. The relationship of Hollywood to Los Angeles was further strengthened shortly following incorporation as the east end of Hollywood Boulevard was routed to curve into Sunset, the main road to Los Angeles.



Courtyard apartments and bungalows

Interwar Development: The Entertainment Industry and Studio Housing

Five years after the 1910 annexation of Hollywood by the City of Los Angeles, the area was in the midst of a real estate boom. No longer a struggling small independent city, Hollywood was a thriving suburb of Los Angeles increasingly attracting residential and commercial interests. The most significant factor in the development of Hollywood in the twentieth century was the entertainment industry. Film production began in Hollywood in 1911, and quickly grew into a significant economic force. As the popularity of motion pictures grew, more physical facilities related to motion picture production were constructed in Hollywood. In 1919, the City established a series of industrial zones specifically designated for motion picture use.



Significant urbanization and development took place when Hollywood's studios into being

The largest and most significant of these zones is located in the heart of the Plan Area and from 1919 to 1925 numerous studios were built. Charlie Chaplin, Mary Pickford, Douglas Fairbanks and D.W. Griffith located United Artists Studios at Santa Monica Boulevard and Formosa Avenue. Charlie Chaplin also built an independent facility nearby at Sunset Boulevard and La Brea Avenue. Other studios located further east along Sunset Boulevard and Melrose Avenue. The burgeoning entertainment industry brought about the development of thriving business districts along Hollywood Boulevard, Vine Street, and Sunset Boulevard. Due to its key role in the motion picture industry, Hollywood later became a center for radio, television, and record production. Today, industrial resources include intact motion picture studios dating to the 1920s and a wide variety of support services.



In the early days of Walt Disney, the studio occupied the 2700 block of Hyperion in Los Feliz

From the 1910s through the boom of the 1920s and into the 1930s, Hollywood experienced tremendous population growth. Whereas the population of Hollywood had been a little over 4,000 people upon incorporation, the area would boast a population of 153,000 by the 1930s. The rapidly expanding film business attracted migrants from around the United States and around the globe, resulting in a true



Bungalows historically provided housing for those working in Hollywood's entertainment industry

"melting pot." For a period of time preceding World War II, the entertainment industry also became a refuge for émigrés from Eastern Europe. To accommodate the growing population of newcomers, residential development sharply increased. While residential development in Hollywood during the first decade of the twentieth century had focused on Prospect Avenue (present-day Hollywood Boulevard) due to its proximity to streetcar lines, by the 1920s, development was widespread throughout the area in response to the automobile. Concentrations of residential properties from this period are located adjacent to the major motion picture studios and include modest single-family residences along with a wide variety of multi-family housing types. The historical integrity of many of these properties is poor, and intact neighborhoods of early twentieth-century studio-adjacent residences are now rare.

Many of the people (including some movie actors and actresses) who bought homes in Hollywood embraced the modest life-style associated with the bungalows being built at a rapid rate north and south of Hollywood Boulevard. The bungalow court has particular significance in Hollywood as large colonies of courts were built just blocks away from the studios. These were developed primarily in the 1920s, and reflect the prevalent architectural styles of the period. While many of these properties have been lost, Hollywood still contains a substantial population of bungalow courts.



Hollywood's HPOZs provide examples of many historical architectural styles

During the 1920s, there was also significant residential development in the Hollywood Hills, in particular in Los Feliz, Laurel Canyon, and Beachwood Canyon. Several residential developments from this period were specifically marketed to people working in the entertainment industry, with advertisements touting their proximity to the Hollywood studios.

Post War Rise and Decline

Density in Hollywood increased substantially following World War II. In the hillsides, residences were built on previously undeveloped lots. In the flatlands, inexpensive stucco-clad apartment buildings were erected as infill in previously established residential neighborhoods. Along the major commercial corridors, earlier buildings were updated or replaced with new construction. By the 1950s, entertainment industry-related properties began to spread out throughout the greater Los Angeles area, and the major industry in Hollywood shifted to tourism. During the late 1950s, the Capitol Records Building was constructed on Vine Street and the Hollywood Walk of Fame was created on Hollywood Boulevard as a tribute to actors, directors, and other contributors to the entertainment industry.



Based on Buckminster Fuller's geodesic dome, the Cinerama Dome opened to movie goers in 1963

Also during this period, some of the nation's most important Modernist architects were working in Los Angeles, building sleek commercial buildings in the flatlands and highly innovative residential projects in the hillsides. The CPA contains residential and commercial properties designed by a number of important Modernists,

including Richard Neutra, Rudolph Schindler, Lloyd Wright, John Lautner, Craig Ellwood, Raphael Soriano, Gregory Ain, and Pierre Koenig.

In the 1960s and 1970s, Hollywood's population became more ethnically diverse as new immigrant groups began settling in the area. In addition to a significant Latino population, Armenian and Thai immigrants began living and working in the East Hollywood area and opened shops and other businesses in neighborhoods now known as Little Armenia and Thai Town. Community and residential densities continued to increase, as original single-family houses, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes.



Historic Preservation Overlay Zones identify historic contributors and regulate on-site improvements

By the 1980s, the Hollywood community was in a state of economic decline. The Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area. Among the goals of the agency were to revitalize the historic core and preserve historically significant buildings.

Recent Development in Hollywood

By the start of the new millennium, Hollywood began to experience a resurgence that continues today. The establishment of the city's Adaptive Reuse ordinance greatly facilitated the reuse of under-utilized historical buildings into new housing. New, large-scale mixed-use projects (such as the Hollywood & Highland, which includes the Dolby Theater, the Loews Hotel, and the W Hotel at Hollywood and Vine) along with the Metro B Line subway stations, have helped to revitalize Hollywood's streets and its economy, bringing with it an influx of new residents and tourists, higher rents, and new development pressures.



Craftsman homes and palm trees populate the residential streets of Hollywood Grove

Cultural and Historical Designations and Resource Preservation Tools

Historic Preservation Overlay Zones

A Historic Preservation Overlay Zone, or HPOZ, is a designated area of the city that contains structures, landscaping, natural features or sites that have historic, architectural, cultural or aesthetic significance. The regulations of HPOZs ensure that the rehabilitation of historical structures takes place in a manner that respects its historic integrity. New development is also reviewed to assure that the character of the historical neighborhood is maintained.

The Hollywood CPA contains six existing HPOZs: Whitley Heights, Spaulding Square, Sunset Square, Melrose Hill, Hollywood Grove, and the northwestern portion of Hancock Park. In addition, the Melrose Hill Expansion Area is under study.



Melrose Hill was built largely in the same period and architectural style



Photo by: Stephen Schafer.

Griffith Observatory is a famous tourist destination, Historic-Cultural Monument #168

Local Designated Historic Properties: Historic Cultural Monuments

The City of Los Angeles Cultural Heritage Ordinance, enacted in 1962, has made possible the designation of buildings and sites as individual local landmarks, called "Historic-Cultural Monuments" (HCM). The Hollywood CPA contains around 190 of the City's 1,000+ Historic-Cultural Monuments. Designation as a HCM provides official recognition and protection for Los Angeles' most significant and cherished historical resources.

Any interested party may apply for a proposed designation of an HCM. Each nomination is reviewed by the Cultural Heritage Commission, then by the Planning and Land Use Management Committee of the City Council, and the City Council as a whole. Once a property has been designated a Monument, the Commission and its staff review permits for alteration, relocation, or demolition. The Commission can delay demolition of a Monument for 180 days and has the authority to recommend to the City Council to delay demolition for another 180 days. Locally designated cultural resources are presumed to be historically significant under the California Environmental Quality Act (CEQA). Therefore, per State law, demolition and/or alterations of HCMs are subject to review under CEQA.



The gates to Hollywoodland, HCM #20, offer a dramatic entrance to the Hollywood Hills

Designation as an Historic-Cultural Monument:

- Recognizes the building, structure, site, or plant life as important to the history of the city, state, or nation;
- Provides eligibility for the Mills Act program, providing a Historical Property Contract that can result in a property tax reduction;
- Permits use of the California Historical Building Code;
- Allows property owners to purchase and display a plaque showing that the property has Historic-Cultural Monument status;
- Requires Cultural Heritage Commission review for proposed exterior and interior alterations in accordance with the Secretary of the Interior's Standards for Rehabilitation, the nationally accepted criteria for evaluating change to historic properties;
- Allows the Cultural Heritage Commission to object to the issuance of a demolition permit for 180 days, with an additional 180 day extension possible upon approval of the City Council, thereby granting up to 360 days stay of demolition in order to evaluate preservation alternatives;
- The California Environmental Quality Act (CEQA) requires environmental review to determine if a project will cause adverse impact to character defining features (see the State Office of Historic Preservation document on CEQA and historical resources);
- Entitles Historic-Cultural Monument owners to technical assistance in complying with the Secretary of the Interior's Standards for the Treatment of Historic Properties;
- Fosters civic pride in neighborhoods and business districts and helps develop a sense of place and time.

National Register, California Register, and Locally Designated Properties

The Hollywood CPA has one of the highest concentrations of designated resources in Los Angeles. These include:

- The Hollywood Boulevard Commercial and Entertainment Industry National Register District
- American Legion Hollywood Post 43 (1919)
- Andalusia Apartments (1926)
- Bukowski Court (1922)
- Casa Laguna (1928)
- Château Élysée (1927)
- Château Marmont (1927)
- Chemosphere (1960)
- Ennis House (1924)
- First United Methodist Church of Hollywood (1930)
- Franklin Avenue Bridge/Shakespeare Bridge (1926)
- Freeman House (1924)
- Gilmore Gasoline Service Station (1935)
- Griffith Observatory (1935)
- Griffith Park (1896)
- Highland-Camrose Bungalow Village (1916- 1923)
- Hollyhock House (1921)
- Hollywoodland Granite Stairways and Retaining Walls (1923)
- Hollywoodland Stone Gates (1923)
- Hollywood Bowl (1922)
- Hollywood Memorial Cemetery (1899)
- Hollywood Pilgrimage Memorial Monument (1923)
- Hollywood Sign (1923)
- John C. Fremont Branch Library (1927)
- Lake Hollywood Reservoir & Mulholland Dam (1924)
- Los Feliz Heights Steps (1924)
- Lovell Health House (1929)
- Magic Castle (1909)
- Samuel-Navarro House (1928)
- Sowden House (1926)
- Stahl House/Case Study House No. 22 (1960)
- Storer House (1923)
- Toberman Estate (1926)
- Villa Carlotta (1926)
- Wattles Mansion (1907)
- William Mulholland Memorial Fountain (1940)
- Yamashiro/Bernheimer Estate (1914)
- YWCA Hollywood Studio Club (1925)

Note: this representative list of resources is subject to change as new resources become designated in the Community Plan Area. Please see the Los Angeles City Planning historic preservation website for the latest information.

Citywide Historical Resources Survey (SurveyLA)

SurveyLA identifies potentially historic properties and/or districts that appear eligible for listing in the National Register, California Register, and/or for local designation as a HCM. In 2005, the City of Los Angeles entered into a multi-year grant agreement with the J. Paul Getty Trust to complete a Citywide historical resources survey, a process of systematically identifying and gathering information on properties and neighborhoods that reflect Los Angeles' architectural, social, and cultural history. The project is managed by the staff of the Office of Historic Resources within the Los Angeles Department of City Planning (DCP) and is called SurveyLA. The survey identifies and evaluates properties according to standardized criteria for listing in the National Register, the California Register, and for local designation as HCMs and HPOZs. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nomination to the California Register or National Register require more in-depth research, an application process, and a separate public review process. SurveyLA identifies the following resource types:

- *Individual Resources* are generally resources located within a single assessor parcel such as a residence or duplex.
- *Non-Parcel Resources* generally do not have addresses. Examples may include street trees, street lamps, landscaped medians, bridges, and signs.
- *Historic Districts* are areas that are related geographically and by theme. Districts may include single or multiple parcels depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartment complexes, commercial areas, large estates, school and hospital campuses, and industrial complexes. These areas require additional analysis and field work for HPOZ determination.



Hollywood is home to a wide variety of mid-century architecture



The western portion of Sunset Boulevard features many examples of historic commercial architecture



Many older properties in Hollywood required seismic retrofitting after the 1994 Northridge Earthquake



Moorish revival architecture mixes eclecticly with other historic forms



Spanish colornial revival architecture is a common style in most historic areas

Potential Historic Properties in Hollywood

Properties in the Hollywood CPA identified by SurveyLA as eligible for historic designation include single-family homes, multi-family buildings, commercial buildings, and institutional properties. SurveyLA also identifies non-parcel resources such as air raid sirens, landscaped medians, and uniform street trees that appear to be part of original neighborhood subdivisions as resources eligible for historic designation. A large number of single-family residences have been identified as appearing individually eligible for historic designation because they are representative of a particular style or because they retain character defining features of a streetcar suburb. Eligible multi-family buildings and bungalow complexes were mainly recorded as individual resources that are significant examples of the property type and/or their representative architectural style. A number of public staircases, walkways, bridges, signs, and parkways were determined to be eligible as well. Commercial buildings determined to be individually eligible for historic designation in the SurveyLA report were typically exemplary of the property type or a particular style. Additionally, a number of institutional properties including churches, schools, and government buildings were determined to be individually eligible as exemplary of the property type and their representative architectural style.

Demolition Delay

City Ordinance No. 183312 prohibits the Department of Building and Safety from issuing a building permit to demolish a building or structure 45 years or older without at least 30 days prior public notice. Required public notice includes notifying abutting property owners, the Council District Office, and a conspicuous public posting located near the entrance of the property. During the noticing period, interested stakeholders have an opportunity to file an application for HCM designation, a separate process. If the HCM nomination is accepted for review by the City's Cultural Heritage Commission, all permits for the property are frozen until a determination is reached. An approval and adoption of the designation may take up to 180 days. Once a property nomination is approved, the Cultural Heritage Commission may opt to delay demolition for 180 days and has an opportunity to extend the delay by an additional 180 days, given City Council approval. This time provides an opportunity for preservation alternatives to be found or negotiated for the historic property.

Notable Historical and Cultural Districts and Features

The many small neighborhoods of Hollywood are as noteworthy as the glamorous downtown core. Hollywood has emerged in the 21st century as an extraordinarily diverse community made up of a mosaic of neighborhoods which are culturally, architecturally and topographically distinct. These include neighborhoods that have sought formal recognition from the City of Los Angeles, such as Thai Town and Little Armenia in East Hollywood, which reflect settlement patterns of cultural groups, residential communities in the Hollywoodland and Mulholland Parkway Specific Plans (see Figure 1-4), and a number of historic districts scattered throughout Hollywood. Hollywood's notable districts appeal to a wide range of visitors, making them regionally and even globally significant.



Cultural hubs like Theatre Row allow arts to flourish

Hollywoodland and Mulholland Scenic Parkway Specific Plans

The Hollywoodland and Mulholland Scenic Parkway Specific Plans were enacted to protect the scenic features and residential character of several hillside communities (Figure 1-4). The Hollywoodland Specific Plan also protects the unique architectural styles of this neighborhood – traditional cottages and villas which create a European village flavor. The Mulholland Scenic Parkway Specific Plan protects Mulholland Drive and the surrounding area that traverses the Santa Monica Mountains, a resource recognized as a National Recreation Area.



The Walk of Fame provides a historic backdrop for the heart of Hollywood

Hollywood Signage Supplemental Use District (SUD)

The Hollywood Signage Supplemental Use District (Figure 1-4) was established to promote signage which complements the historical architecture and signage of Hollywood Boulevard and allows new sign technologies which are well designed and carefully located. New signs are required to meet the regulations of this SUD.

Walk of Fame

The Walk of Fame, which spans multiple city blocks along Hollywood Boulevard and Vine Street, serves as a tribute to actors, directors, and other contributors to the entertainment industry. It was initially proposed by members of the Hollywood Chamber of Commerce in 1953. Sponsored by the Hollywood Property Owners Association and the Hollywood Improvement Association, stakeholders worked with the City to create an assessment district in 1958 to construct the Walk and beautify the streetscape. The boulevard features many of Hollywood's major theatres – Graumann's Chinese Theatre, the Pantages, and many hotels, notably Roosevelt Hotel, which served as the



Thai Town is home to many of the 80,000 Thais estimated to be living in Southern California



Trees, bridges, lamp posts, and landscaping all add important historical context to neighborhoods

original home to the Oscars; all markers of Hollywood's ties to the entertainment industry. Twenty years later, in 1978 the Walk of Fame was designated a Historic-Cultural Monument by the Cultural Heritage Board and the City Council.

Theatre Row

Within the Media District of Hollywood there is a stretch of Santa Monica Boulevard between McCadden Place and El Centro Avenue that is home to a number of critically-acclaimed theatre companies. Known as Theatre Row, this area includes over a dozen live theatres that have a maximum of 99 seats, many of which have been in operation for decades. It is the highest concentration of live theatres in Los Angeles. Hollywood Theatre Row has served as an important cultural incubator. The concentration of so many theatres in one area has encouraged a sense of collaboration and community among artists, which further enriches the cultural fabric of the City.



Neighborhood businesses in Thai Town.

Thai Town

In 1999 the City Council designated 6 blocks in East Hollywood along Hollywood Boulevard between Normandie Avenue and Western Avenue as "Thai Town." Thai Town serves as a major economic and cultural hub for the Thai Community of Los Angeles, hosting a high concentration of Thai residents, businesses and cultural activities. This designation has promoted neighborhood pride, multi-cultural/ethnic exchange, and tourism, and lends the Thai community a greater voice in Los Angeles and Southern California.

Little Armenia

Designated as "Little Armenia" by the City Council in 2000, this East Hollywood neighborhood serves as an epicenter of the Armenian community in Los Angeles and is a major economic and vibrant cultural hub for the Armenian community. This area contains a high concentration of Armenian businesses, residents, and social and cultural institutions including schools, churches, social and athletic organizations.



Deodar Cedars and large parkways create a scenic drive along Los Feliz Boulevard

Other Important Features

Trees, bridges, street lamps, landscaped medians, signs and other historic features contribute to the unique character of Hollywood neighborhoods. For example, in 1935 the Los Feliz Improvement Association and the Los Feliz Woman's Club planted Deodar Cedar Trees in the parkways along Los Feliz Boulevard between Riverside Drive and Western Avenue. These Cedars have since grown into large, beautiful trees which define the character of Los Feliz Boulevard. In 1970, the City declared these trees an HCM. Similarly, the Shakespeare Bridge, a gothic-style bridge on Franklin Avenue, is a beloved neighborhood landmark of Franklin Hills. The bridge

was designated an HCM in 1974. The Deodar Cedar Trees and Shakespeare Bridge are two examples of many notable historic and cultural features in the Hollywood Community Plan Area.

Historic Preservation Goals and Policies

The Hollywood Community Plan identifies areas where the existing uses or features are desirable and appropriate and where infill development should reinforce this existing historic or cultural context. These areas include regionally significant entertainment industry employment districts and areas with distinctive cultural resources and historic neighborhoods (refer to Figure 1-4, Overlay Zones, Specific Plans, and Supplemental Use Districts).

Goal P.1: Honor Hollywood's legacy through the preservation of the built environment that reflects Hollywood's cultural, social, economic, and architectural history.

Policy

P1.1 **Significant neighborhoods and districts.** Support the preservation of culturally and historically significant neighborhoods and districts. (P28, P29, P30, P31, P68)

P1.2 **Adaptive reuse.** Promote the preservation and adaptive reuse of existing building stock, especially for designated or eligible historical resources. (P65)

P1.3 **Designated and potentially significant resources.** Preserve designated Historic Cultural Resources and further study eligible resources as potentially significant resources. (P38)

P1.4 **Historical buildings.** Protect designated and eligible historical buildings in the Regional Center. (P33, P38)

P1.5 **Distinctive street features.** Protect and enhance distinctive features of prominent streets in Hollywood, such as the Walk of Fame, a recognized Historic-Cultural Monument of the City of Los Angeles. (P66, P138)

P1.6 **Study preservation tools.** Support the study of R1 Variation Zones, Community Design Overlays (CDOs), or a Community Plan Implementation Overlay (CPIO) for neighborhoods that retain a cohesive character but are not eligible to become Historic Preservation Overlay Zones.

P1.7 **Preserve designated resources.** Any development project which involves designated historical resources, including City of Los Angeles Historic-Cultural Monuments, shall conform with the Secretary of the Interior's Standards for Rehabilitation. (P35)

P1.8 **Complementary design.** Encourage the design of new buildings that respect and complement the character of adjacent historical resources through design standards outlined in implementation tools such as Community Design Overlays (CDOs), or a Community Plan Implementation Overlay (CPIO). (P36, P37, P38)

P1.9 **Land use and zoning.** Maintain appropriate General Plan Land Use designations and zoning in existing historic districts which are either listed in, or are eligible to be listed in the National Register of Historical Resources. Promote infill development that matches the scale of historical resources within each district, including the following: height, massing, setbacks, stepbacks, and development pattern. (P39)

P1.10 **Height limits.** Maintain height limitations on commercial zones that border designated or eligible historic neighborhoods. Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods. (P40)

P1.11 **Financial resources.** Support efforts to identify financial resources for rehabilitation of historical resources. Promote the use of the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code. (P67)

P1.12 **Documentation.** Support ongoing opportunities to document Hollywood's history and architectural legacy and share that history with the community. (P41, P68)

P1.13 **Preserve murals.** Support efforts to preserve and restore the rich inventory of murals found in Hollywood. (P32)

Draft


Dolby Theatre
DO NOT BLOCK
GAP



Cars, bicycles, pedestrians, and transit all mix in the Regional Center of Hollywood

Mobility And Connectivity

Mobility is critical to support the diverse range of places and activities in Hollywood. Providing safe and convenient access throughout Hollywood's neighborhoods addresses several of the guiding principles of this Plan. A safe, accessible circulation system reinforces land use policies and connects people to jobs, homes, and services. Respectively, land use and urban design policies can support a range of mobility options by creating an environment that is friendly to people walking, rolling, biking, and riding transit.

The mobility system should be person-focused. Safety for all users is a priority of the Hollywood mobility system. Ensuring safety will improve access and health outcomes in Hollywood. Several streets in the CPA are identified on the City's High Injury Network, demonstrating the need for safety improvements.



Because of its density, Hollywood has great potential for walkable neighborhoods

Encouraging more people to walk, bike, or ride transit in Hollywood will help make the community more livable by reducing pollution and greenhouse gas emissions and reinforcing sustainable land use policies. Walking should be the primary form of mobility within Hollywood's regional center and pedestrian friendly design is a priority throughout Hollywood. Every person in Hollywood is, at some point a pedestrian. An enhanced pedestrian environment will not only improve safety and access, but will also support economic growth by making retail and other corridor uses comfortable and attractive.

The Mobility Chapter integrates citywide policies established in the General Plan Framework Element and Circulation Element, with community-specific land use and transportation objectives. The Circulation Element, Mobility Plan 2035, (adopted in 2015) is an update to the 1999 Transportation Element and defines the City's transportation goals and policies to provide a first-class, multimodal transportation system that supports a healthy, sustainable and economically prosperous city in which jobs, services and amenities are easily accessible to all residents and visitors, and which respects the City's unique communities and neighborhoods.



Walkable neighborhoods ensure safe and accessible streets for users of all ages and abilities

Our City's streets serve many different roles within a community. They are a means to get people to places they need to go—via bus, light rail, car, motorcycle, scooter, bicycle, on foot, and more. Streets are also places to gather, recreate, shop, exercise, and meet friends. They are the backbone of a healthy community and an indicator of a local neighborhood's culture and values. Streets must also provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customer's homes or offices. Furthermore, streets accommodate utility and sewer lines as well as collect and transport water on rainy days. Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of our neighborhoods depends on a network of roadways and pedestrian paths of travel that balance the needs of these multiple interests and functions.

Circulation System

The Community Plan Area is well served by a circulation system of highways (freeways or high capacity roadways), arterials (moderate capacity roadways), collector streets and local streets. The construction of the Metro B Line has enabled the Community Plan Area to emerge as a "transit rich" environment providing a robust public transit system including Metro Rail service, Local and Rapid bus service, as well as LADOT DASH bus service (local circulator). The Community Plan Area is served by the Ventura Freeway (CA-134) to the north, the Golden State Freeway (I-5) to the east, and bisected by the Hollywood Freeway (CA-101).

The Circulation System (Figure 6-1) delineates the Community Plan Area's street network and establishes right-of-way widths and dedication requirements. The Circulation System map establishes the designated street classifications for arterial streets (Boulevards and Avenues), collector streets, scenic highways, and divided streets, as well as depict modified segments as well. Scenic Highways have special controls for protection and enhancement of scenic resources. Any changes to street designations require a general plan amendment.

The circulation system serves pedestrian, bicycling and other alternative modes of travel as well. All of these modes are discussed in the following sections. For additional mobility goals and policies specific to pedestrian uses, sidewalks, and streetscapes, see Chapter 4, Public Realm, Parks, and Open Space.



The Plan envisions a circulation system that provides safe and convenient passage for all modes

Draft

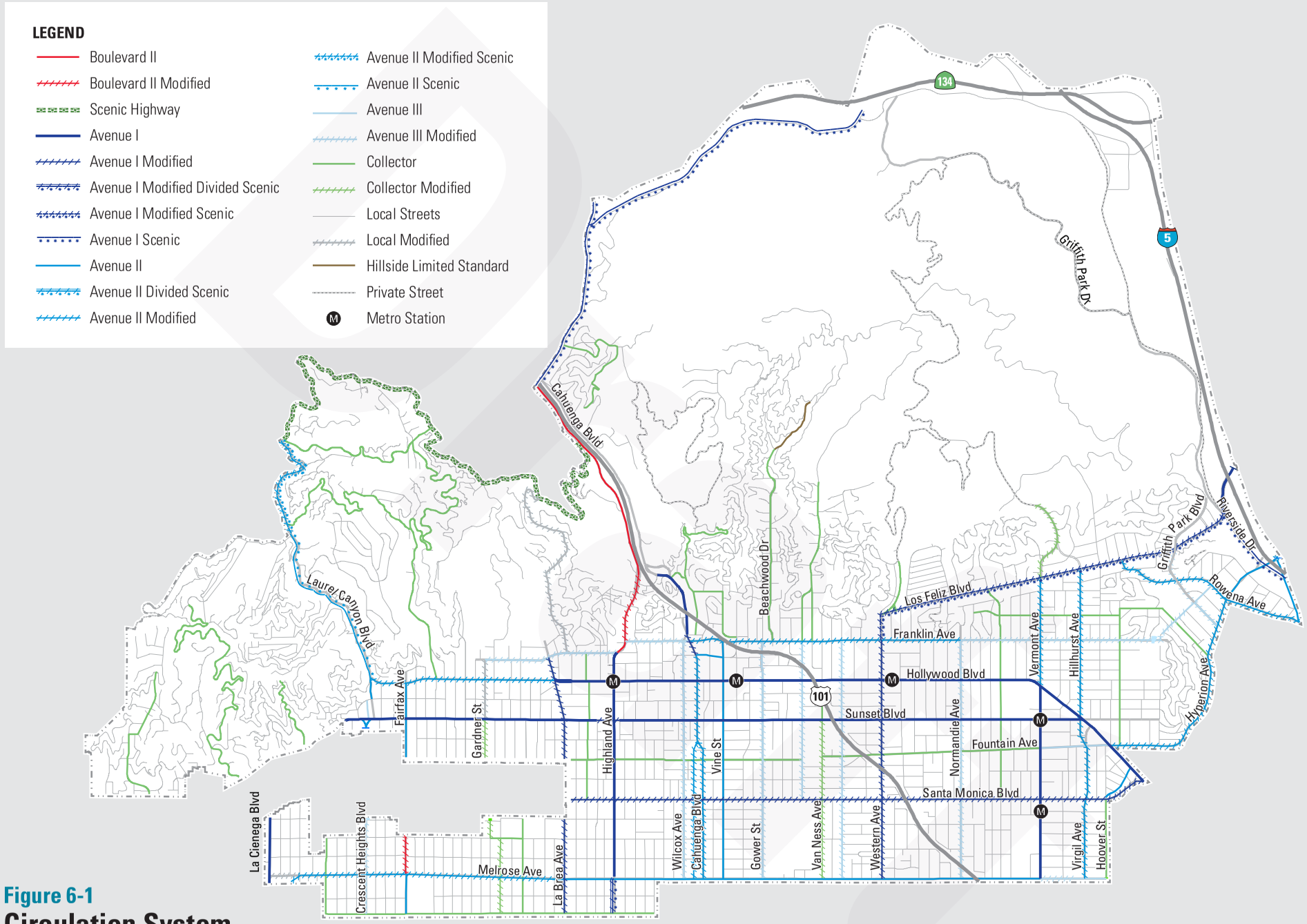


Figure 6-1

Circulation System

Hollywood Community Plan Area

City of Los Angeles Planning Department • August 2021

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

Not to Scale N

Street Classifications

Streets are organized by official standard street classifications established in the Mobility Element, and street dimensions, depicted in the Bureau of Engineering Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — which accommodate features such as sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. Mobility Plan 2035, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

Boulevards I and II

Boulevards, formerly Major Highway – are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

Avenues I, II and III

Avenues, formerly Major Highway Class II or Secondary Highways, are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The road-bed is commonly 70 feet for Avenue I, 56 feet for Avenue II and 46 for Avenue III. Avenues typically have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along Secondary Highways.

Collector Streets (standard, industrial, and hillside)

Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets are not intended to accommodate "thru traffic" seeking to avoid congestion on parallel arterial streets.

Local Streets (standard, industrial, and hillside)

Local Streets are designed to allow local traffic access to individual properties and/or destinations.



Safe routes to school encourage walking



Traffic calming measures make neighborhoods friendly to people walking and biking

Complete Streets

"Complete streets" are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, equestrians, motorists, and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the "Complete Streets Act," which requires local municipalities to plan for the routine accomodation of all roadway users when updating General Plans.

Mobility Goals and Policies

The Hollywood Community Plan Area is an urbanized community substantially developed at a range of densities from high to low scale. It includes hillside areas developed with housing, as well as large hillside areas devoted to open space. The Hollywood Community Plan Area represents the City's second largest regional center and #1 tourist attraction, drawing over 25 million tourists annually. Hollywood is also the only Community Plan Area with a wild regional-serving park, Griffith Park, thereby providing an invaluable open space amenity to residents and visitors.

The implementation of enhanced connections to these regional assets and other local serving amenities represents an opportunity that is of high community interest. In realizing multi-modal connections, many of the Community Plan Area's streets are in need of enhancements such as better and wider sidewalks, bike lanes and streetscape elements such as street trees, lighting, shade structures, benches, bike racks, among others.

Existing improved streets, however, have little additional land available for widening to accommodate other modes. Hollywood's street network is significantly influenced by the area's land development history, with many streets not meeting contemporary roadway width or sidewalk standards, and is further restricted for modification by the historic build out of property frontage. On these streets, new facilities for one mode, such as a wider sidewalk or a bicycle lane, may have to come at the expense of another, such as street parking or a travel lane for automobiles, or transit. The street network in some of the area's hillside communities contains remnants of historic trolley rights of way that influence roadway layout, creating curves, cuts, and inconsistencies in what might otherwise be a grid. Recognizing that all streets cannot serve all purposes, this chapter identifies priorities for certain key arterials, streets or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.

The following goals and policies seek to address concerns and ensure a well-functioning mobility system for Hollywood.

Goal M.1: Safe, accessible, and convenient mobility options for users of all ages and abilities.

Policy

M1.1 **Mobility for all modes.** Maintain the street system to facilitate the mobility of all modes. Support the maintenance and rehabilitation of all Streets and Highways.

M1.2 **Enhanced Network treatments.** Consider benefits of moderate, moderate plus, and comprehensive treatments for Mobility Plan 2035 Enhanced Networks. Consider treatments suggested by Mobility Plan 2035 for the Transit Enhanced Network, Bicycle Enhanced Network, Vehicle Enhanced Network, and Neighborhood Enhanced Network.

M1.3 **Prioritize safety improvements.** Prioritize and implement intersection and corridor safety improvements such as those identified in the Vision Zero High Injury Network (HIN) and Safe Routes to School, addressing high risk sites throughout the Hollywood Community Plan Area.

M1.4 **Emergency vehicles.** Consider the mobility needs of emergency service vehicles when planning a multi-modal transportation system. (P139)

M1.5 **Street dedications.** Support street dedications that comply with Mobility Plan 2035.

M1.6 **Ingress and egress.** Encourage new development to design the site's vehicular ingress and egress to minimize interference with pedestrian and bicycle facilities and bus traffic. (P47)

M1.7 **High volume venues and special events.** Support LADOT efforts to manage traffic and circulation needs resulting from the Hollywood Bowl, film premieres and award shows, theaters, and other events that require planning and execution of Traffic Management Plans. (P140)

M1.8 **Peak hour parking restrictions.** Discourage peak hour parking restrictions on streets with high volumes of bicyclists. Consider peak hour parking restrictions or no on-street parking on designated segments of Boulevards and Avenues in the Vehicle Enhanced Network that facilitate travel for rush hour freeway commuters.

M1.9 **Residential neighborhoods.** Continue to implement traffic calming measures in residential neighborhoods, including hillsides, which are impacted by speeding and/or commuter cut-through traffic, while improving pedestrian and bicycle circulation. (P69, P70, P144)

M1.10 **Neighborhood traffic management.** Support the establishment of a neighborhood traffic management plan as a potential mitigation, upon approving a major development project. (P71)

M1.11 **Street maintenance.** Implement on-street maintenance work during non-peak days and hours. Park street maintenance vehicles, equipment, materials, supplies, etc. away from Avenues I, II, and III during weekdays.

Motorized Vehicles and Greenhouse Gas Emissions

Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions measuring localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3 percent of the greenhouse gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

Alternative Mobility Options

Alternative mobility options can be identified and supported through Transportation Demand Management (TDM) Strategies. TDM strategies decrease the load of vehicles on the transportation system by providing incentives for the use of transit, shared vehicles, and shared commute programs. Policies are listed here to facilitate the use of transit and shared car options, which include taxis, rental cars, shared cars, van pools, and shuttles. The Community Plan also recommends a nexus study as a first step toward developing a traffic impact fee, and the study of other financing mechanisms to support mobility options.

Capital Improvements

World class cities require investment in capital improvements necessary to maintain the transportation infrastructure. The Community Plan together with the Mobility Element identify potential capital improvements throughout the Hollywood Community Plan Area.

M1.12 **Park once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a "park once and walk" strategy for commercial districts.

Goal M.2: A transportation system that provides abundant convenient alternatives to single-driver motor vehicles.

Policy

M2.1 **Sustainable mobility options.** Encourage sustainable mobility options. Support transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro Rail Stations and major transit nodes.

M2.2 **Shuttles and shared rides.** Support expansion of shuttle and shared ride services around Hollywood, especially to and from significant trip generators and destinations, like event spaces, destination parks, large residential, commercial, industrial, and mixed use projects, and Metro Stations. Encourage large residential, commercial, industrial and mixed use projects to provide shuttle services for their tenants or employees to Metro stations. (P43, P74)

M2.3 **Mobility Hubs.** Coordinate with the Mobility Hubs Program to plan, design, construct, operate, and maintain first/last mile improvements near five existing Metro Rail stations.

M2.4 **Incentives for transit users.** Encourage incentives that benefit transit users. (P44, P45, P46)

M2.5 **Transportation demand management.** Support implementation of transportation demand management strategies to minimize vehicle trips and improve mobility. (P72, P73)

M2.6 **Benefit Assessment Districts.** Coordinate with Business Improvement Districts and other community-based organizations to promote the establishment of Benefit Assessment Districts that can fund capital improvements for transit and shared car options.

M2.7 **Transportation Management Organizations.** Support the establishment of a Hollywood Transportation Management Organization (TMO) to coordinate local transportation demand management activities and conduct program and project evaluation.

M2.8 **Trips to work and TDM.** For non-residential developments, encourage employers to offer employees flexible work schedules and off-site telecommuting facilities to minimize peak hour congestion. Encourage Transportation Demand Management (TDM) Plans including Transportation Management Organizations (TMOs) membership for large projects. TDM Plans should establish parameters that include, but are not limited to, vehicle trip caps, a program for monitoring vehicle trips, and a system of incentives and penalties for meeting, or failing to meet, vehicle trip reduction goals.

Goal M.3: A world class transportation system supported by a robust and well planned capital improvement program.

M3.1 **Capital improvements.** Support the study of and investment in capital improvements of the transportation system. (P75, P76, P77, P78, P79, P80, P81, P86)

M3.2 **Impact fee.** Support the adoption of a transportation or mobility impact fee to fund multi-modal transportation enhancement strategies. (P42)

M3.3 **Connection between US Route 101 and State Route 134.** Coordinate with Caltrans and other local agencies to improve the connection between the US 101 Freeway and the SR 134 Freeway. Pursue the addition of connector ramps to connect the 101 Freeway south of this interchange with the 134 Freeway east of this interchange, to minimize overflow of regional traffic onto local streets, such as Forest Lawn Boulevard, Barham Boulevard and Lankershim Boulevard. (P87)

M3.4 **US Route 101 Cap Park.** 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.

M3.5 **Current travel information.** Utilize electronic media to provide motorists current traffic information. Support the use of Variable Message Signs or similar technologies along key arterials. Implement Intelligent Transportation Systems (ITS) improvements and install upgraded Traveler Information System to better inform motorists of approaching congestion, associated with street closures and special events, and alternate routes.

Transportation Systems Management

TSM strategies increase the efficiency of existing transportation infrastructure through traffic engineering and traffic operation control, by monitoring and synchronizing traffic signals, imposing peak period parking restrictions, and making improvements to intersections. Mobility Plan 2035 recommends TSM strategies to apply throughout the Hollywood Community Plan Area, with several locations highlighted for attention.



Bicycle racks on buses provide a seamless transition for multi-modal trips

M3.6 **Online access to travel information.** Support the development of online Real-Time Traveler Information which can be accessed by cell phone or handheld devices, to provide information about parking access, street closures, construction-related traffic impacts, bus route changes, traffic conditions, taxi stand and first/last mile service locations, valet parking, etc.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the term given to a variety of measures that encourage people to change their mode or time of travel or not make the trip at all (e.g., ridesharing, pricing incentives, parking management and telecommunication). TDM measures and services incentivize alternatives to the single-occupant vehicle to manage congestion and often include the following:

- Formation of a Transportation Management Association
- Merchant incentives
- Preferential parking
- Encourage employers to participate in Metro's B-Tap program
- Parking management strategies to incentivize ridesharing
- Park-and-ride shuttle services to activity centers and special events
- Public parking structures
- One-stop parking (valet service system)
- Incentives for walking and bicycling
- Adequate and appropriate lighting for pedestrian, vehicular, bicycle and transit uses
- Bicycle access and parking facilities
- Flexible work hours
- Carpooling and vanpooling
- Local business centers to facilitate work at home strategies
- Technology and marketing events to enhance the use of transit
- Enhanced transit services, including a transit center, and improved transit safety
- Strategies that bridge the first/last mile gap between transit stop/station and a person's origin/destination

Transit

The following policies recommend a number of transit improvement policies to support and increase the percentage of commuters choosing transit over the solo driver trip, including preferential bus lanes, street improvements to facilitate bus movement, and transit commuter amenities at transit stops.

Improving access to transit is accomplished by land use policies which direct growth to Plan areas accessible by transit, and other policies which make transit use more safe and attractive. Acknowledging that a transit trip often involves more than one segment and more than one mode of travel, the following policies facilitate the seamless transfer from one mode of travel to another (such as the transfer from bus to bicycle, from Metro to taxi, or from Metro Rail to DASH).

Hollywood's transit system includes the B Line Metro Rail, Metro Rapid Bus lines, neighborhood DASH lines (refer to Figure 6-2, Major Public Transit Corridors), one Commuter Express Bus and numerous local bus lines, including both regular and Metro Owl Service lines to provide 24-hour coverage.

Transit Providers

Metro Rail

The Metro B Line is a subway line which travels between Union Station in downtown Los Angeles and North Hollywood, making five stops in Hollywood, including Vermont/Santa Monica, Vermont/Sunset, Hollywood/Western, Hollywood/Vine and Hollywood/Highland.

Metro Rapid Bus Service

Metro Rapid buses are buses which provide more frequent service, make fewer stops, and have signal priority. They are located on major transit corridors such as Vermont and Western Avenues, and Hollywood and Santa Monica Boulevards.

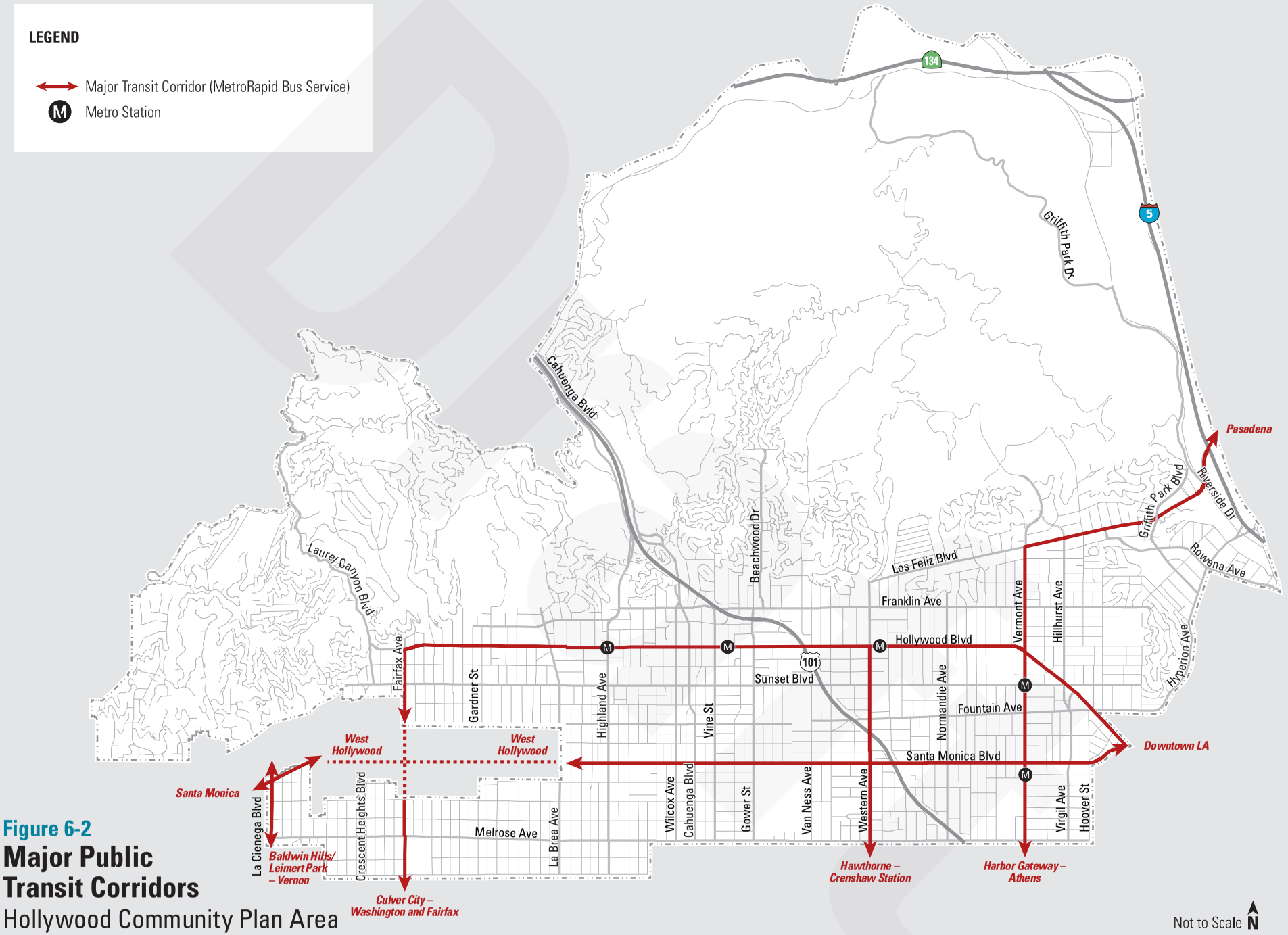


Figure 6-2

Major Public Transit Corridors

Hollywood Community Plan Area

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Numerous transit providers serve the Plan Area including LADOT Commuter Express and DASH buses

Local Bus Service

There are over 20 local buses which service Hollywood on fixed routes and stop at all stops on the bus line upon passenger request.

Commuter Express Bus

A Commuter Express Bus line provides transit service to the San Fernando Valley/ Thousand Oaks area from a bus stop at Western Avenue and the 101 Freeway.

DASH Service

DASH buses are small buses which circulate around one neighborhood or center and make many stops. DASH service areas in Hollywood include the Fairfax, Hollywood/West Hollywood, Hollywood, Beachwood Canyon and Los Feliz lines.



The Metro B Line enables regional access to Hollywood without relying on a car

Goal M.4: A comprehensive transit system that provides safe and efficient access to, around and from Hollywood that minimizes automobile dependence.

M4.1 **Improvements for transit users.** Support public transportation improvements that increase the quality, ease, safety, and affordability of travel for transit users. (P88)

M4.2 **Metro Rail expansion.** Support the expansion of the Metro Rail system. Support routes that provide connections from Hollywood to the Westside and from Hollywood to destinations south, including LAX.

M4.3 **Transit corridors and TEN.** Support improvements, projects, and initiatives that work towards achieving high quality transit corridors on the designated Transit Enhanced Network. Support preferential bus lanes and work with other departments and agencies to study and pilot bus rapid transit where appropriate.

M4.4 **Intermodal linkages.** Support the development of coordinated intermodal strategies to implement linkages to future public transit services.

M4.5 **Mobility Hubs.** Support the development of Mobility Hubs at key destinations.

M4.6 **Major transit stops.** 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



The Vermont/Sunset Metro station provides easy access to nearby medical facilities.

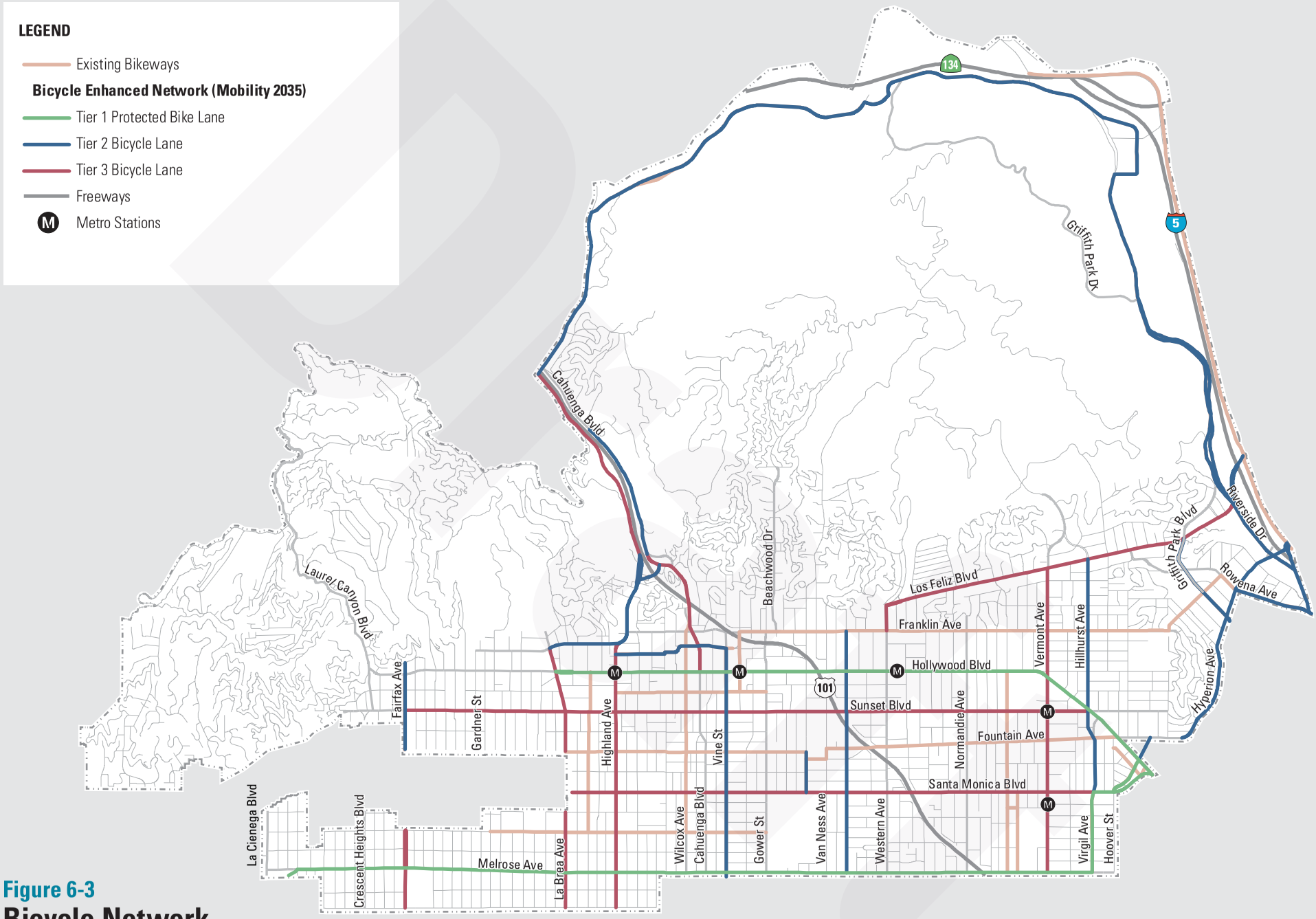


Figure 6-3

Bicycle Network

Hollywood Community Plan Area

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Not to Scale N



Pedestrian connections encouage people to walk instead

landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (ie. enhanced crosswalks, crossing signals, and accessible ramps). Support transit information kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services. Consult Mobility Hubs Project plans to coordinate improvements.

M4.7 **Access, mobility, and connectivity.** Support the development of strategies and pilot programs that improve transit access, multimodal mobility, and connectivity. Support improvements that create an easy and convenient user experience by providing on-street access for people walking and bicycling, improving transit waiting areas, and enhancing pedestrian and bicycle routes connecting to transit waiting areas, Mobility Hubs, and other passenger facilities at Metro B Line Stations.



Bicycle Cars on trains provide convenience and accessibility for bicycle commuters

M4.8 **Pedestrian features near transit nodes.** Encourage projects located near transit nodes and Mobility Hubs to provide people-oriented built environment features such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers, and enhanced or decorated crosswalks.

M4.9 **Monthly parking leases.** Encourage commercial, residential and mixed-use projects located within walking distance of a Metro Station to offer monthly parking leases to Metro commuters.

M4.10 **Pick up zones.** Support the location of taxi, bus stop, and bus layover zones, shared and on-demand mobility, shuttles, and passenger pick up zones on corridors near Metro stations and major pedestrian destinations. (P89, P90)

M4.11 **Street improvements for buses.** Support street improvements that help facilitate the movement of buses, such as jog eliminations, bus bays or turnouts, street signage, striping, and colored pavement.

M4.12 **Mobility service technology.** Support transportation technologies that provide users with access to mobility services as an alternative to private vehicle ownership.



Protected bike lanes or cycle tracks encourage riders of all ages and abilities

M4.13 **Priority parking.** Encourage new developments, especially those located near a Metro station, to provide exclusive parking areas for shared cars and/or exclusive parking areas/waiting areas for carpools/vanpools, taxis, and Transportation Network Companies (TNCs).

M4.14 **On-street parking for shared vehicles.** Support the dedication of on-street parking spaces for shared cars near Metro stations.

M4.15 **Direct pedestrian connections.** Where feasible, encourage new development located adjacent to Metro stations to prioritize transit and provide direct pedestrian connections to the Metro Subway Station Platform/ Mezzanine, in consultation with Metro, Department of Transportation and the Department of City Planning

M4.16 **Metro review.** Development within 100 feet of a Metro facility will require Metro review and approval, including compliance with the Metro Adjacent Development Handbook. (P48)

M4.17 **Transit to parks.** Support expansion of transit to improve accessibility to parks and trails, including shared transit or on-demand services, and support Metro's efforts to implement its Transit to Parks Strategic Plan.



Developments can provide bike rooms for their tenants

Bicycling

Bicycle travel is an important and growing part of the mobility system in Hollywood (refer to Figure 6-3, Bicycle Network). Mobility Plan 2035 has proposed a Bicycle-Enhanced Network (BEN), which is a selection of streets that provide comfortable and safe routes for localized travel of slower moving modes such as bicycling. Bicycles are used for short trips or for parts of longer trips. Metro policies enable bicyclists to store their bicycles at Metro Stations, take bicycles on board the Metro subway and load their bicycles onto the front of buses. The Hollywood Community Plan contains policies to support the needs of bicyclists for safe bikeways and convenient bike storage, bicycle accessories and amenities.



Parking facilities like bicycle corrals connect people to parks, large venues and more

Goal M.5: A safe and integrated bicycle network that provides access to transit and key destinations.

Policy

M5.1 **Safety and convenience.** Support and encourage bicycling as a mobility option by supporting infrastructure, facilities, and programs that create a safe and convenient environment to ride bicycles.

M5.2 **Funding and construction.** Encourage funding and construction of safe, low-stress, connected, and attractive bicycle facilities. Support the implementation of the Bicycle Enhanced Network (BEN). Support facilities for people walking and biking to residential neighborhoods, schools, open space areas, neighboring cities and employment centers.

M5.3 **Protected bicycle lanes.** Support protected bicycle lanes in identified segments of the Bicycle Enhanced Network.



Bicycle Friendly Streets and Neighborhood Streets offer special treatments and slower speeds for people walking and biking

High Injury Network

The Community Plan and the Mobility Plan 2035 include goals and policies aimed at creating a safer transportation environment for all mobility users, in particular the roadway's most vulnerable users, such as bicyclists and pedestrians. Through its Vision Zero initiative, the City has identified a High Injury Network (HIN) (Figure 6-4) spotlighting priority intersections and corridors with a high concentration of traffic collisions that result in severe injuries and fatalities, with an emphasis on collisions involving people walking and bicycling. The Community Plan supports implementation of safer bicycle and pedestrian facilities on the High Injury Network streets segments within the Hollywood Community Plan Area.

M5.4 **Bikeway connections.** Connect existing and proposed bicycle facilities such as bike paths, protected bike lanes, bike lanes and bike routes, in the Hollywood Community Plan Area to bicycle facilities in other communities, where possible.

M5.5 **Bikeway connections to LA River.** Connect bicycle facilities such as bike paths, protected bike lanes, bike lanes and bike routes by the Los Angeles River to bicycle facilities in central Hollywood.

M5.6 **Bikeway connections to Metro Rail.** Support bikeway improvements connecting Metro Rail stations to facilitate the use of Metro Rail by bicyclists.

- Support Metro efforts to supply secure bicycle parkig at or near Metro Rail stations.
- Support Metro efforts to maintain and expand space within train car for bicycles during both on- and off-peak hours.

M5.7 **Markets and shopping centers.** Support the provision of bicycle and pedestrian facilities at markets and shopping centers.

M5.8 **Parking and shower facilities.** Support the provision of short and long term bicycle parking and shower facilities in new non-residential development and municipal buildings, as required by LAMC 12.21 A 16. (P91)

M5.9 **Access to large venues.** Support bicycle access to large entertainment venues, such as the Hollywood Bowl. Provide secure and free or affordable bicycle parking at venues.

M5.10 **Routes.** Maintain existing planned bicycle routes and consider future connections and routes. (P92)

Class I Bike Path:

- The Los Angeles River Bike Path

Class II Bike Lanes:

- Forest Lawn Drive between Barham Boulevard and Zoo Drive
- Los Feliz Boulevard between Crystal Springs Drive and Griffith Park Boulevard
- Sunset Boulevard between Hillhurst Avenue and Santa Monica Boulevard
- Mulholland Drive between Laurel Canyon Boulevard and the 101 Freeway
- Griffith Park Boulevard between Los Feliz Boulevard and Hyperion Avenue

Class III Signed Bike Routes:

- Zoo Drive between Forest Lawn Boulevard and Crystal Springs Drive
- Crystal Springs Drive between Zoo Drive and Los Feliz Boulevard

M5.11 **Bicycle lane improvements.** Support the improvement of bicycle lanes on the following streets: (P49)

- Fountain Avenue between La Brea Avenue and Sunset Boulevard
- Fairfax Avenue between Hollywood Boulevard and Fountain Avenue
- Fairfax Avenue between Willoughby Avenue and Melrose Avenue.

M5.12 **Opportunities for improvements.** Coordinate with the Department of Transportation to identify opportunities for providing the following bicycle facilities and improvements:

- expanded bicycle lanes, bicycle routes and bicycle friendly streets
- bicycle friendly drainage grates parallel to the path of travel
- directional/wayfinding signage
- bicycle signals and/or push buttons accessible from the path of travel
- bicycle loop detectors
- wide outside curb lanes
- wide buffers from parked vehicles to avoid the "door zone"
- use of "bikes may use full lane" rather than "share the road" signs in construction zones, consistent with LADOT standards



Efficient management of parking is especially important in high volume areas like the Regional Center

Parking Management

Mobility Plan 2035 recognizes that there is a strong demand for parking resources in Hollywood, but that at any given moment many available parking spaces remain unoccupied. Acknowledging that existing parking resources are underutilized, Mobility Plan 2035 supports parking policies which allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and land in Hollywood.

Mobility Plan 2035 recommends the creation of a parking management district in the Regional Center to allow for evening parking on lots and structures for banks and other similar uses that are closed in the evening. Vehicle Parking Assessment Districts are proposed to finance the improvement of existing public parking structures and fund the construction of new public/private parking structures, where needed.



Screening above ground parking lots with greenery makes for a more pleasant walking experience

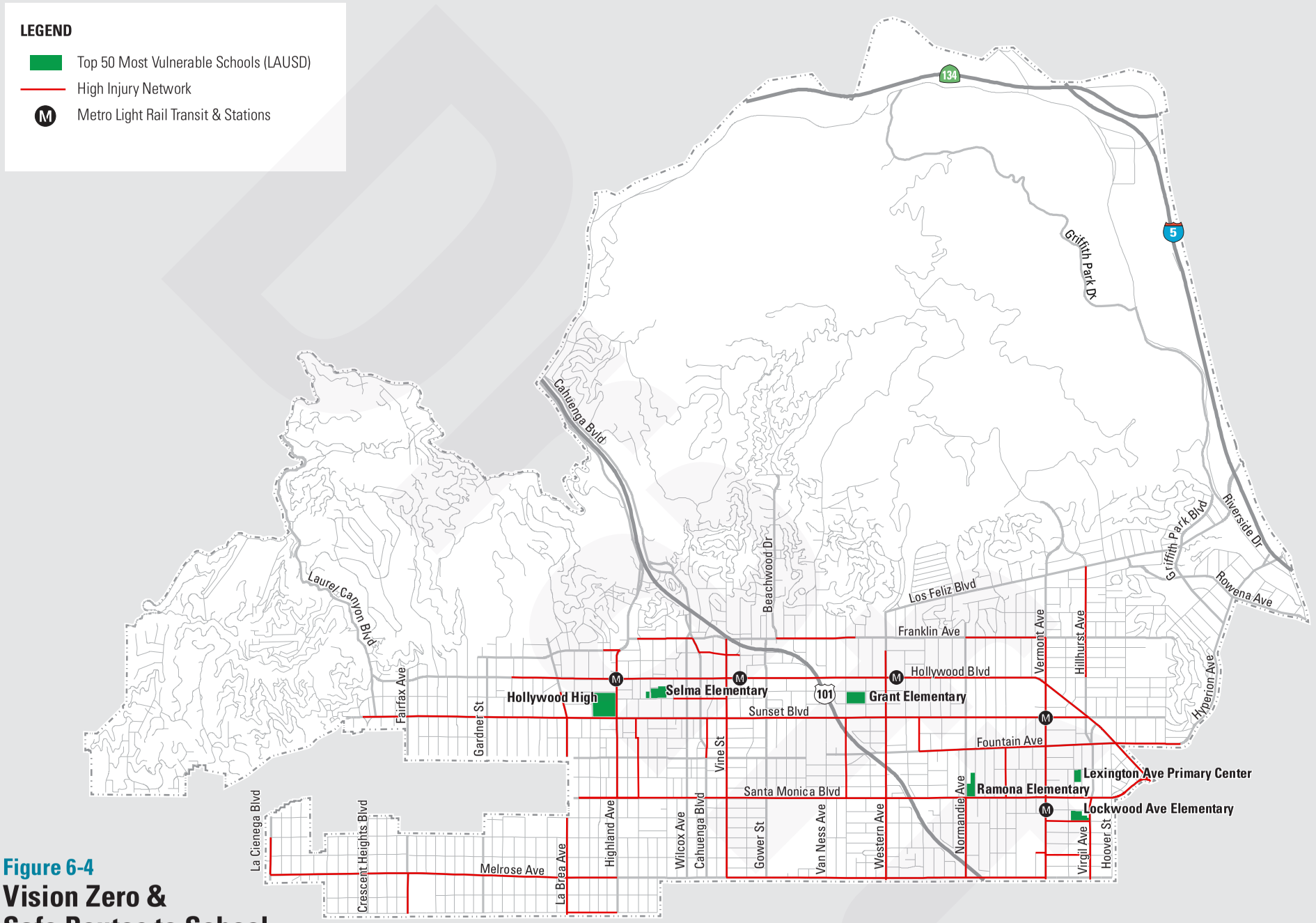


Figure 6-4

Vision Zero & Safe Routes to School

Hollywood Community Plan Area

Not to Scale N

City of Los Angeles Planning Department • August 2021

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Goal M.6: A well-managed parking supply where parking resources are used efficiently.

M6.1 **Efficient management.** Improve utilization and management of existing public parking supply. Support their use and encourage shared parking, market-driven pricing, and other parking innovations to ensure parking efficiency. (P50, P51, P93, P141)

M6.2 **Resources in Regional Center.** Maintain appropriate supply of publicly accessible parking resources in the Regional Center of Hollywood.

M6.3 **Flexibility in requirements.** Encourage flexibility in parking requirements within parking management districts or when a public parking facility is located within walking distance of a proposed development. For example, encourage the 24-hour use of offsite parking spaces.

M6.4 **Sharing.** Encourage the sharing of parking resources, for example, by new development and shared use of public agency parking facilities or uses that do not utilize parking 24 hours.

M6.5 **Priority parking.** Encourage residential, commercial and mixed-use projects to provide exclusive parking areas for shared cars, and/or exclusive parking areas/waiting areas for carpools/vanpools.

M6.6 **Peak hour parking restrictions.** Discourage peak hour parking restrictions on streets in older residential neighborhoods which have limited off-street parking.

M6.7 **Parking replacement.** Encourage projects located within the Regional Center to consider replacing publicly available parking spaces which are lost to new development by any of the following means:

- on-site spaces
- off-site spaces obtained through private leasing arrangements
- off-site spaces obtained through alternative parking programs such as a parking management district.

M6.8 **Excess parking for public use.** Consider requiring residential, mixed-use or commercial projects that request parking spaces which exceed the minimum required to make the additional requested spaces available for use by the general public.

M6.9 **Metro adjacent projects.** Consider reductions in parking requirements for projects located within 1500 feet of a Metro Rail station.

M6.10 **Parking leases for Metro commuters.** Encourage property owners with excess parking resources located within walking distance of a Metro station to offer monthly on-site parking leases to Metro commuters.

M6.11 **On-street parking.** Maximize the use of on-street parking spaces in commercial areas. (P94)

M6.12 **New lots and structures.** Support construction of new parking lots and structures located in high demand areas that share spaces with multiple uses and adhere to design standards. New parking structures should be built to be adaptive to a future non-parking use. (P95, P96, P97)

M6.13 **Design.** Encourage projects to minimize negative impacts of visible, above-grade, structured parking. (P145)

- Consider requiring ground-floor commercial uses in off-street parking facilities located in commercial areas.
- Encourage projects to provide required parking spaces in underground facilities.
- When parking is provided above grade, consider design features such as above-grade parking with lined habitable uses, parking levels integrated into the building design, parking structures that are free of blank walls, and/or parking structures that are otherwise screened completely with architectural features.
- Design parking levels to complement the rest of the building with flat levels and standard ceiling heights which can increase flexibility of use over time.
- On larger sites with multiple buildings, provide parking in a shared stand-alone parking structure rather than embedded within multiple buildings.
- Encourage the screening and landscaping of parking lots.

M6.14 **Permeable paving.** Promote use of permeable paving material on new and existing parking lots.

M6.15 **Assessment districts.** Promote the use of assessment districts and other financing tools as a means of constructing new parking structures in high-demand areas with limited parking. Support the establishment of Vehicle Parking Assessment Districts to pay for the improvement of existing public parking structures and the construction of joint public-private parking structures in the Regional Center and the Media District.

Recreation and Scenic Highways

Recreational opportunities are an important amenity in healthy, livable communities. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features, including hillsides and rivers, with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility.



The Mulholland Scenic Parkway and Corridor is a famous thoroughfare that offers panoramic views of the City and surrounding mountains.

Goal M.7: A community with abundant opportunities for exploration of its natural and recreational assets.

Policy

M7.1 **Identification and preservation.** Support programs that encourage the identification and preservation of scenic highways. (P142)

M7.2 **Public views.** Development adjacent to a Scenic Highway should integrate public view protection of scenic vistas to the maximum extent feasible; be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility.

M7.3 **Trail connections.** Encourage, where appropriate, a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking. (P61, P62, P143)

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STAGE 4

Implementation

The Hollywood Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decisions makers, such as City Planning Commission, hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency and land use decisions.

Implementation programs are mechanisms put in place to ensure that Hollywood Community Plan goals and policies are realized. This chapter discusses how the Community Plan policies and programs are implemented in land use decision making. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

The Implementation Process

The goals and policies set forth in Chapters 3, 4, 5, and 6 of the Hollywood Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that can provide for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape

improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making.

Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval process. Under the City Charter, only the Director, City Planning Commission, and City Council may initiate an amendment. The amendment process allows for the City to deny a proposed amendment if it is inconsistent with the goals and policies of the Community Plan.

Specific Implementation Programs

Some recommendations of the Hollywood Community Plan are enacted concurrently with adoption of the Plan. These include zone changes (including the removal of, addition to or change in Qualifying [Q] condition and / or "D" limitations, a community plan implementation overlay and height district changes). These are included in Table 7-2.

Implementation programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements. A suggested time frame identifies when each program can be expected to be completed: (1) Short-term or (2) Long-term. Lastly, the table identifies the primary City Department(s), including main external agency when applicable, that is responsible for implementation of particular programs.

Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of city services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other city departments to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Some typical funding sources for public services and infrastructure are identified in Table 7-1.

Table 7-1:
Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
• Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments Benefit Assessment District Business Improvement District Vehicle Parking District	• Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro's Call for Projects: Proposition A sales tax Proposition C sales tax State retail sales tax State motor vehicle tax Federal gas tax
Bonds	**Public Revenue Funds**
• Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds.	• City's General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	**Other Federal and State Funds**
• Entrance fees • Parking meter fees	• Grants

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P1	Study lower density in low-scale multi-family neighborhoods.	LU1.1	DCP
	P2	Maintain and enforce the City's Baseline Hillside Mansionization Ordinance, The Oaks' hillside zoning restrictions, and the Mulholland and Hollywoodland Specific Plans.	LU2.1	DCP/LADBS
	P3	Study hillside neighborhoods, including the Laurel Canyon, Nichols Canyon, Doheny Sunset Plaza and Los Feliz neighborhoods, to protect single family neighborhoods in the hillsides from out-of-scale "mansionized" development.	LU2.1	DCP
	P4	Consider the development of a Ridgeline Protection Ordinance to preserve the contours of natural ridgelines and continue to study hillside regulation.	LU2.1	DCP
	P5	Consider design standards to protect hillside neighborhoods from over-sized development. Further study R1 variation zones in the hillsides based on physical features such as lot size and slope.	LU1.1, LU2.1, LU2.5	DCP
	P6	Evaluate additional or revised retaining wall regulations to improve the quality of hillside development.	LU2.1	DCP
	P7	Coordinate with City Departments to further study ridgeline mapping in Hollywood to further inform hillside protection areas and improve regulations.	LU1.1, LU2.1	DCP/BOE
	P8	Restore citywide standards for Floor Area Ratio in Height District 1 along commercial corridors.	LU7.1	DCP
	P9	Provide incentives for development of retail and office commercial, and mixed uses.	LU7.1	DCP
	P10	Create an exemption for off-street automobile parking requirements for new equity-waiver theaters seeking change of use permits within Theatre Row.	LU7.7	DCP
	P11	Study standards to regulate lighting intensity and brightness for all digital or electronic signage in Hollywood.	LU7.10	DCP/LADBS
	P12	Extend the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway.	LU8.1	DCP
	P13	Utilize Floor Area Ratio (FAR) bonuses to incentivize commercial and residential development in the Regional Center.	LU8.2	DCP
	P14	Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas.	LU8.2	DCP
	P15	Study the Vermont-Western Station Neighborhood Area Plan (SNAP) for future revision and updates to reflect legislative changes.	LU7.3	DCP
	P16	Create incentives for affordable housing units in the Regional Center by providing additional FAR in exchange for units reserved for Low Income and Very Low Income tenants based on Area Median Income.	LU9.2	DCP
	P18	Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses.	LU10.5	DCP
	P19	Study and update evacuation routes for hillside areas, including substandard hillside streets. Implement clear and consistent signage to delineate no street parking on Red Flag Days for hillside streets in designated Very High Fire Hazard Severity zones.	LU13.6	LADOT/LAFD/ LAPD
	P20	Review current zoning and building codes to minimize impact on climate change.	LU13.7	DCP/LADBS
	P21	Support Modified Street Standards that preserve wide sidewalks (15 feet or wider) and that widen sidewalks less than 15 feet. Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along Boulevards and Avenues with high levels of pedestrian traffic.	PR1.1	DCP/LADOT/BOE

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P22	Establish Community Design Overlay Districts or other overlay to maintain and improve the pedestrian-oriented scale and character of districts which are walkable and pedestrian-oriented.	PR1.15	DCP
	P23	Establish design guidelines for commercial uses in pedestrian-oriented districts.	LU6.4, PR1.15	DCP
	P24	Create pedestrian-oriented design guidelines including a possible Streetscape Plan for commercial uses that foster pedestrian-oriented scale and character for the following street segments: • Sunset Boulevard between Fairfax Avenue and Vista Street • Melrose Avenue between Highland Avenue and Orlando Avenues, inclusive of Melrose Place • Santa Monica Boulevard between Seward Avenue and Hoover Street • Hillhurst Avenue between Franklin and Los Feliz Avenues	PR1.15	DCP
	P25	Develop an ordinance to limit paving in the front of residential structures to the paving required by LAMC driveway regulations only.	PR1.15	DCP
	P26	Utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods. Encourage use of rear alleys for access to parking areas.	PR1.18	DCP/LADOT
	P27	Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact or Quimby fees.	PR3.2	DCP
	P28	Ensure that the character of historic neighborhoods are maintained by existing and new HPOZs in Hollywood by providing guidance for the rehabilitation of historic structures and the review of new development within historic neighborhoods.	P1.1	DCP
	P29	Develop a historic preservation district or districts in Los Feliz with community involvement and support.	P1.1	DCP
	P30	Study and support efforts to initiate a California Main Street district through the state for the Hollywood Boulevard National Historic District area.	P1.1	DCP
	P31	Study the historical resources in neighborhoods surrounding the Melrose Hill HPOZ.	P1.1	DCP
	P32	Collaborate with the Department of Cultural Affairs to encourage the preservation of murals in Hollywood.	P1.13	DCP/DCA
	P33	Study the feasibility of implementing a Transfer of Development Rights program in Hollywood to encourage preservation of historical resources.	P1.4	DCP
	P35	Establish zoning regulations to ensure appropriate review of design for resources.	P1.7	DCP
	P36	Utilize adopted Citywide Design Guidelines for new and infill development.	P1.8	DCP
	P37	Study the garden apartments in the block bounded by Prospect Avenue on the north, Rodney Drive on the west, Lyman Place on the east, and the alley north of Hollywood Boulevard on the south for potential historic significance.	P1.8	DCP
	P38	Study the implementation of a Specific Plan, Community Plan Implementation Overlay (CPIO), or other zoning tools in central Hollywood, including Sunset Boulevard and Hollywood Boulevard, which may include guidelines for site planning and building design, controls on lot consolidation, and possible requirements for approved plans prior to demolition, in order to ensure that infill development in the Regional Center complements existing neighborhood character.	LU4.1, LU8.10, P1.3, P1.4, P1.8	DCP

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P39	Study design regulations for: • Afton Square Historic District: Eastern half of block between Leland Way on the north, El Centro to the east, De Longpre to the south and Vine to the West. • Selma-Labaig Historic District: Both sides of Labaig roughly between Gower and Gordon, including the north side of Harold Way. • Serrano Historic District: East side of Serrano roughly between Hollywood Boulevard and Sunset/west side of Serrano generally between Carlton Way and Sunset.	LU4.1, P1.9	DCP
	P40	Study the creation of new height limits on portions of Sunset Boulevard and Western Avenue that abut designated or eligible historic neighborhoods.	P1.10	DCP
	P42	Conduct a nexus study to determine the impact of future development on transportation infrastructure in Hollywood, and develop community-wide improvements funded by impact fees.	M3.2	DCP
	P43	Maintain and expand existing shuttle services that provide transportation to and from satellite parking lots for significant trip generators such as the Hollywood Bowl and major employers, such as the hospitals in East Hollywood.	M2.2	DCP
	P44	Encourage new developments and existing multifamily residential and mixed-use projects to offer tenants incentives for using transit, such as subsidized Metro monthly passes to tenants and/or employees and subscriptions to programs that provide first/last mile connections such as bike share, carshare, or Transportation Network Companies. Coordinate guaranteed ride home programs or carpooling among tenants.	M2.4	DCP
	P45	Encourage employers to provide employees with incentives for using transit.	M2.4	DCP
	P46	Promote the offer of merchant incentives to customers for using transit.	M2.4	BID/METRO
	P47	Minimize driveways along streets served by articulated buses on the High Injury Network or the Bicycle Enhanced Network (BEN).	M1.6	DCP/LADOT/BOE
	P48	Inform future development in close proximity to Metro facilities that may impact Metro bus operations of notification procedures and considerations for projects.	M4.16	DCP/METRO
	P49	Implement public right-of-way improvements on Fairfax Avenue between Willoughby Avenue and Melrose Avenue to complement bikeway improvements in the City of West Hollywood north of Willoughby Avenue on Fairfax Avenue. Restripe this segment of Fairfax Avenue to allow for bike lanes, northbound and southbound.	M5.11	LADOT
	P50	Encourage projects located within the Regional Center to participate in District Valet Programs to mitigate any project-generated parking impacts. Participation in a District Valet Program should be considered as a traffic mitigation measure.	M6.1	DCP/LADOT
	P51	Consider allowing nightclub and other entertainment venues in the Regional Center to submit a private parking plan certified by the Department of Transportation to utilize underused private commercial parking areas for certification by the Department of Transportation in lieu of providing required on-site parking spaces.	M6.1	DCP/LADOT
	P83	Update the zoning in the Media District to support ground-floor individual small scaled retail and restaurant.	LU10.1	DCP
	P94	Work with LADOT to implement Express Park, an intelligent parking management system that provides information on the location and pricing of available parking in current time and adjusts pricing and time limit in response to changes in supply and demand.	M6.11	LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P101	Establish a CPIO that provides incentives for the development of affordable housing near public transit areas, along commercial corridors that are well-served by transit and in close proximity to jobs, services and facilities.	LU5.4, LU9.2	DCP
	P145	Study and implement above ground parking design standards for multi-family, commercial, and industrial areas.	M6.13	DCP
Long Term Programs	P41	Support and complete Historic Places LA within the Hollywood Community Plan area, and incorporate SurveyLA findings, and ongoing efforts to create a comprehensive online archive.	P1.12	DCP
	P52	Study the addition of crosswalks and complete streets improvements on the High Injury Network, especially those near schools identified among the top 50 most vulnerable schools by Safe Routes to School, including but not limited to: • Hollywood High School • Selma Elementary School • Grant Elementary School • Ramona Elementary School • Lexington Avenue Primary Center • Lockwood Elementary School • Dayton Heights Elementary School	PR1.13	LADOT
	P53	Consider the following street segments as candidates for Streetscape improvements: • Hollywood Boulevard between Gower Avenue and the 101 Freeway • Western Avenue between Franklin Avenue and Melrose Avenue • Santa Monica Boulevard between Seward Avenue and Hoover Street • Cahuenga Boulevard between Hollywood and Sunset Boulevards • La Brea Avenue between Franklin and Rosewood Avenues • Melrose Avenue between La Cienega Avenue and Highland Avenue, and between Seward Avenue and Hoover Street (or Madison Avenue)	PR1.15	DCP/BSS
	P54	Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.	PR1.17	DCP/BSS
	P55	Coordinate with other City departments, neighborhood associations, business improvement districts and private developers to promote trees in parkways, landscaped medians, community gateways and throughout the Plan Area.	PR1.17	DCP/BSS/BID
	P56	Conduct a study of the alleys in the Regional Center as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	PR1.18	DCP/BSS
	P57	Consider an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between Highland Avenue and Orlando Avenues, inclusive of Melrose Place extending west to La Cienega.	PR1.18	BSS
	P58	Study the closure of Hudson Avenue, between Hollywood Boulevard and Yucca Street, to create a public plaza.	PR2.3	LADOT
	P59	Develop guidelines for commercial streets to encourage the landscaping of those portions of easements which extend past the required sidewalk width and are not used for necessary driveways, sidewalks and other pedestrian uses.	PR3.5	DCP/LADOT/BOE
	P60	Work with the Council Office, the Office of Historic Resources, Bureau of Street Services, Bureau of Engineering, the Hollywood Entertainment Business Improvement District, and the Hollywood Chamber of Commerce to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame and seek on-going potential funding streams, mechanisms, and resources.	PR3.6	LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P61	Study the connection of Griffith Park trails with Elysian Park trails, when possible.	PR3.10, PR5.5, M7.3	RAP
	P62	Improve pedestrian access to Barnsdall Park in East Hollywood. Encourage access from Vermont Avenue.	PR3.10, M7.3	DCP/LADOT
	P63	Support school-specific agreements with LAUSD, which will enable communities to jointly use schools for recreational purposes.	PR5.4	DCP/LAUSD
	P64	Create Hollywood Central Park as a new cap park over the 101 Freeway, with a mix of public-serving uses including libraries, etc.	PR3.15	CALTRANS/RAP
	P65	Improve and streamline the building permit process and ensure compatible rehabilitation of historical resources by providing early technical advice and assistance from the staff of City Planning and Building and Safety.	P1.2	DCP/LADBS
	P66	Work with the Bureau of Engineering, the Hollywood Historic Trust, and the Hollywood Chamber of Commerce to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame.	P1.5	DCP/BOE
	P67	Partner with the Los Angeles Housing and Community Investment Department, and other agencies to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic homes.	P1.11	DCP/HCIDLA
	P68	Seek opportunities to partner with Council Offices, preservation organizations, business improvement districts, certified neighborhood councils, and other community stakeholder groups to create new interpretive programs, tours and signage highlighting the community's history and architectural legacy.	P1.1, P1.12	Preservation Organizations, Neighborhood Councils
	P69	Study the effects of cut-through traffic in the area bounded by Franklin Avenue and Hollywood Boulevard on the north, La Brea Avenue on the east, Fountain Avenue on the south, Fairfax Avenue on the west, and the area bounded by Hollywood Boulevard on the north, Fairfax Avenue on the east, Sunset Boulevard on the south, Laurel Canyon Boulevard on the west, and prepare a neighborhood traffic management plan, pending results of study.	M1.9	LADOT
	P70	Consider the implementation of Neighborhood Traffic Management Plans, which may include treatments like speed humps, medians, directional signs, improved bicycle and pedestrian crossings, and other improvements per the Complete Streets Design Guide adopted with Mobility Plan 2035, along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: • Franklin Avenue and Hollywood Boulevard • Sunset and Hollywood Boulevards • Sunset and Santa Monica Boulevards • Santa Monica Boulevard and Melrose Avenue, including blocks south of Melrose Avenue • Franklin Avenue and Mulholland Drive • Highland Avenue, La Brea Avenue, and Martel Avenue along the Willoughby Corridor	M1.9	LADOT
	P71	Coordinate with the Department of Transportation to design routes for valet parking operations and ride-sharing pick-up and drop-off locations to minimize traffic impacts on residential neighborhoods.	M1.10	DCP/LADOT
	P72	Initiate a study of funding mechanisms for transportation demand management activities and programs, such as a Transportation Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.	M2.5	DCP/LADOT
	P73	Secure funding sources to implement Mobility Plan 2035 Action Programs.	M2.5	DCP
	P74	Promote the operation of shared ride and shuttle services that connect users to public parking facilities, and major residential, commercial and transit locations.	M2.2	DCP/LADOT
	P75	Implement transportation systems management strategies to use the existing transportation facilities more efficiently.	M3.1	DCP/LADOT
	P76	Implement signalization improvements to reduce conflicts and facilitate traffic flow.	M3.1	LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P77	Implement traffic signal control systems that optimize traffic flow and safety throughout a network and provide priorities for high capacity bus systems.	M3.1	LADOT
	P78	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.	M3.1	LADOT/ CALTRANS
	P79	Provide information to motorists regarding alternative routes and modes of travel using changeable message signs, highway advisory radio or other appropriate traffic management techniques.	M3.1	LADOT
	P80	Identify chronically congested intersections and implement improvements, considering safety and connectivity impacts on pedestrians and bicyclists.	M3.1	LADOT
	P81	Support evaluation and improvement of the complex five-way intersection at Sunset Boulevard, Sunset Drive, Hollywood Boulevard, Hillhurst Avenue and Virgil Avenue.	M3.1	LADOT
	P82	Coordinate with LADOT to study the feasibility of a program that addresses parking between the street and the front of the structure on non-driveway surfaces.	LU1.7	LADOT
	P84	Encourage new buildings to achieve sustainability certification such as LEED and implement evolving best practices for energy efficiency.	LU11.2	DCP
	P85	Encourage architectural innovation like vertical forests, and other developments that include trees while balancing life safety issues in consultation with the Fire Department.	LU11.3	DCP/LAFD/UF
	P86	Restripe Cahuenga Boulevard East south to the US 101 Freeway on-ramp near Pilgrimage Bridge to provide two lanes on Cahuenga Boulevard East between the US 101 on-ramp and the US 101 Barham Boulevard off-ramp and from there, three lanes northbound.	M3.1	LADOT
	P87	Evaluate the following recommendations of the Highway 101 Citizens Advisory Committee Report: • Add and eastbound right-turn lane on Sunset Boulevard from Virgil Avenue to Vermont Avenue. • Widen the southbound 101 off-ramp at Van Ness Avenue to add a right-turn only lane. • Widen eastbound Santa Monica Boulevard to provide a right-turn lane onto the 101 southbound on-ramp. • Widen the 101 northbound on-ramp from Normandie Avenue to two lanes.	M3.3	LADOT/ CALTRANS
	P88	Coordinate with Metro and LADOT to provide feedback that will improve local, Metro Rapid and community-level bus service in Hollywood.	M4.1	LADOT/METRO
	P89	Identify and secure spaces that accomodate both consolidation and expansion of bus layover zones.	M4.10	DCP/METRO
	P90	Maintain bus stop zones in the corridor as well as Metro bus layover zones.	M4.10	LADOT/METRO
	P91	Work with Metro and the Department of Transportation to secure state and federal funding for bikeway construction, bikeway maintenance and bicycle safety education.	M5.8	METRO/LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P92	Study the following corridors for potential bike lanes, bike routes or bicycle boulevards: •Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue •Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue •Fairfax Avenue between Melrose Avenue and Rosewood Avenue •Highland Avenue between Barham Boulevard and Rosewood Avenue •Bronson Avenue between Franklin Avenue and Santa Monica Boulevard •Edgemont Street between Franklin Avenue and Melrose Avenue •Virgil Avenue between Los Feliz Avenue and Melrose Avenue •US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard •Virgil Avenue between Los Feliz and Sunset Boulevard •Hillhurst Avenue between Sunset Boulevard and Melrose Avenue •Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard •Wilton Place between Franklin Avenue and Melrose Avenue •Vine Street between Melrose Avenue and Franklin Avenue •La Brea Avenue between Franklin Avenue and Rosewood Avenue •Orange Drive between Rosewood Avenue and Franklin Avenue •Las Palmas Avenue between Waring Avenue and Selma Avenue •June Street between Waring Avenue and Rosewood Avenue •Gower Avenue between Melrose Avenue and Fountain Avenue •Van Ness Avenue between Sunset Boulevard and Melrose Avenue •Oxford Street between Melrose Avenue and Romaine Street •Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard •Hoover Street between Santa Monica Boulevard and Melrose Avenue •Santa Monica between Sunset Boulevard and La Brea Avenue •Franklin Avenue between La Brea Avenue and Vermont Avenue •Los Feliz Boulevard between Western Avenue and Riverside Drive •Cahuenga Boulevard between Barham Boulevard and Highland Avenue •Barham Boulevard between Cahuenga Boulevard and Forest Lawn Drive •Waring Avenue between La Cienega and Gower Avenue •Rosewood between La Cienega Boulevard and June Street •Rowena Avenue between Hyperion Avenue and Glendale Boulevard •Finley Avenue between Edgemont Street and Talmadge Street •Tracy Street between Talmadge Street and Hyperion Avenue •Rowena Avenue between Hyperion Avenue and St. George Street •St. George Street between Rowena Avenue and Franklin Avenue •Franklin Avenue between St. George Street and Vermont •Finley Avenue between Talmadge Street and Edgemont Street •Yucca Avenue between Gower and Highland Avenue •Selma and Hawthorne Avenues between Gower and La Brea Avenue	M5.10	DCP/LADOT
	P93	Create a parking management district or districts in areas of high parking demand.	M6.1	LADOT
	P95	Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards.	M6.12	DCP/LADOT
	P96	Support proposals to build parking structures that can be shared by patrons and occupants of various building sites in areas of high parking demand.	M6.12	DCP
	P97	Support design and construction of off-street parking structures that can be converted to other uses in the long term.	M6.12	DCP
	P98	Study/develop a prequalification process that evaluates contractors on their record and commitment to high road wage and benefit standards and local hire training.	LU9.7	EWDD/DCP/ LADBS/BCA

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P99	Promote the use of available homebuyer programs that make purchasing a single-family home affordable such as the California Housing Finance Agency's First-time Homebuyer Program.	LU5.1	HCIDLA
	P100	Coordinate with the HCIDLA to create strategies for the provision of more bedrooms in new housing developments which are suitable for larger families.	LU5.3	HCIDLA
	P102	Support the goals and policies of the City's Housing Element to address homelessness.	LU5.9	DCP
	P103	Work with HCIDLA, Council Offices, City Attorney and other relevant City Agencies to explore the creation of a no net loss program that minimizes the displacement of residents and ensures that there is no loss of covenanted affordable rental housing or the production of new affordable housing.	LU5.11, LU5.13, LU5.14, LU9.2	HCIDLA/DCP
	P104	Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.	LU5.14	HCIDLA
	P105	Continue to proactively enforce the citywide RSO and explore new approaches for protecting tenants from displacement.	LU5.14	HCIDLA
	P106	Monitor the implementation of policies and programs relating to affordable housing and/or rental housing issues and opportunities.	LU5.14	HCIDLA
	P107	Develop strategies to prevent and recover affordable housing loss, such as annual reports on existing affordable housing inventory and Ellis Act evictions, as well as specific programs and investments to prevent further loss of covenanted affordable units and steps to increase affordable housing production in the Plan Area.	LU5.14, LU9.2	HCIDLA
	P108	Support HCIDLA in exploration of a future effort to establish new programs and strengthen existing programs to provide former low income tenants of demolished or converted units with the first right of refusal on leases for new housing units.	LU5.15	HCIDLA
	P109	Support the re-use of former CRA-owned and surplus City-owned property in Hollywood for community uses, prioritizing affordable housing and park space.	LU5.16, PR3.6	CAO
	P110	Support the goals and policies of the City's Housing Element to facilitate non-conventional housing that fosters neighborhoods which are livable and sustainable for all segments of the community.	LU5.17	DCP
	P111	Work with relevant City agencies to explore the initiation of cohousing purchase opportunities that require noticing requirements for property owners that intend to sell or redevelop multifamily residential or commercial properties and provides existing tenants the opportunity to match the recorded offer price to co-purchase or co-develop the property.	LU5.17	HCIDLA/DCP
	P112	Support efforts to identify potential funding sources for 100% affordable housing developments including permanent supportive housing.	LU9.6	GSD
	P113	Collaborate with Economic Workforce Development Department to support efforts to provide business outreach and mentorship programs.	LU9.6, LU9.7	EWDD
	P114	Coordinate with relevant departments such as CAO, EWDD, and others to explore the creation of a Good Jobs Zone which could include incentives for small business retention, finance tools, first source referral, among other components.	LU9.8	EWDD
	P115	Develop partnerships to create business outreach programs targeting local schools for student participation in business apprenticeship and internship programs, as well as work with LAUSD's Mentorship Programs.	LU6.10, LU9.7	DCP

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P116	Increase the availability of resources to finance small business startup/expansion for local entrepreneurs committed to benefitting the local community. Explore and enhance resources to finance development that is committed to leasing to local and less-credit-ready small businesses.	LU6.11	EWDD
	P117	Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals to improve air quality and reduce the urban heat island effect locally.	LU13.1, PR2.5	UF/LADBS/DCP
	P118	Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public rights-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU13.1, LU13.5, PR2.5	DCP/DPW
	P119	Support City efforts to develop and implement sustainable urban forest plans, including the City's First Step Forest Management Plan. Support implementation strategies in the Hollywood Community Plan Area.	PR2.8	UF
	P120	Coordinate with agencies including the Department of Recreation and Parks to expand open space opportunities.	PR3.1, PR3.7	RAP
	P121	Study ways to provide improved pedestrian, vehicle, and public transit access to Griffith Park and Runyon Canyon Park.	PR5.3	LADOT
	P122	Support the citywide Wildlife Pilot Study efforts to create development regulations for conserving biological resources in identified areas important for supporting habitat and movement for wildlife.	PR3.1, PR6.1	DCP
	P123	Support related City, County, State, and Federal government ecological efforts.	PR3.1, PR6.1	DCP/Los Angeles County
	P124	Identify and preserve wildlife habitats and ecologically improved areas in a natural state.	PR6.2, PR6.3, PR6.4	RAP
	P125	Encourage the preservation of buildings, murals and eclectic design features that define the areas along Melrose Avenue, Sunset Boulevard west of La Brea Avenue, and Hillhurst Avenue.	LU6.1	DCP/DCA
	P126	Study commemorating the Pacific Electric Red Car diagonal street running from Sierra Bonita to Vista for historic recognition.	LU6.1	DCP/LADOT
	P127	Enhance pedestrian amenities and promote neighborhood identity with improvements, such as plantings, unique crosswalks, banner signage, and branded trash containers.	LU6.3	DCP
	P128	Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers.	LU6.10	EWDD
	P129	Encourage neighborhood uses such as high quality shops, restaurants, cafes, bars, and retail services.	LU8.3	DCP
	P130	Study design standards for sidewalk dining elements along the Hollywood Walk of Fame.	LU8.3	DCP
	P131	Encourage flexible parking models to best serve the local context.	LU8.4	LADOT
	P132	Develop a program to allow privately-owned parking garages to be listed on City wayfinding signage, in exchange for matching the rates offered at City-owned parking garages in the Regional Center.	LU8.5	LADOT/DCP
	P133	Work with the Council Office, LADOT, business improvement districts, and other community stakeholders to improve the visitor experience and improve the City-owned parking garages in the Regional Center. Potential improvements include signage, lighting, rate adjustments, validation from local businesses, and valet.	LU8.5	CD/LADOT/DCP

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P134	Study and map streets that have been withdrawn from public use in the hillsides.	PR1.18	BOE/BOS
	P136	Support the identification and mapping of paper streets in the hillsides.	PR3.1, PR3.4	LADOT/BOE
	P137	Encourage the siting of recreational facilities (e.g . libraries, parks, schools, and auditoriums) together as shared-use facilities.	PR5.4	LAUSD/RAP/ LAPL
	P138	Support plans and initiatives, such as the HEART of Hollywood, a long-term strategic and creative initiative to promote economic growth and design, to improve features of prominent streets.	P1.5	CD/BOE/DCP
	P139	Consider and study street design factors in collaboration with City departments to accommodate the travel and physical working space of emergency responders.	M1.4	LAFD/LAPD/ LADOT/EMD
	P140	Study strategies in collaboration with LADOT that help effectively manage traffic and circulation needs due to special events.	M1.7	LADOT
	P141	Study and evaluate the feasibility of Modified Parking Districts.	M6.1	LADOT/DCP
	P142	Study additional highways for designation in accordance with Mobility Plan 2035's selection criteria for scenic highways as well as preserve the designated General Plan Mobility Element scenic highways.	M7.1	LADOT/DCP
	P143	Work with City departments to identify and/or map a network of trails to help implement the development of trails, as funding becomes available.	M7.3	RAP
	P144	Study the effects of cut-through traffic in the hillsides and consider the implementation of neighborhood traffic management plans.	M1.9	LADOT
	P146	Consider amendments to the existing Hillside Construction Regulations (HCR) to address enforcement; coordinate hauling and grading activities; and clarify public and private street improvement standards. Expand application of HCR as appropriate.	LU2.1	DCP/BOE/LADBS

LIST OF TERMS

AGF
Above Ground Facilities

ATCS
Advanced Traffic Control System

BCA
Bureau of Contract Administration

BID
Business Improvement District

BOE
Bureau of Engineering (Public Works)

BOS
Bureau of Sanitation

BSL
Bureau of Street Lighting (Pubic Works)

BSS
Bureau of Street Services (Public Works)

CALTRANS
State of California Department of Transportation

CAO
City Administrative Officer

CARB
California Air Resources Board

CC
City Council

CD
Council District

CLARTS
Central Los Angeles Recycling and Transfer Station

CoDRP
Los Angeles County Department of Regional Planning

CPA
Community Plan Area

CPIO
Community Plan Implementation Overlay

CRA/LA
Community Redevelopment Agency/Los Angeles

DCA
Department of Cultural Affairs

DCP
Department of City Planning

DOA
Department of Aging

DOD
Department on Disabilities

DPSS
Los Angeles County Department of Social Services

DPW
Department of Public Works

EIR
Environmental Impact Report

EMD
Emergency Management Department

EMS
Emergency Medical Service

EWDD
Economic and Workforce Development Department

WFEMA
Federal Emergency Management Association

HCIDLA
Los Angeles Housing + Community Investment Department

HOV
High Occupancy Vehicle

HPOZ
Historic Preservation Overlay Zone

GSD
General Services Department

IRP
Integrated Resources Plan

LADBS
Los Angeles Department of Building and Safety

LADOT
Los Angeles Department of Transportation

LADWP
Los Angeles Department of Water and Power

LAFCO
Local Agency Formation Commission

LAFD
Los Angeles Fire Department

LAMC
Los Angeles Municipal Code

LAPD
Los Angeles Police Department

LAPL
Los Angeles Public Library

Draft

LAUSD
Los Angeles Unified School District

LEED
Leadership in Energy and Environmental Design

LUV
Local Use Vehicle

METRO
Los Angeles County Metropolitan Transit Authority

MWD
Metropolitan Water District

NEV
Neighborhood Electric Vehicles

PHEV
Plug in Electric Vehicle

RAP
Department of Recreation and Parks

SCAG
Southern California Association of Governments

SRCIP
Solid Resources Capital Improvement Program

SRI
Solar Reflective Index

SRO
Single Room Occupancy

SSMP
Sewer System Management Plan

SURVEYLA
Los Angeles Historic Resources Survey

SUSMP
Standard Urban Stormwater Mitigation Plans

SWMPP
Los Angeles Solid Waste Management Policy Plan

TDM
Transportation Demand Management

TMA
Transportation Management Association

TSM
Traffic System Management

UF
Urban Forestry (Public Works)

VMT
Vehicle Miles of Travel

ZEV
Zero Emission Vehicle

Draft





August 2021

HOLLYWOOD COMMUNITY PLAN AREA

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

GENERAL PLAN LAND USE - *Corresponding Zones*

RESIDENTIAL

Single Family

Minimum	*RE40*
Very Low II	*RE15, RE11*
Low I	*RE9*
Low II	*RS, R1*

Multiple Family

Low Medium I	*R2, RD5, RD4, RD3*
Low Medium II	*RD2, RD1.5*
Medium	*R3*
High Medium	*[Q]R4, R4*
High	*R4, [Q]R5*

COMMERCIAL

Limited Commercial	*C1, C1.5, CR, RAS3*
Neighborhood Commercial	*C1. C1.5, CR, C2, C4, RAS3*
General Commercial	*C1, C1.5, CR, C2, C4, RAS3, RAS4*
Community Commercial	*C1.5, CR, C2, C4, RAS3, RAS4*
Regional Center	*C2, C4, RAS3, RAS4*

INDUSTRIAL

Commercial Industrial	*CM*
Hybrid Industrial	*CM, MR1, M1*
Limited Industrial	*MR1, M1*

OPEN SPACE, PUBLIC FACILITIES

Open Space	*OS, A1*
Public/Quasi-Public Open Space	*OS, A1*
Public Facilities	*PF*
Public Facilities - Freeways	*PF*

SERVICE SYSTEMS

SCHOOL SITES

- E — Public Elementary School
- MS — Public Middle School
- SH — Public Senior High
- JC — Junior College

RECREATIONAL FACILITIES

- Park
- Public Golf Course

OTHER FACILITIES

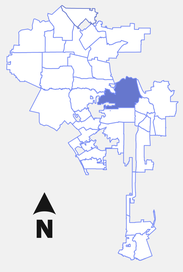
- Municipal Office Building
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Health Center/Hospital
- PO — Post Office
- M — Metro Station

ADMINISTRATIVE BOUNDARY

- Community Plan Area Boundary

UTILITY LINE

- DWP Lines



0 1,500 3,000 6,000 Feet

Council File No. XX-XXXX XX
Case No. CPC-2016-1450-CPU
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Source(s): Los Angeles City Planning

Administrative Notes

1. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by an adopted Community Plan Implementation Overlay (CPIO), other overlays, Specific Plans, specific conditions, and/or limitations of project approval, Plan footnotes, or other Plan map or text notations.

Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

2. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for a sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.

3. The Open Space (OS) land use designation is premised on the ownership and use of the property by a government agency, nonprofit or conservation land trust for the primary purposes of public recreation use or open space conservation. The designation of the Open Space (OS) zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency, nonprofit or conservation land trust officially determines that vacant land under their ownership is to be used as open space, the property may be redesignated and/or rezoned to Open Space.

4. Symbols, local streets and freeways are shown for reference only.

5. The Cultural/Historic sites mapped are representative of publicly accessible sites but there is a comprehensive list of historic resources maintained by the Office of Historic Resources.

Plan Footnotes

1. Notwithstanding any land use designation to the contrary, all projects on properties designated under a Single Family land use designation (Minimum, Very Low II, Low I,or Low II) with average natural slopes in excess of 15 percent shall be limited to the Minimum Residential General Plan land use designation (i.e. Minimum Density housing category of one dwelling unit per 40,000 square feet of lot area) for the purpose of enforcing the slope density formula in 17.05C (Tentative Tract Maps), and 17.50E (Parcel Maps).

2. Low Medium I and Low Medium II are limited to Height District 1XL.

3. High Residential properties may permit mixed-use development through LAMC 12.24 W.15.

4. (Formerly #15, Yamashiro site, APN 5549017016). Development of these properties shall be limited to a maximum floor area ratio of 1:1.

5. (Formerly #16, Magic Castle Site and parking, APN 5549017007 through 5549017009, and APN 5549017010 through 5549017012). Hotels may be permitted on these properties subject to approval pursuant to 12.24 W.24.

NOTES

A. The text of the Community Plan can be accessed on the City of Los Angeles Web Page (planning.lacity.org).

B. Other Special Area Maps may not be included on this document.

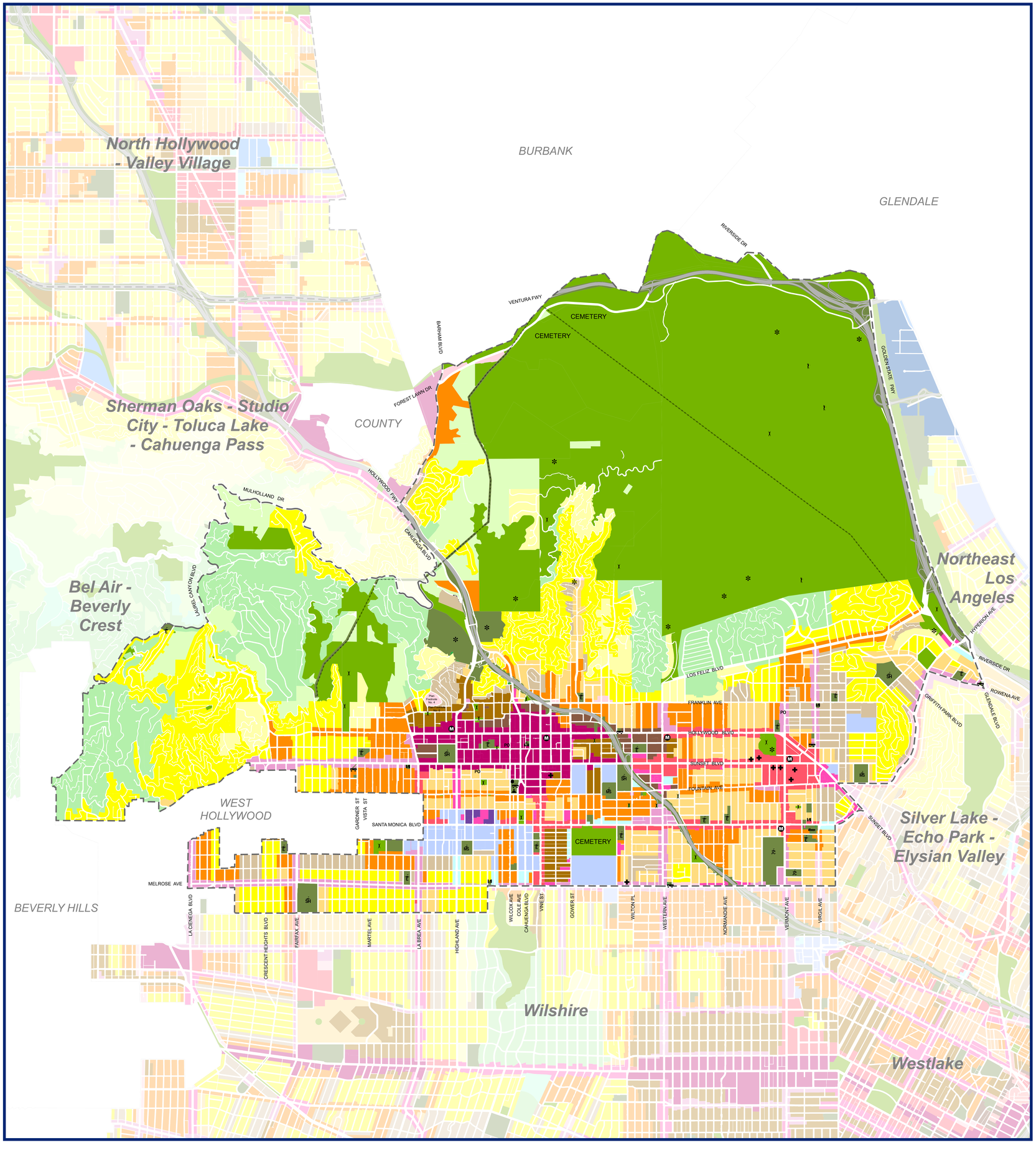
C. Parcel level information on (plan designation and zoning can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

D. All reference information is intended for informational purposes only. See ZIMAS for more information.

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LOS ANGELES CITY PLANNING



Hollywood Community Plan - Proposed Circulation

Legend

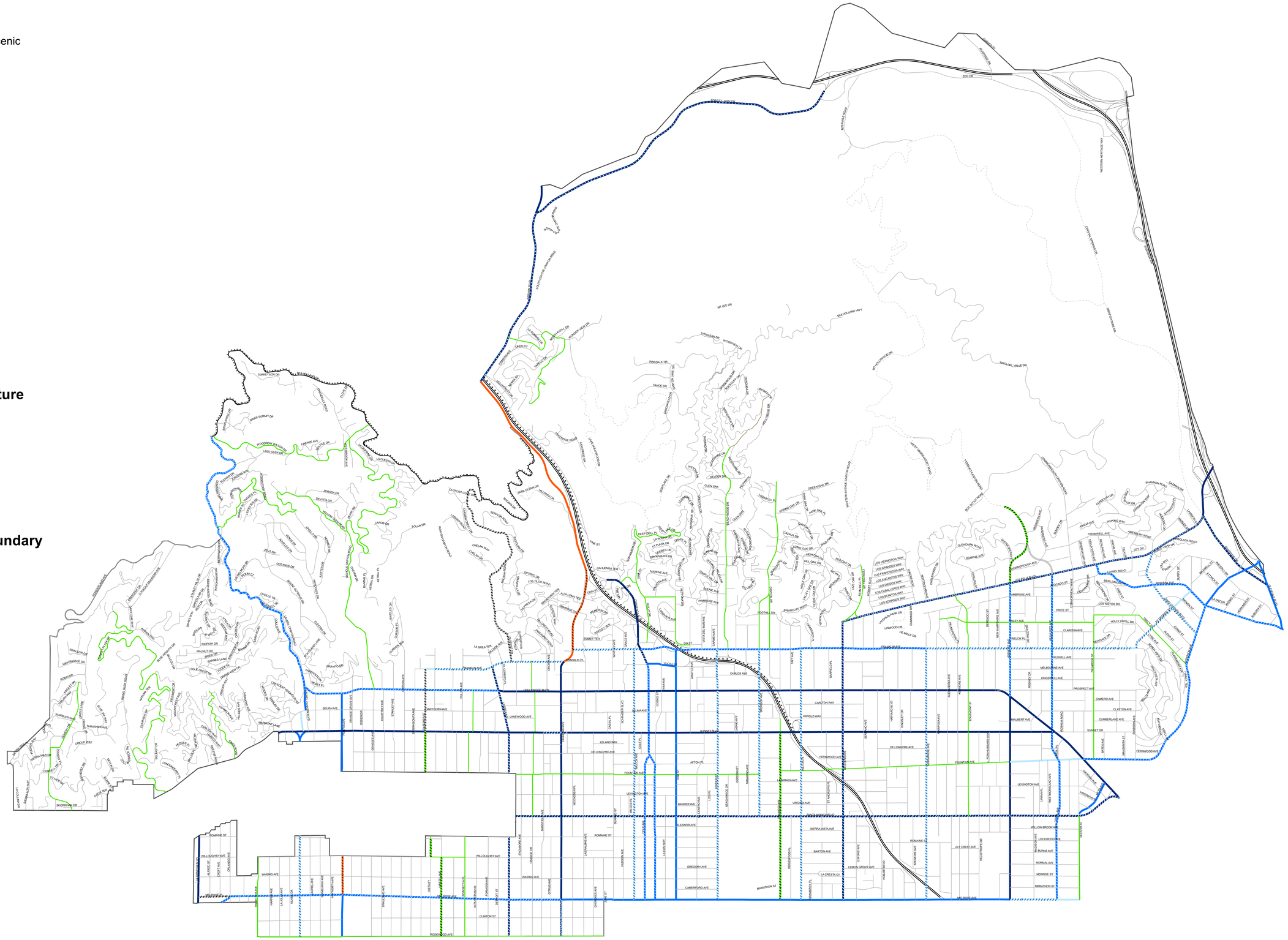
Designations

- Avenue I
- Avenue I Modified
- Avenue I Modified Divided Scenic
- Avenue I Modified Scenic
- Avenue I Scenic
- Avenue II
- Avenue II Divided Scenic
- Avenue II Modified
- Avenue II Modified Scenic
- Avenue II Scenic
- Avenue III
- Avenue III Modified
- Boulevard II
- Boulevard II Modified
- Collector Street
- Collector Street Modified
- Hillside Limited Standard
- Local Standard
- Local Standard Modified

Transit & Other Infrastructure

- Freeway
- Scenic Freeway Highway
- Interchanges
- On/Off Ramp
- Scenic Parkway
- Private Street

Community Plan Area Boundary



Date: August 2021

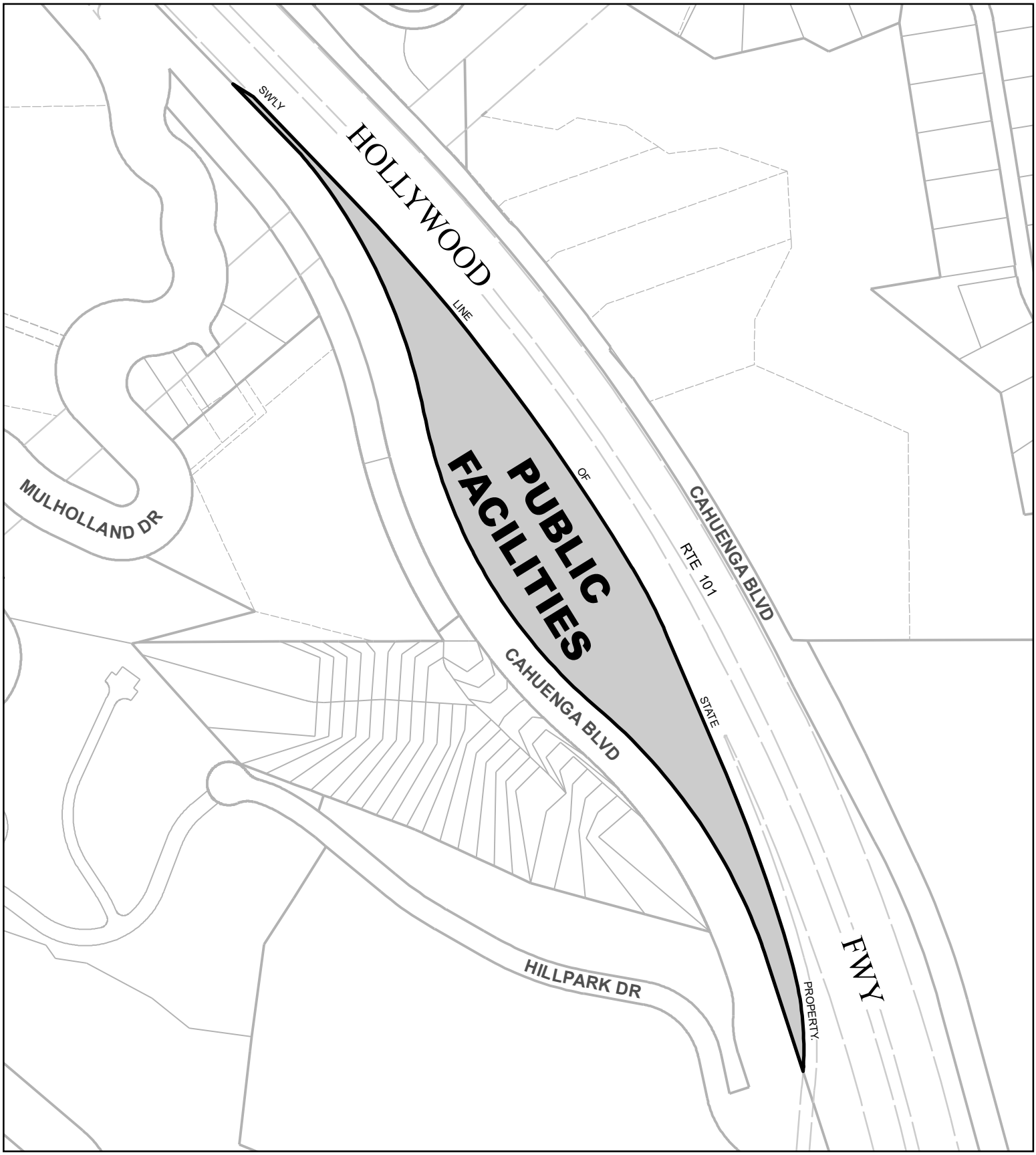
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

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LOS ANGELES CITY PLANNING

N

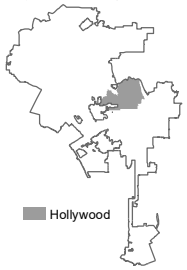
0 0.5 1
Miles



NORTH

0 90 180 360 Feet

City of Los Angeles



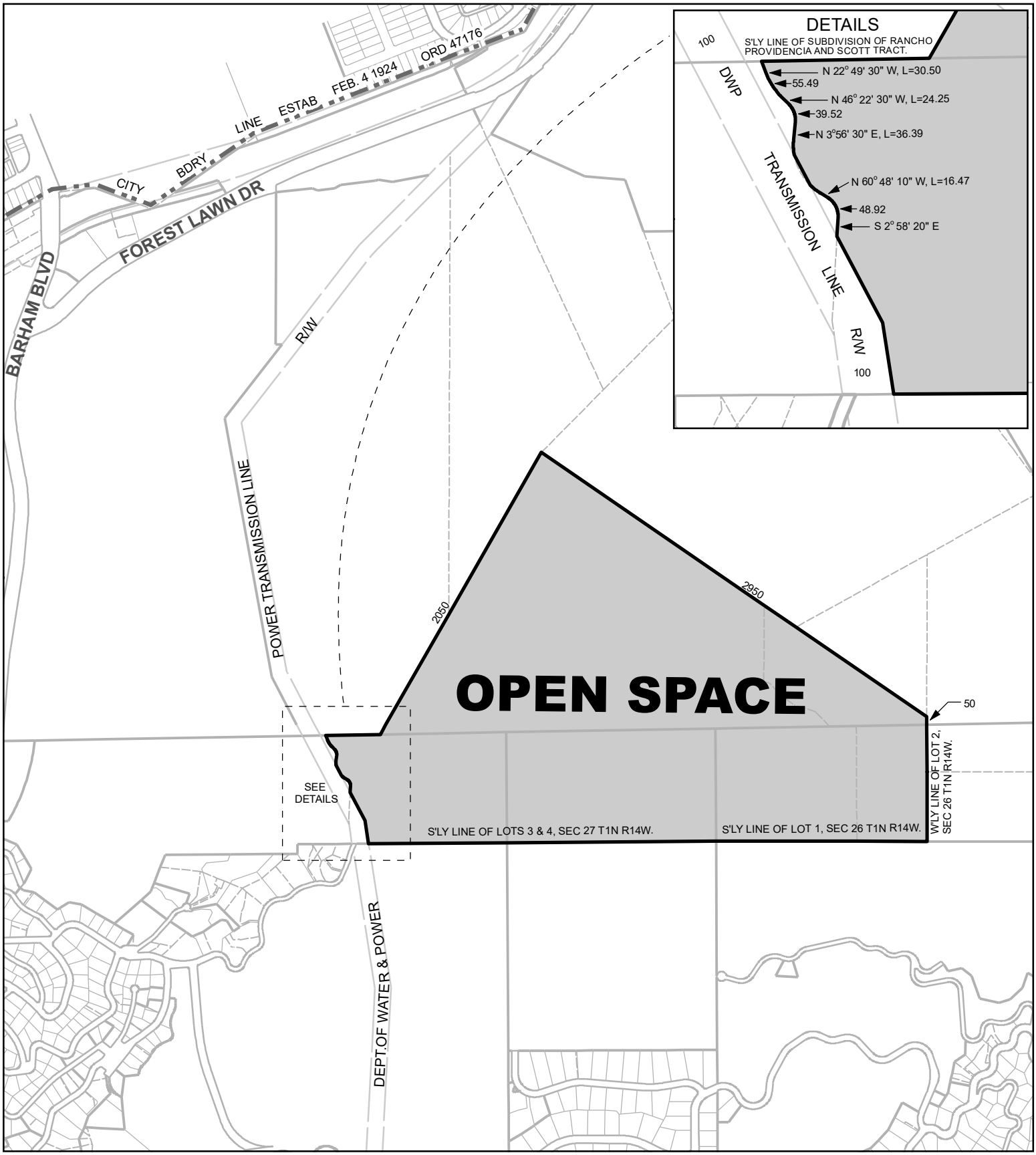
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LH/Cf

022321

HOLLYWOOD CPU, SA 1:4

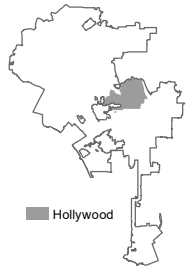
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 245 490 980 Feet

City of Los Angeles



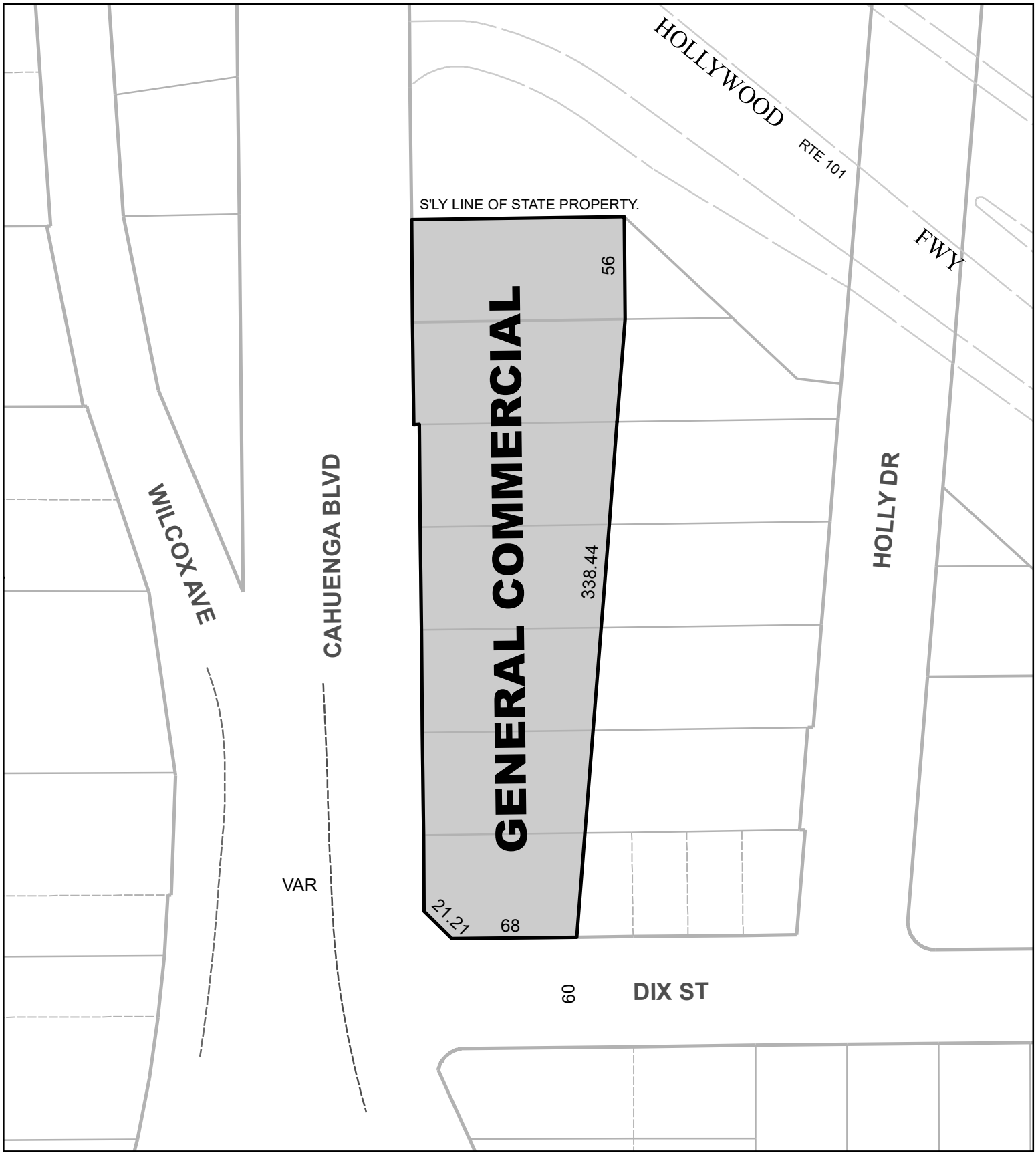
C.M.	159 B 185, 159 B 189 162 B 185, 162 B 189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 1:5

021621

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

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C.M. 150A187	CPC-2016-1450-CPU

LH/Cf

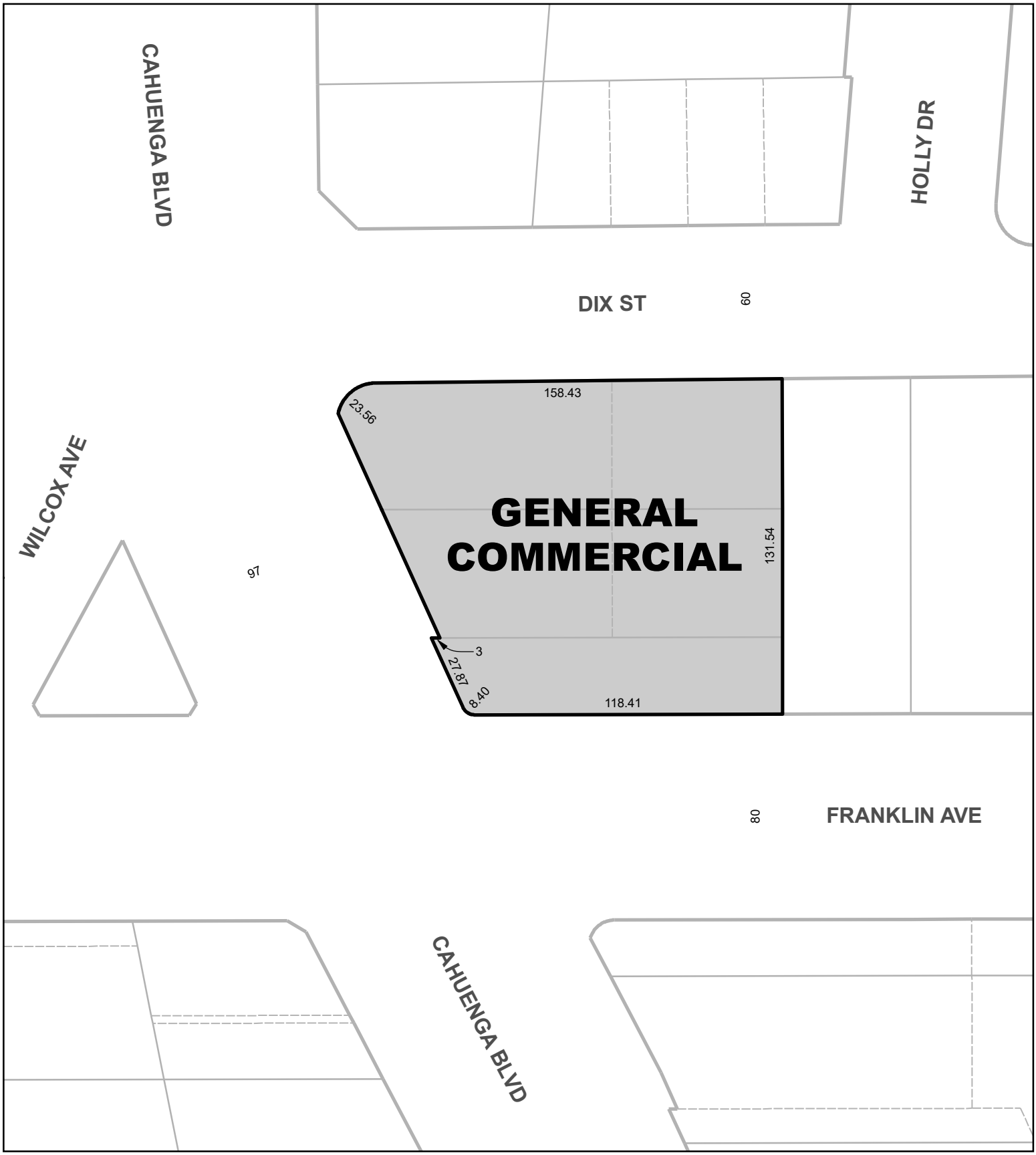
HOLLYWOOD CPU, SA 2

022421

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

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C.M. 150A187	CPC-2016-1450-CPU

LH/Cf

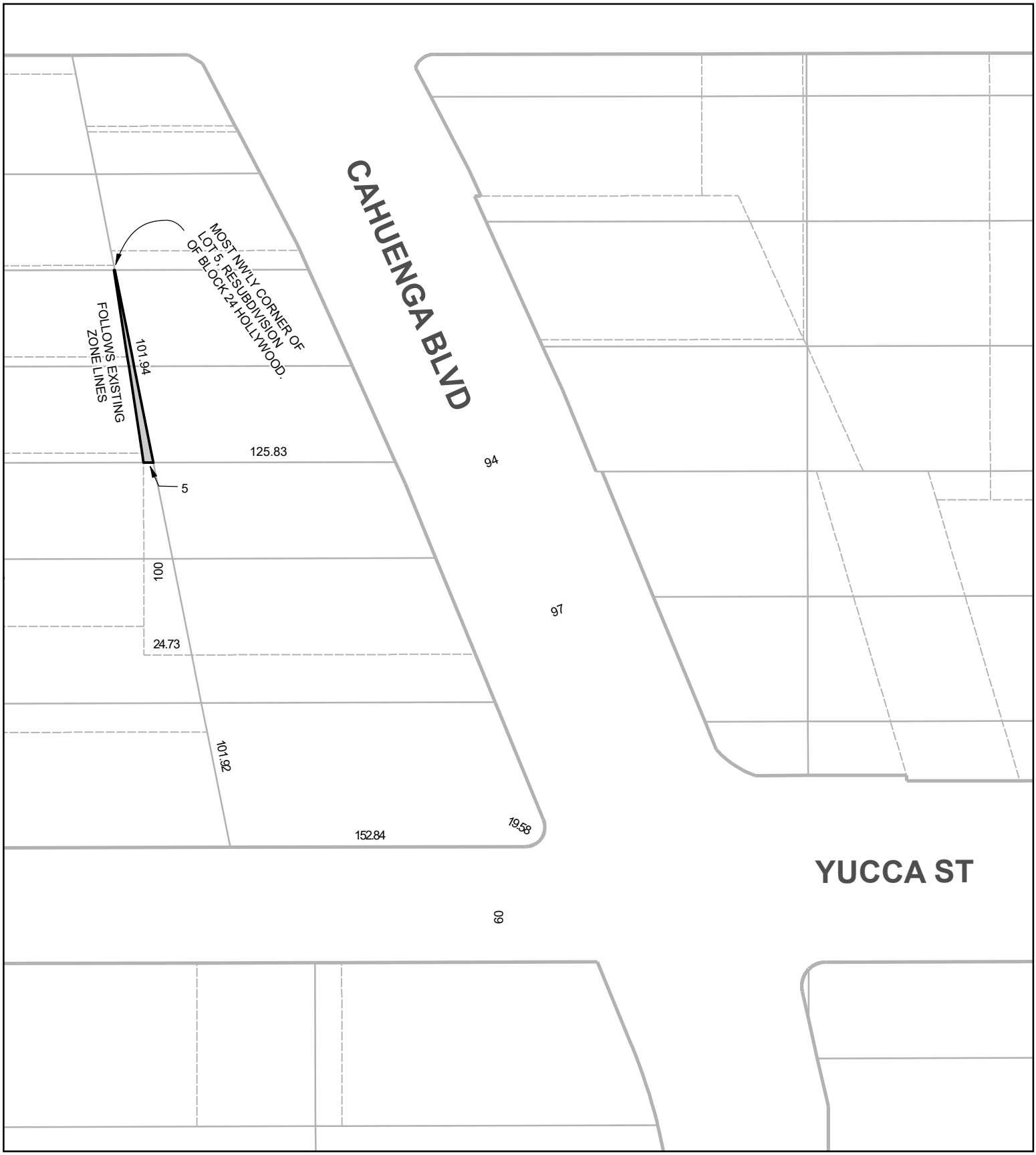
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021721

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



REGIONAL CENTER COMMERCIAL

NORTH

0 20 40 80 Feet

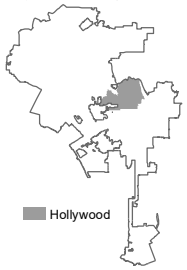
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LH/Cf

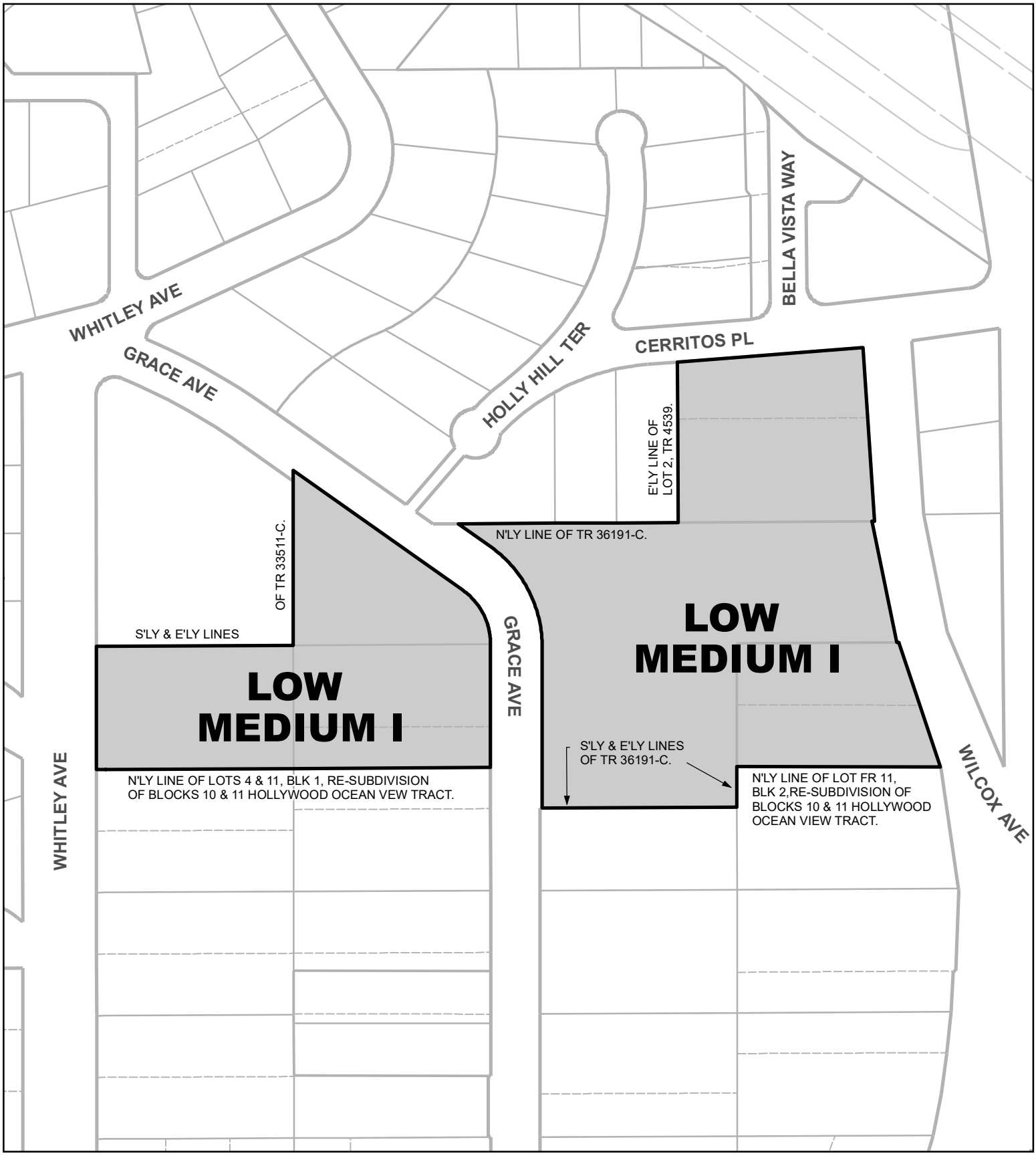
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021121

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



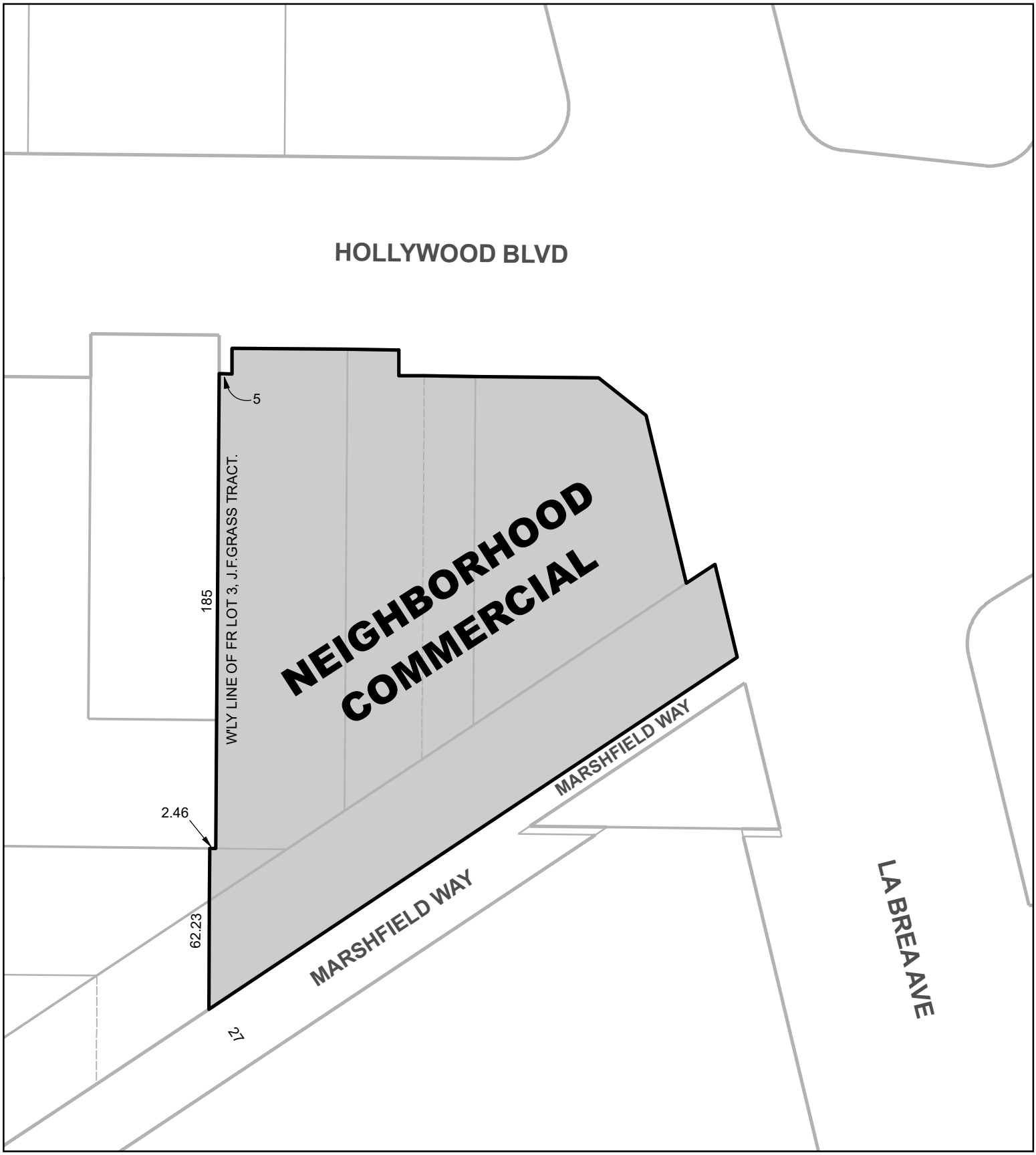
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LH/cf

021621

HOLLYWOOD CPU, SA 2:2

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

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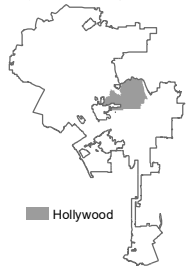
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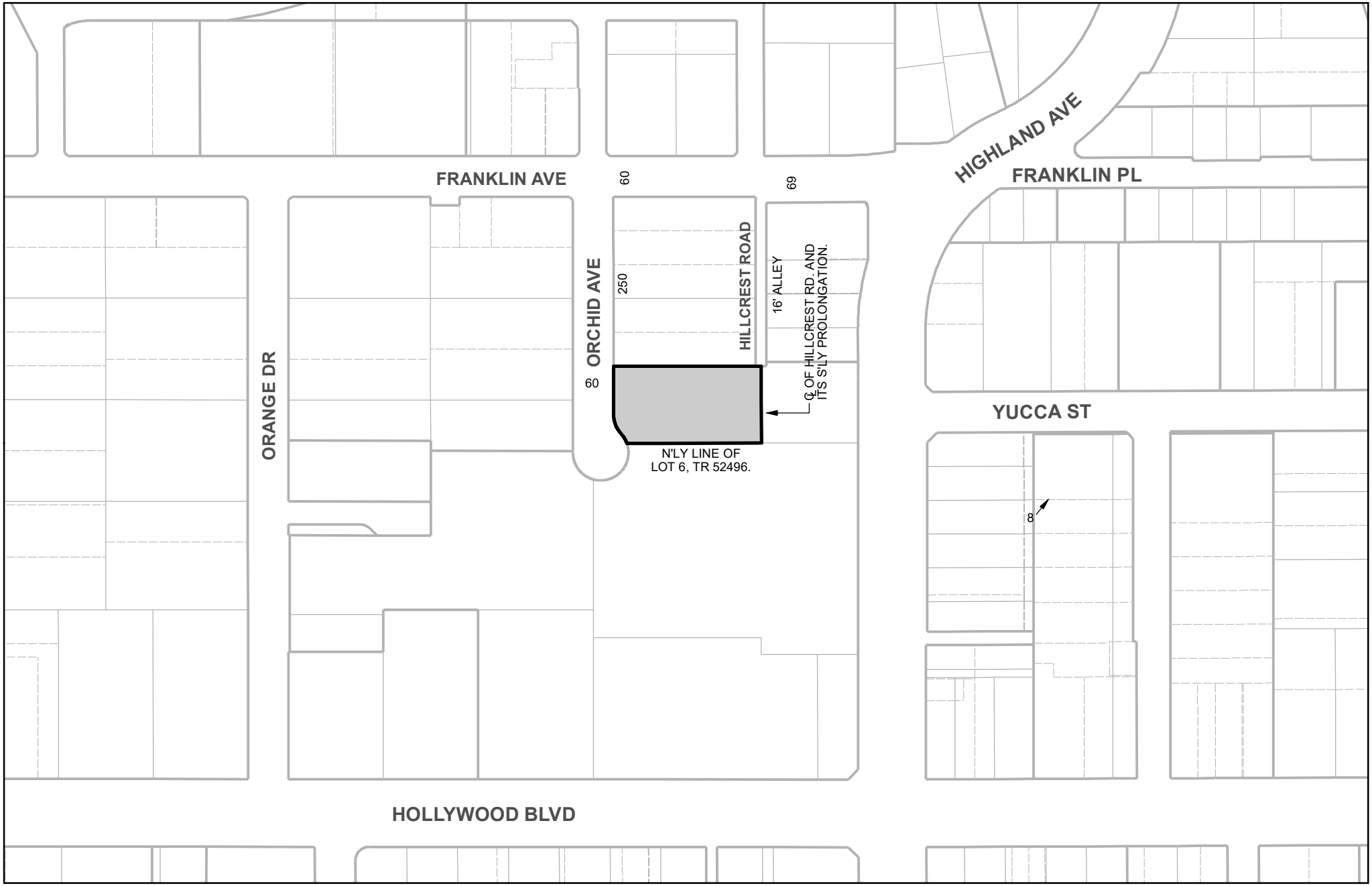
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022321

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



HIGH MEDIUM

NORTH

0 95 190 380 Feet

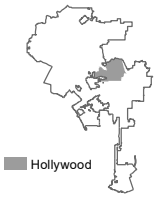
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LH/Cf

HOLLYWOOD CPU, SA 3:1A 060321

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

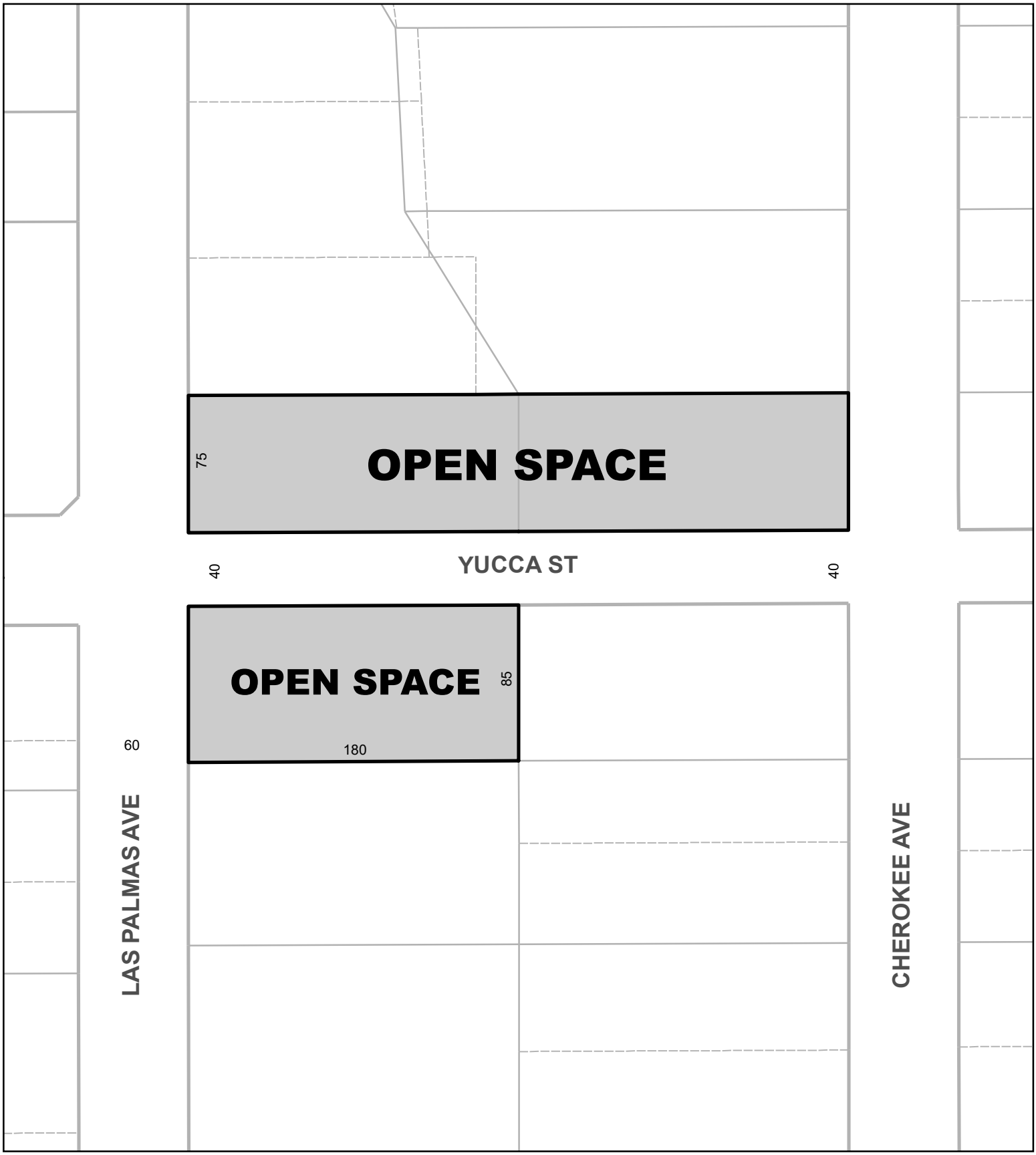
C.M. 147B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 3:1C

060321

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

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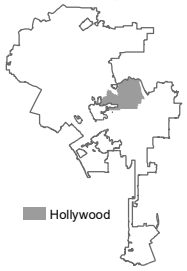
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LH/Cf

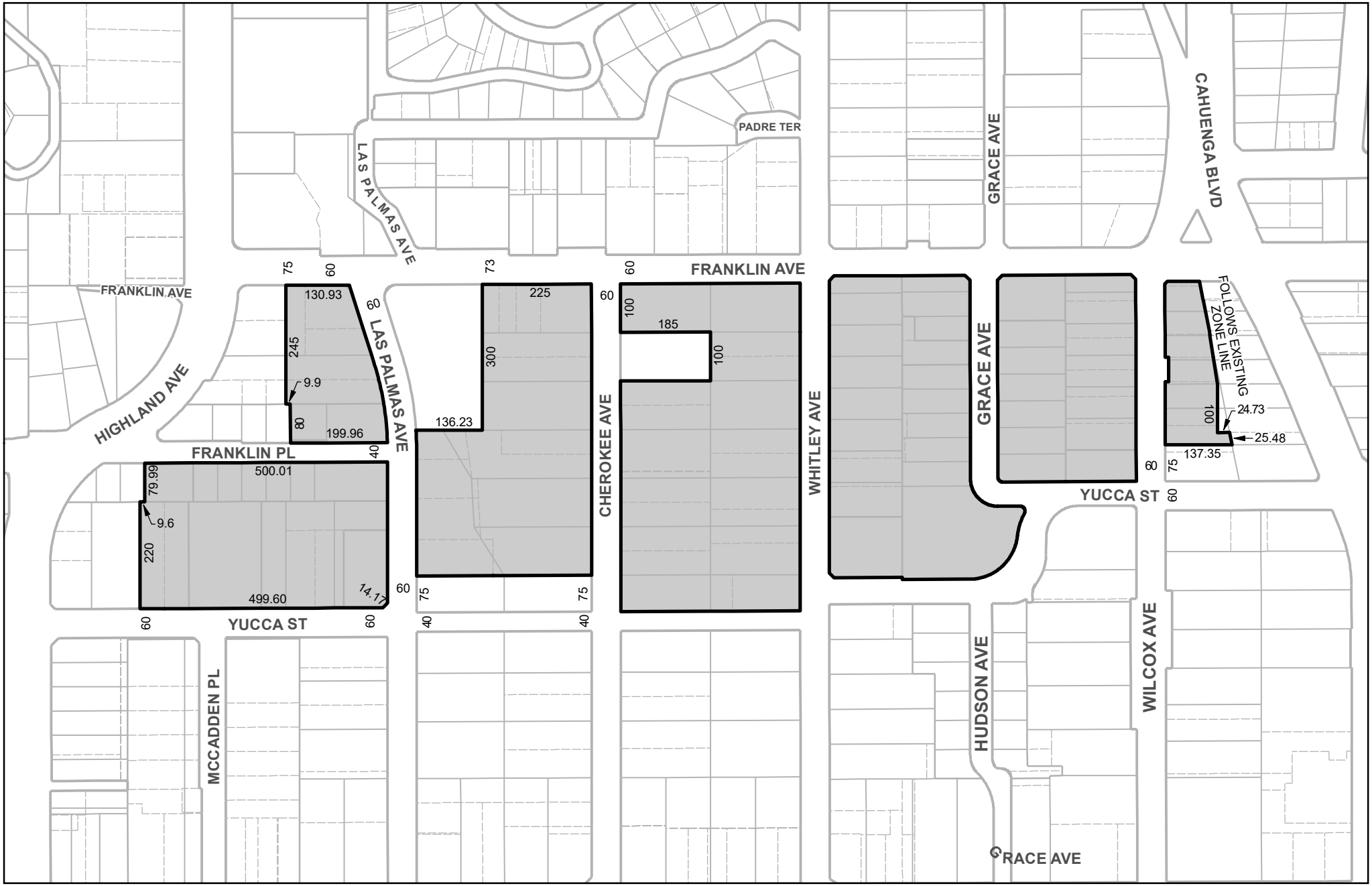
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022321

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



HIGH MEDIUM

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LH/

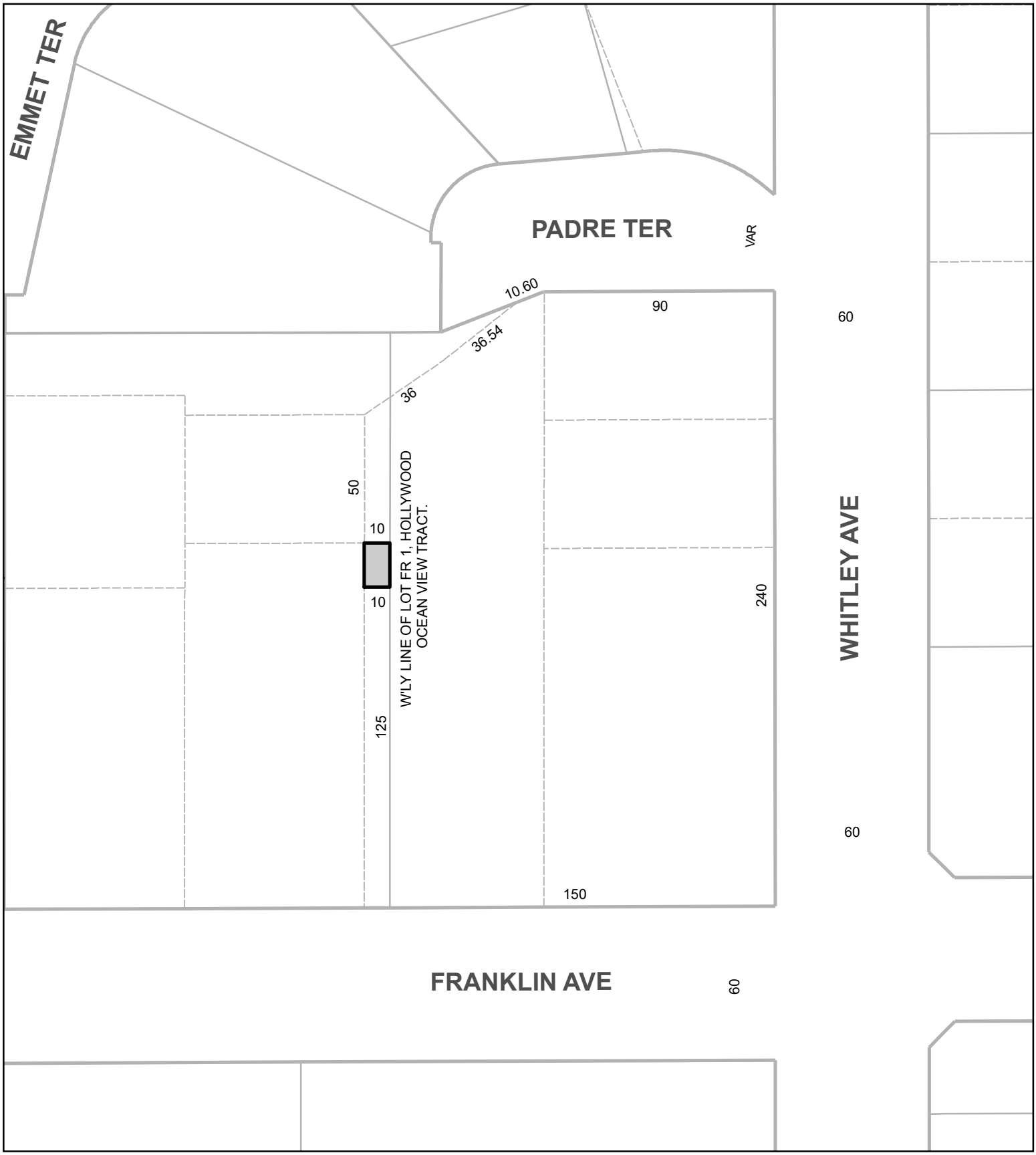
HOLLYWOOD CPU, SA 3:2B

022321

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



HIGH
MEDIUM

NORTH

0 12.5 25 50 Feet

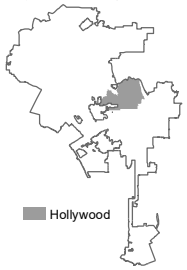
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LH/Cf

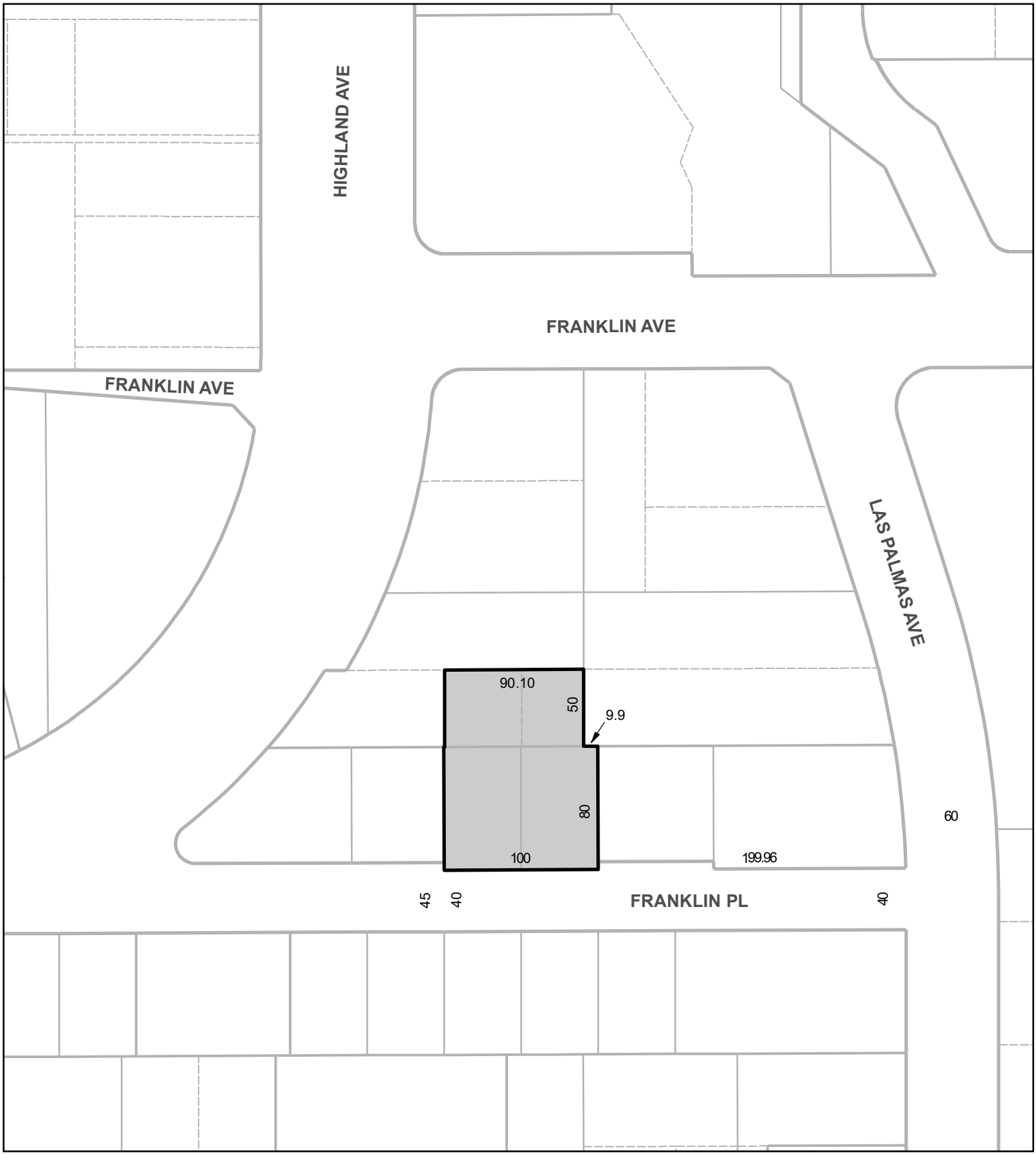
HOLLYWOOD CPU, SA 3:2F

022421

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

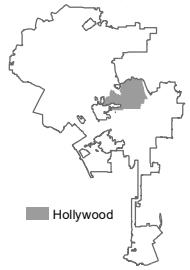


HIGH MEDIUM

NORTH

0 25 50 100 Feet

City of Los Angeles



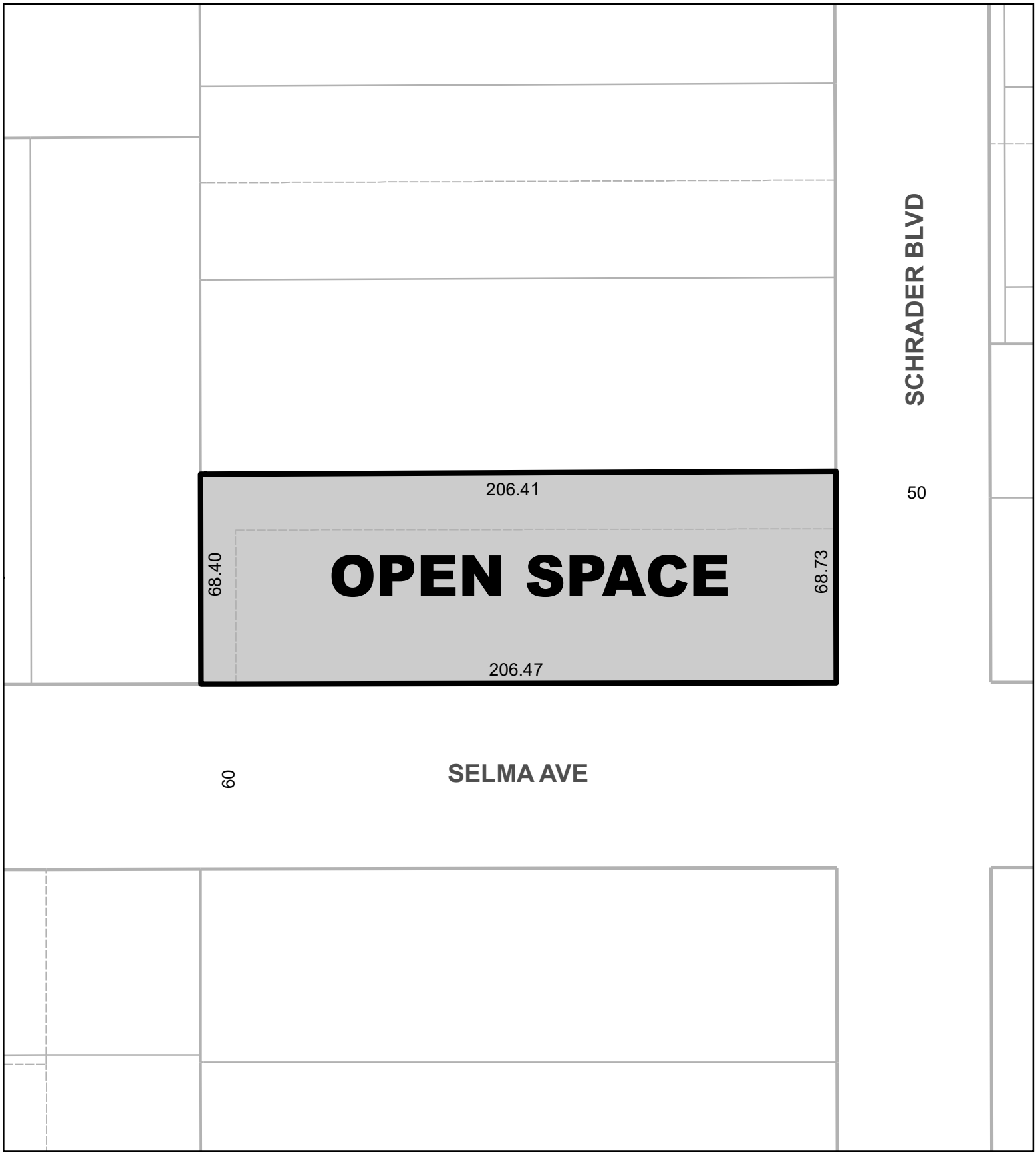
C.M. 150A185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 3:2G

021121

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

C.M. 148-5A185 148-5A187	CPC-2016-1450-CPU

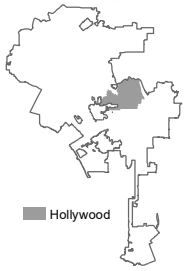
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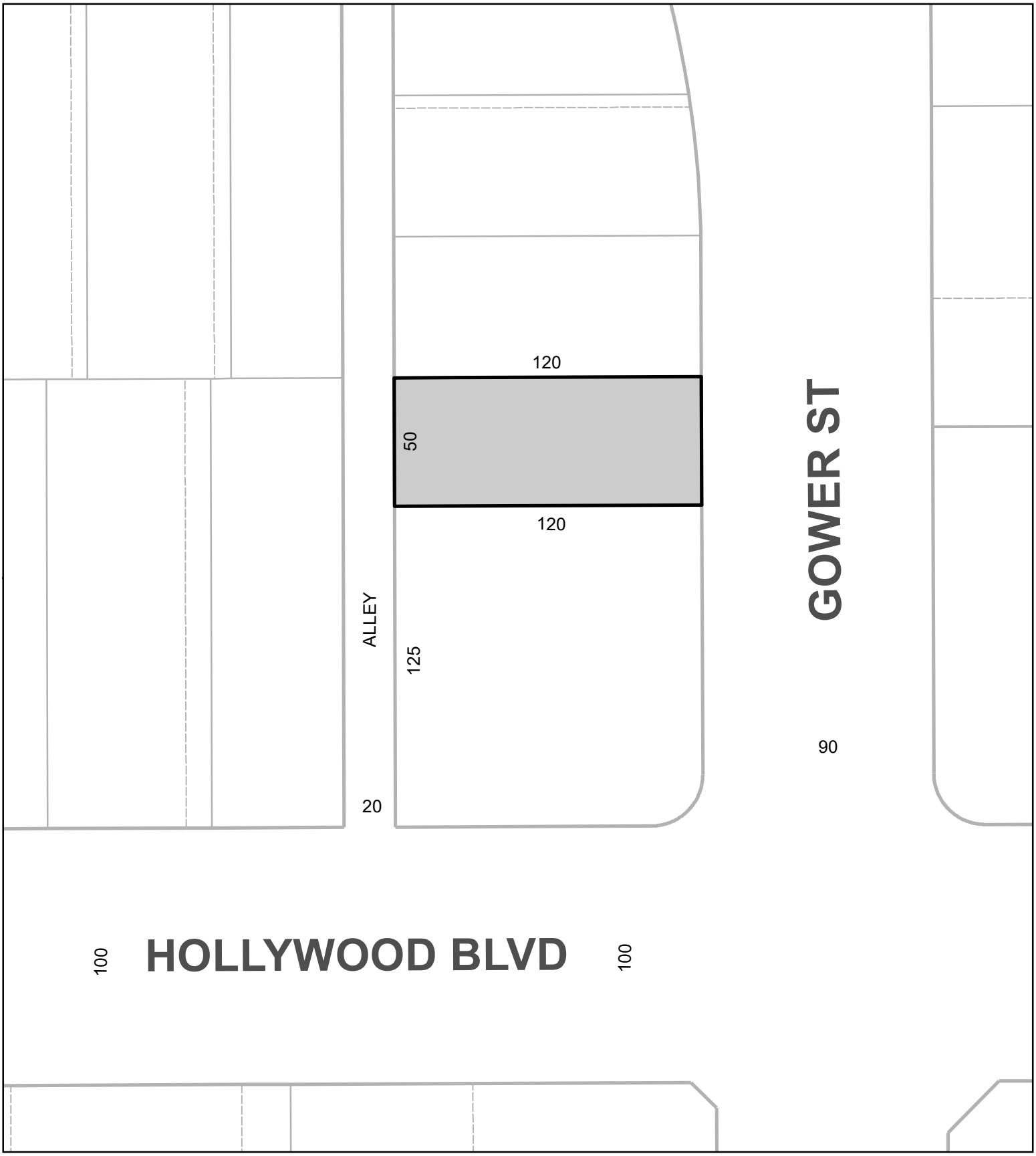
HOLLYWOOD CPU, SA 4:1

021121

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





REGIONAL CENTER COMMERCIAL

NORTH

0 20 40 80 Feet

City of Los Angeles

Hollywood

C.M. 148-5A189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 4:4A

060321

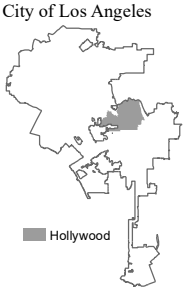
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles



C.M. 147A189	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 4:7

022421

Data Sources: Department of City Planning, Bureau of Engineering



REGIONAL CENTER COMMERCIAL

NORTH

0 125 250 500 Feet

C.M. 148-5 A 189, 148-5 A 191	CPC-2016-1450-CPU

LH/Cf

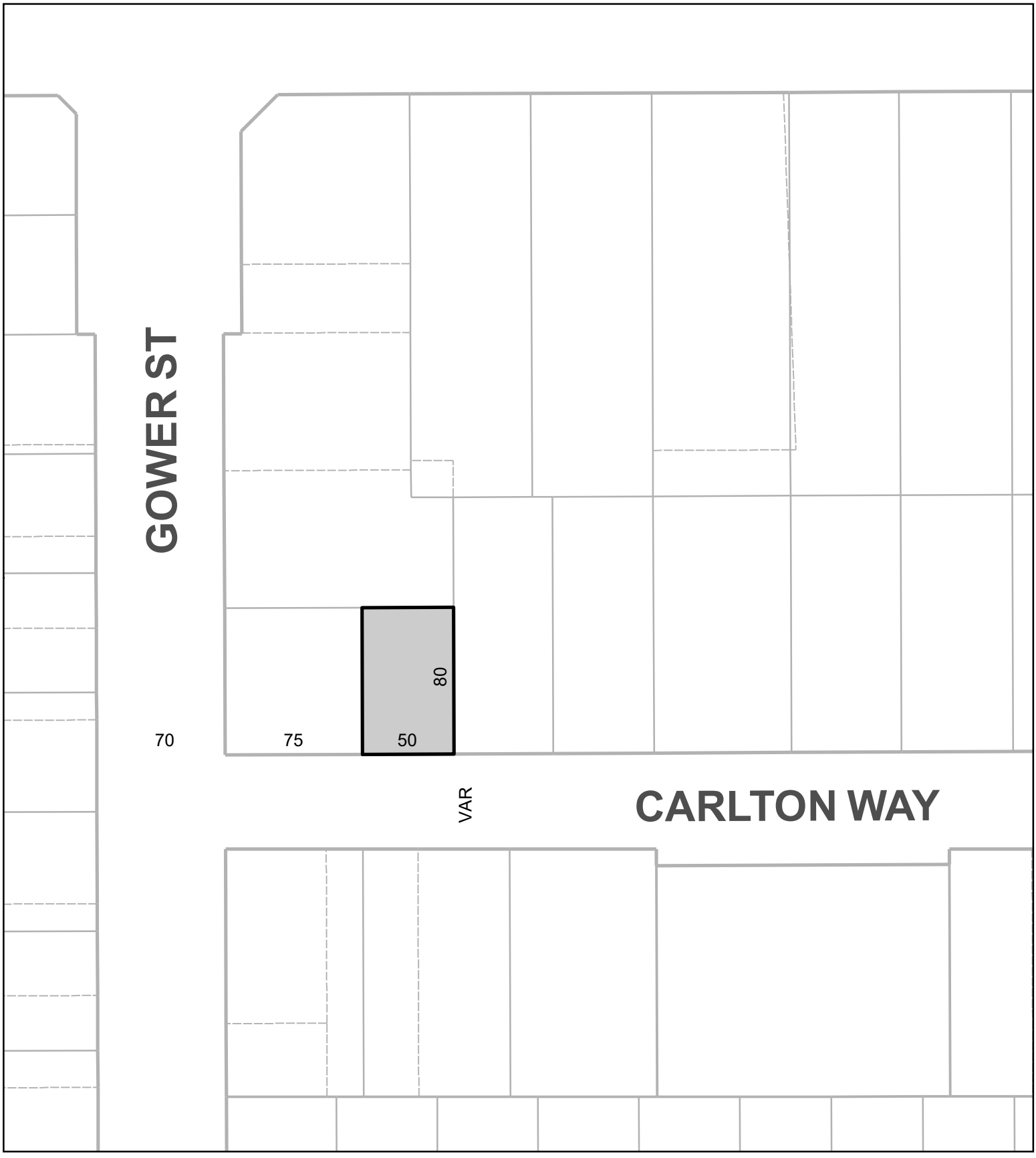
HOLLYWOOD CPU, SA 5

021721

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



HIGH MEDIUM

NORTH

0 37.5 75 150 Feet

C.M. 148-5A189	CPC-2016-1450-CPU

LH/cf

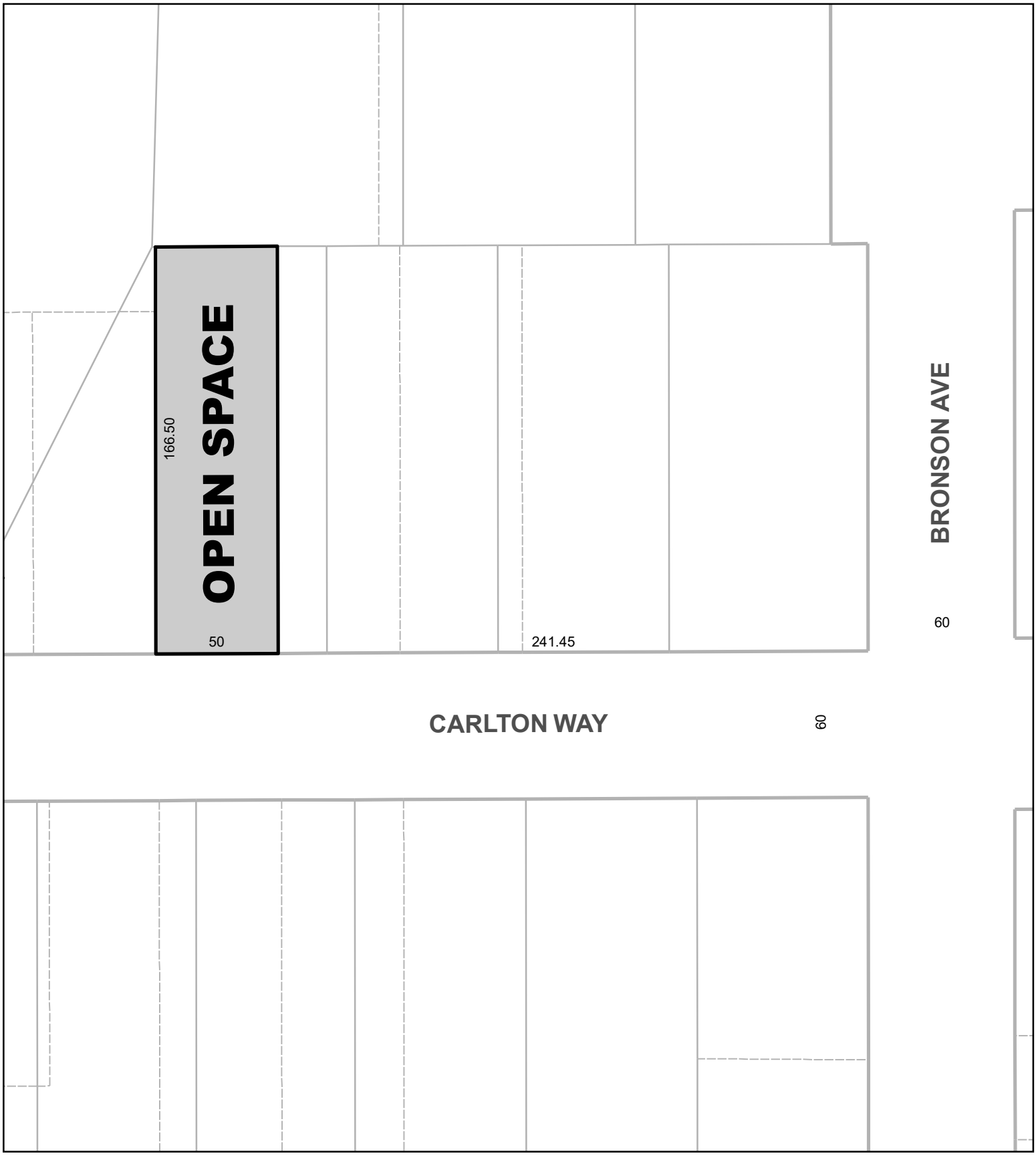
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060321

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

City of Los Angeles

Hollywood

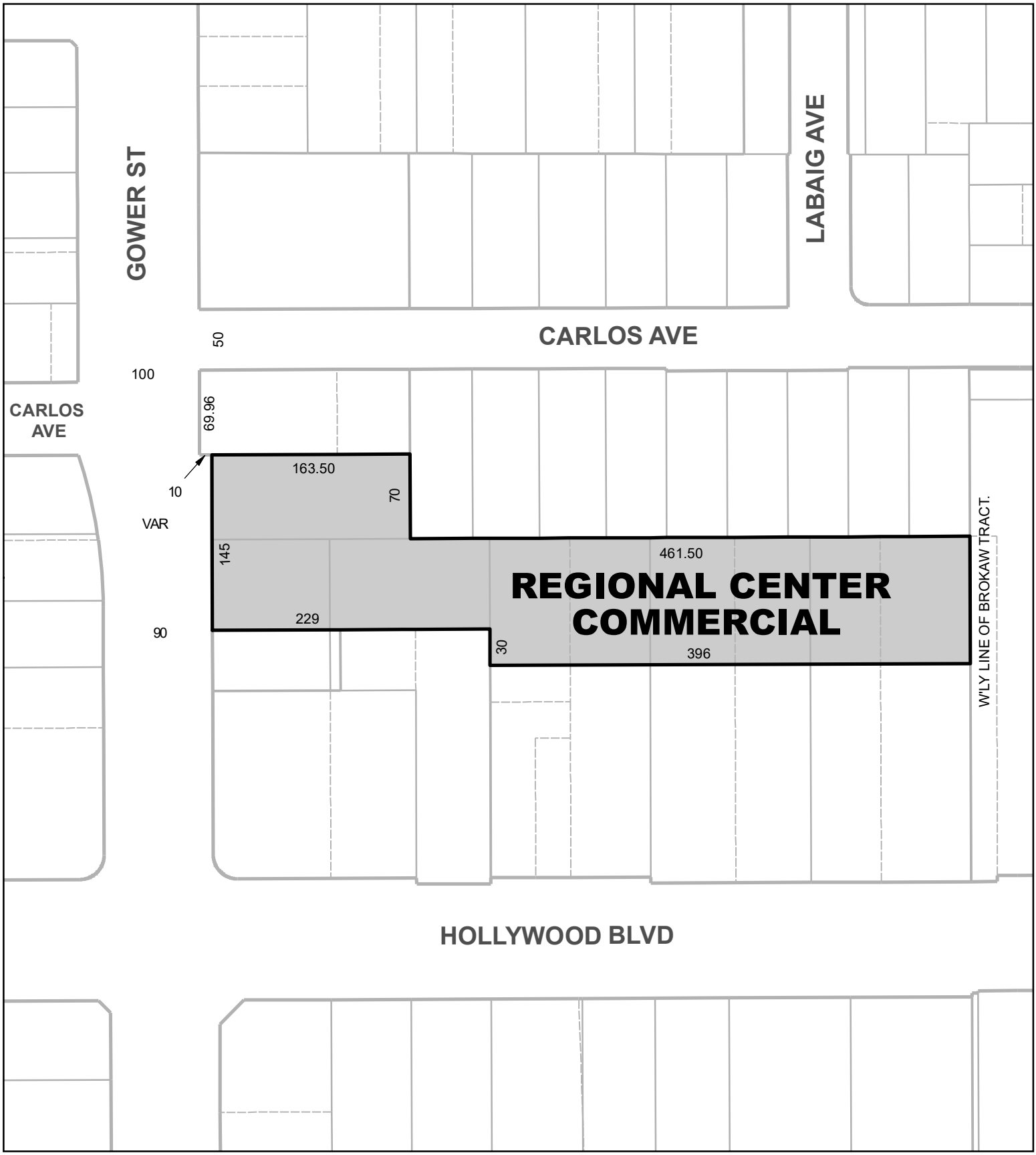
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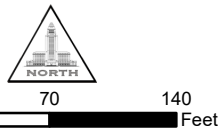
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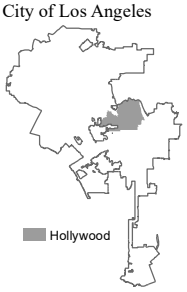
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022421

Data Sources: Department of City Planning, Bureau of Engineering







C.M. 148-5A189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 5:2

022421

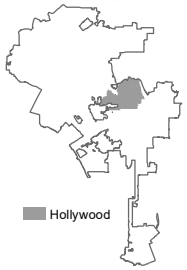
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 37.5 75 150 Feet

City of Los Angeles



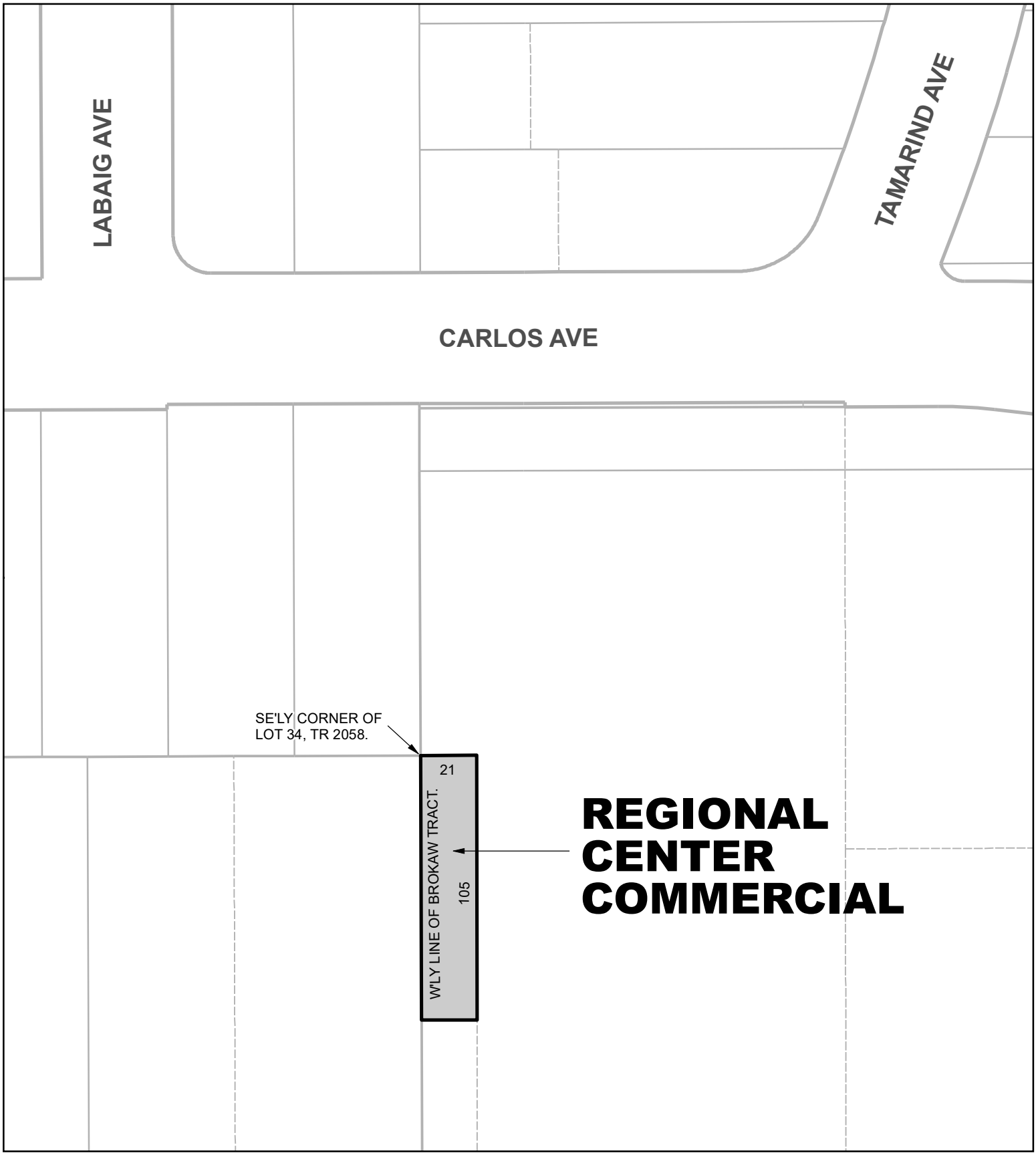
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LH/Cf

HOLLYWOOD CPU, SA 5:3

021721

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

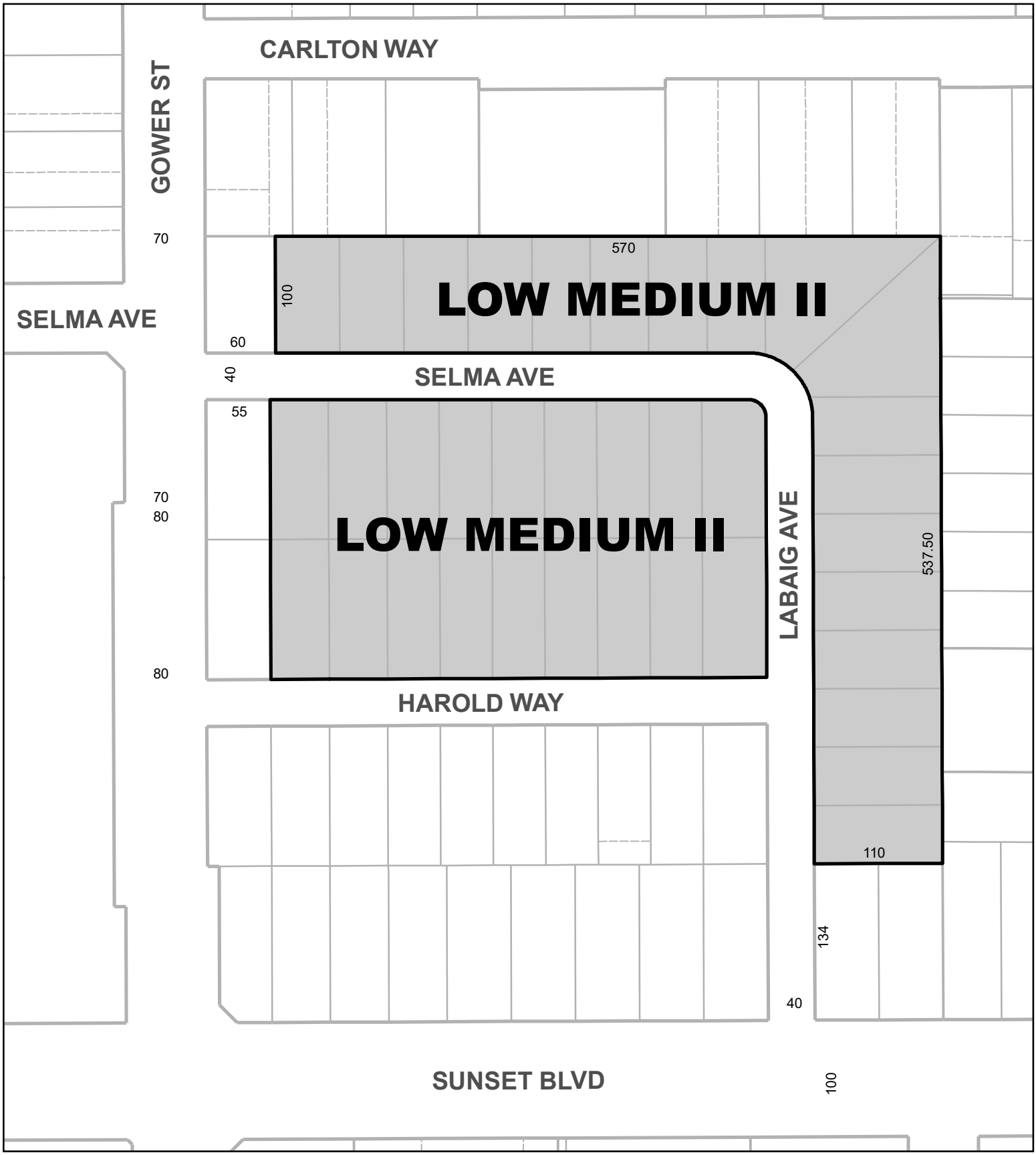
C.M. 148-5A189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 5:3B

021021

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 37.5 75 150 Feet

City of Los Angeles

Hollywood

C.M. 148-5 A 189, 147A189	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 6

021121

Data Sources: Department of City Planning, Bureau of Engineering



REGIONAL CENTER COMMERCIAL

NORTH

0 45 90 180 Feet

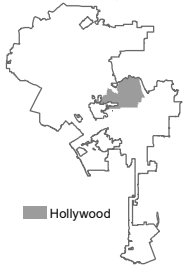
C.M. 147A189 147A191	CPC-2016-1450-CPU

LH/Cf

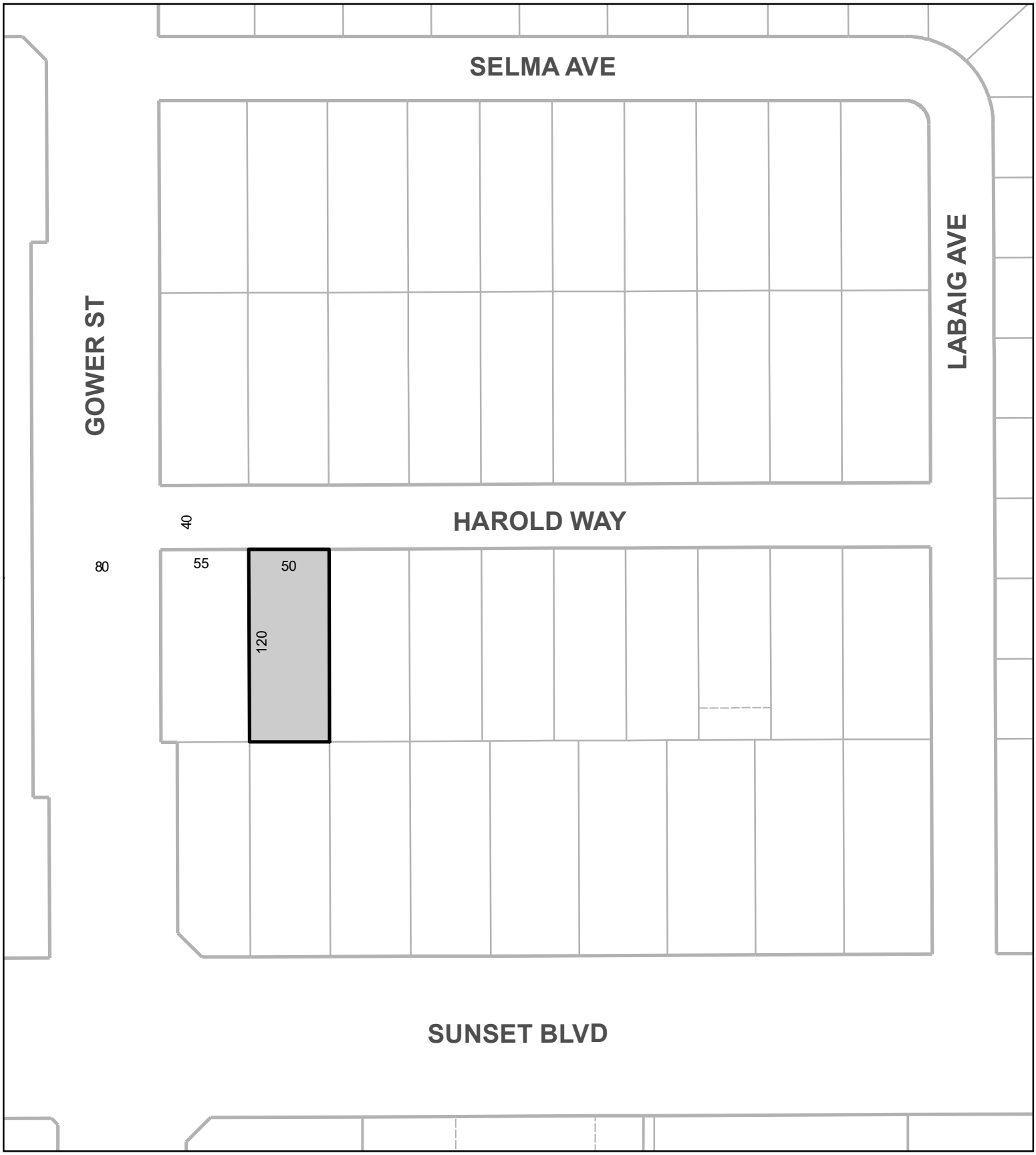
060321

HOLLYWOOD CPU, SA 6:1

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

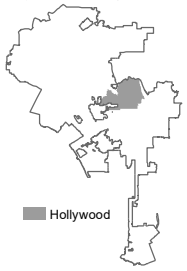


HIGH MEDIUM

NORTH

0 25 50 100 Feet

City of Los Angeles



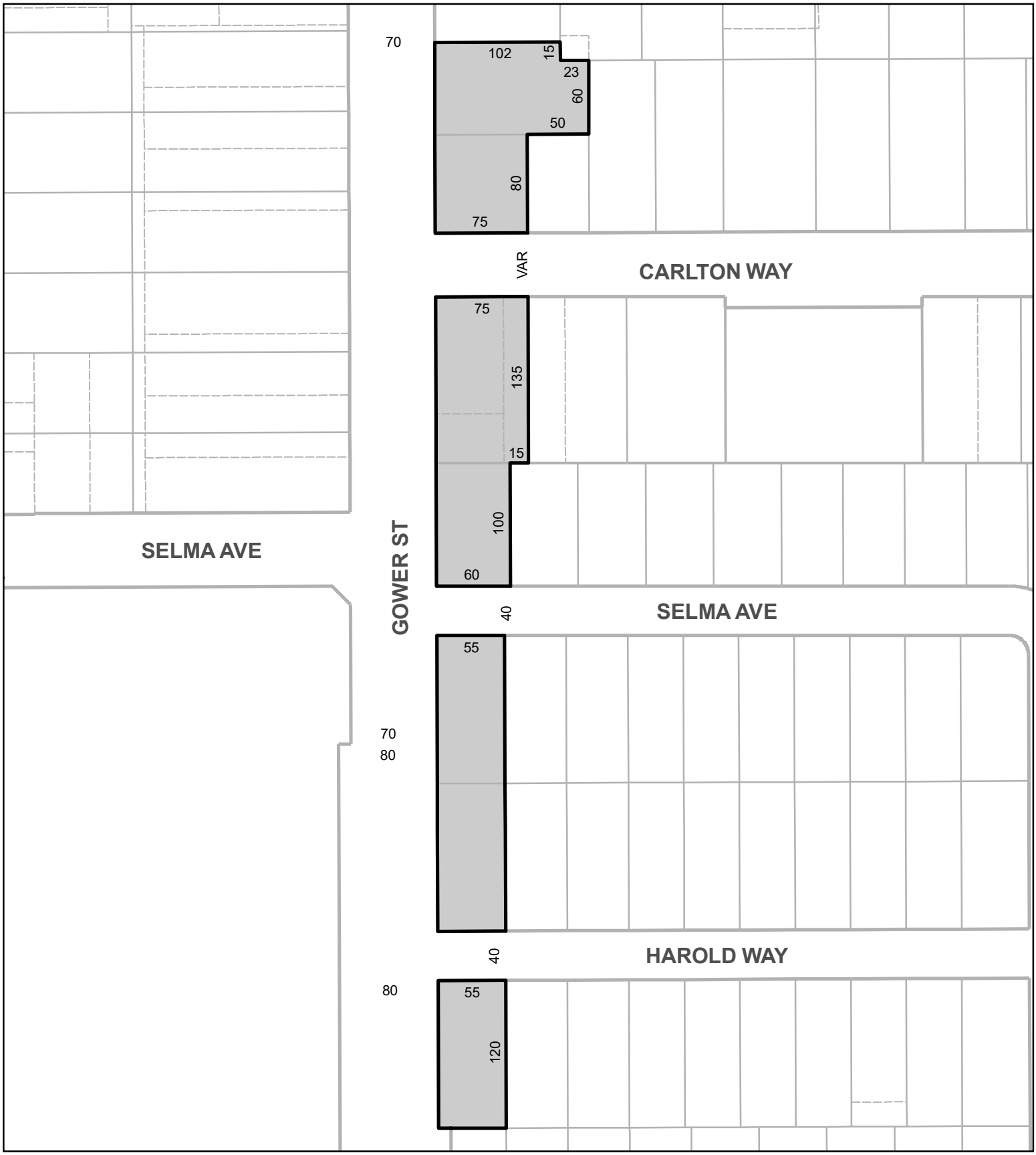
C.M. 147A189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 6:1A

060321

Data Sources: Department of City Planning, Bureau of Engineering



GENERAL COMMERCIAL

NORTH

0 50 100 Feet

City of Los Angeles

Hollywood

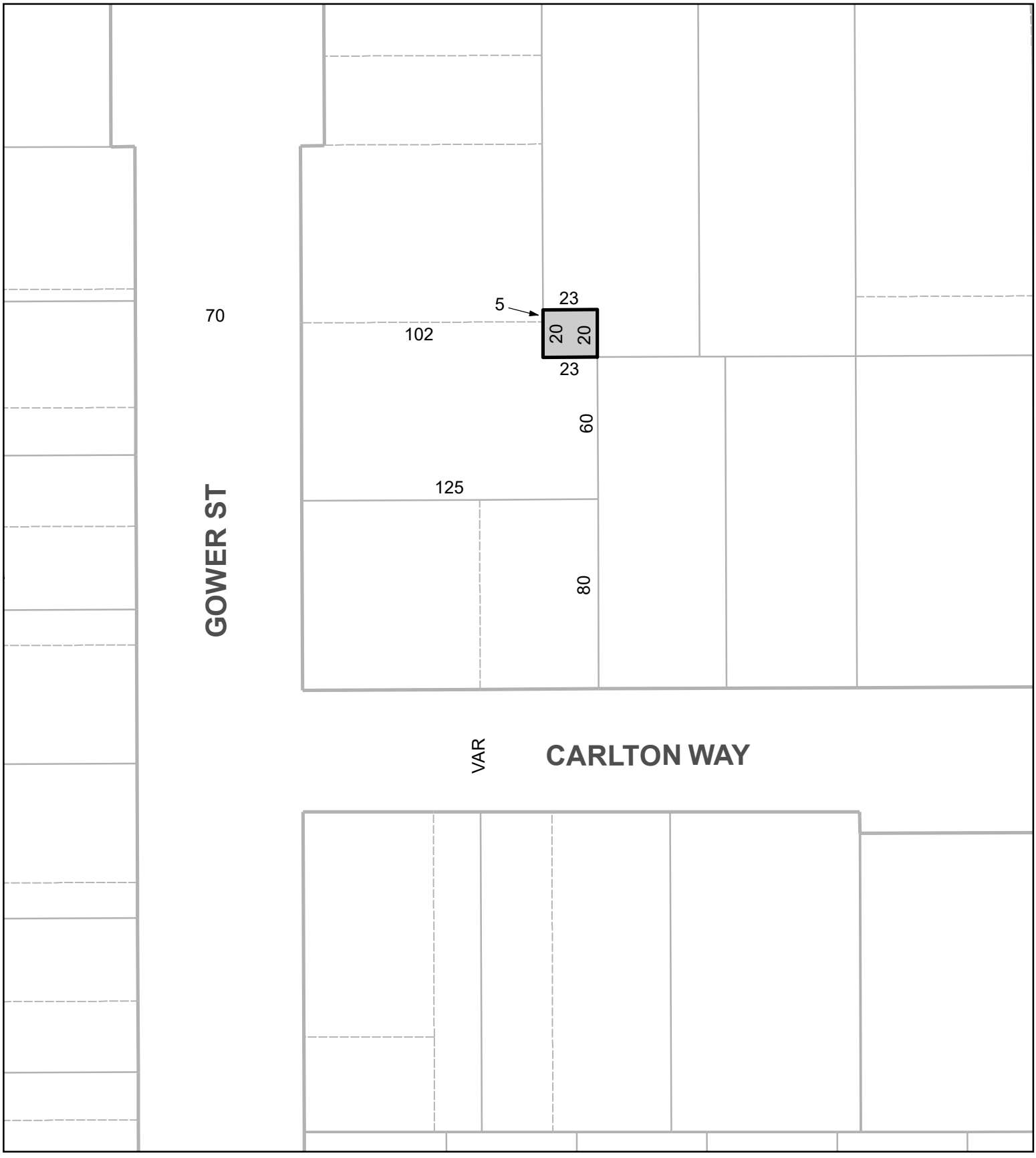
C.M. 147A189 148-5A189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 6:1B

021621

Data Sources: Department of City Planning, Bureau of Engineering



GENERAL COMMERCIAL

NORTH

0 25 50 Feet

City of Los Angeles

Hollywood

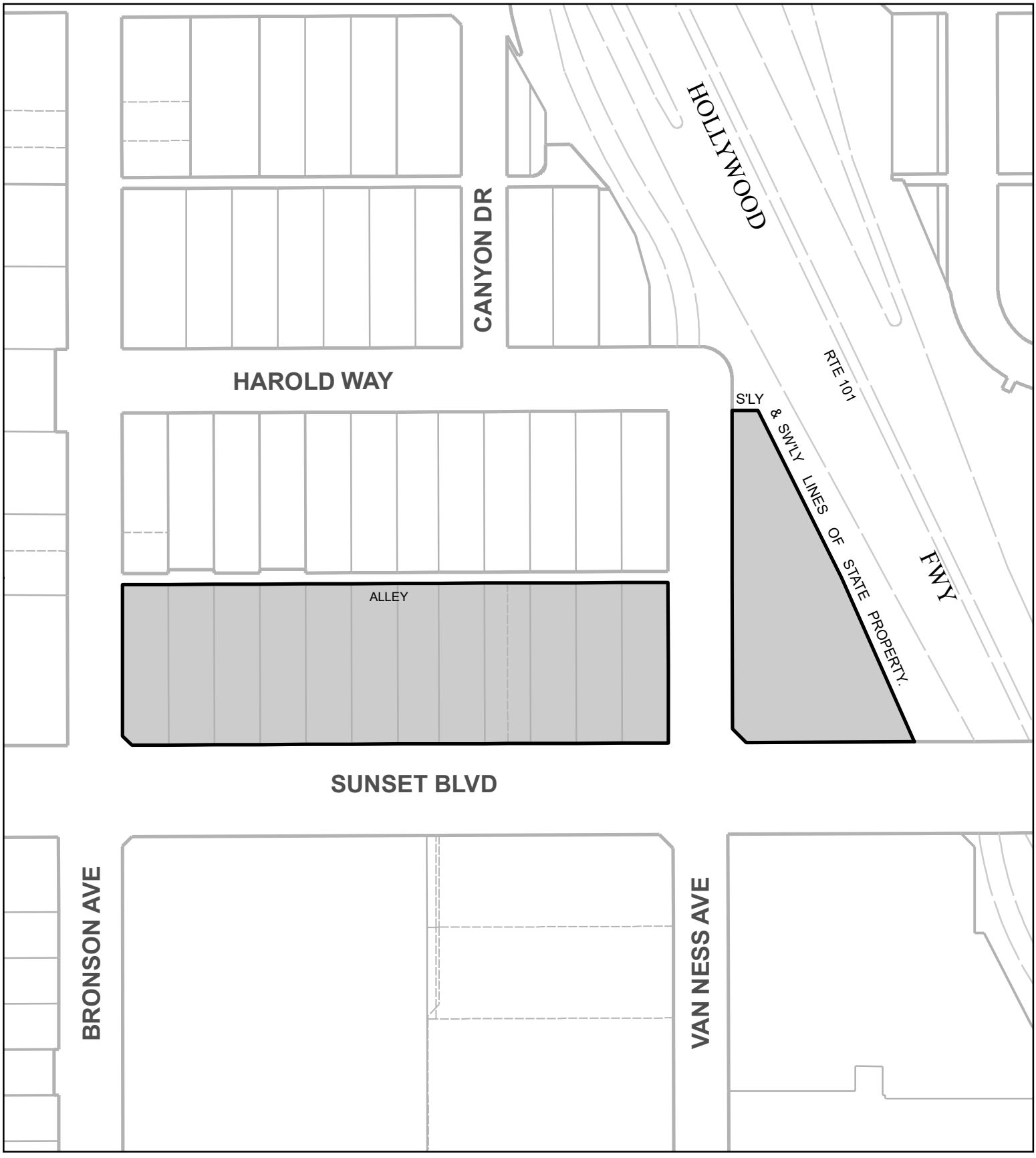
C.M. 148-5A189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 6:1C

021621

Data Sources: Department of City Planning, Bureau of Engineering

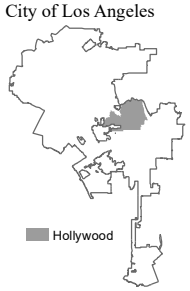


REGIONAL CENTER COMMERCIAL

NORTH

0 50 100 200 Feet

City of Los Angeles



C.M. 147 A 191	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 6:2

021121

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 100 200 400 Feet

C.M. 147 A 191, 147 A 193 148-5 A 191, 148-5 A 193	CPC-2016-1450-CPU

LH/Cf

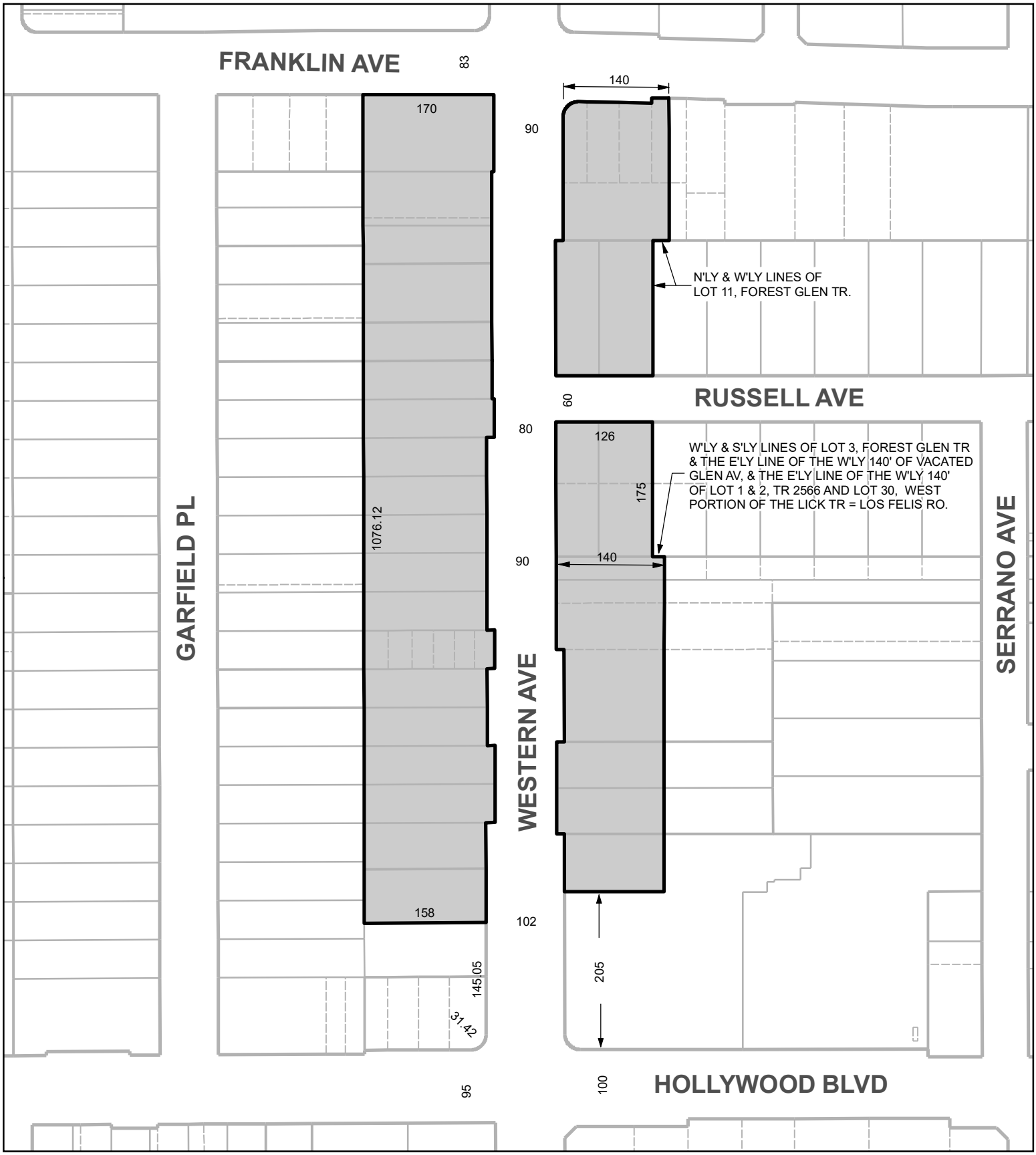
HOLLYWOOD CPU, SA 7

022421

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NEIGHBORHOOD COMMERCIAL

NORTH

0 62.5 125 250 Feet

City of Los Angeles

Hollywood

C.M. 148-5A193 150A193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 8

021721

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 45 90 180 Feet

City of Los Angeles

Hollywood

C.M. 148-5A193 148-5A195	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 9

021821

Data Sources: Department of City Planning, Bureau of Engineering



HIGH
MEDIUM

NORTH

0 75 150 300 Feet

City of Los Angeles

Hollywood

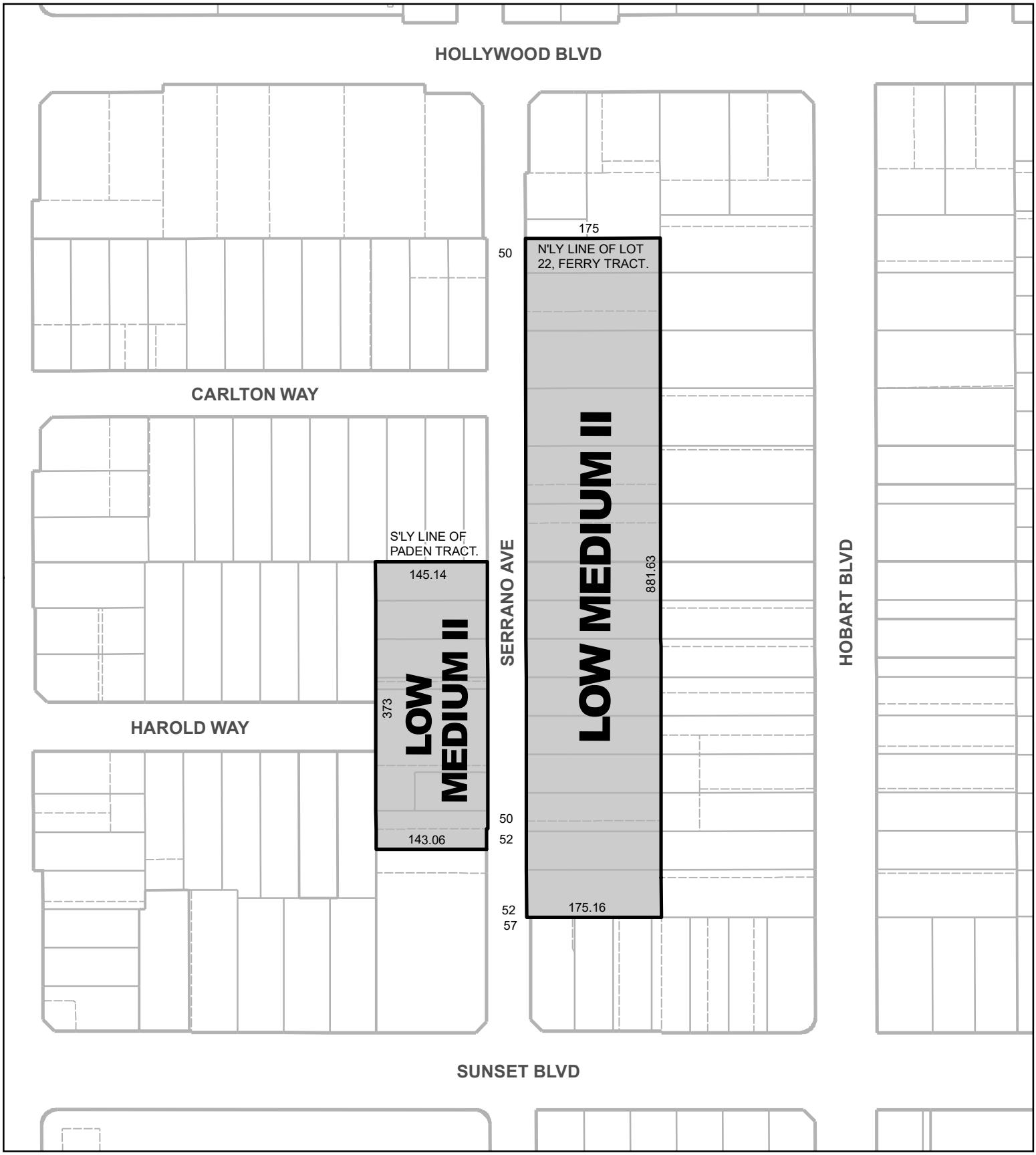
C.M. 147A193 148-5A193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 9:1

021921

Data Sources: Department of City Planning, Bureau of Engineering





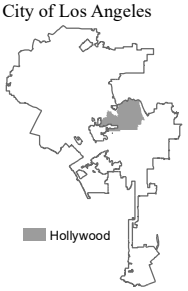
0 70 140 280 Feet

C.M.	147 A 193 148-5 A 193 147 A 195 148-5 A 195	CPC-2016-1450-CPU

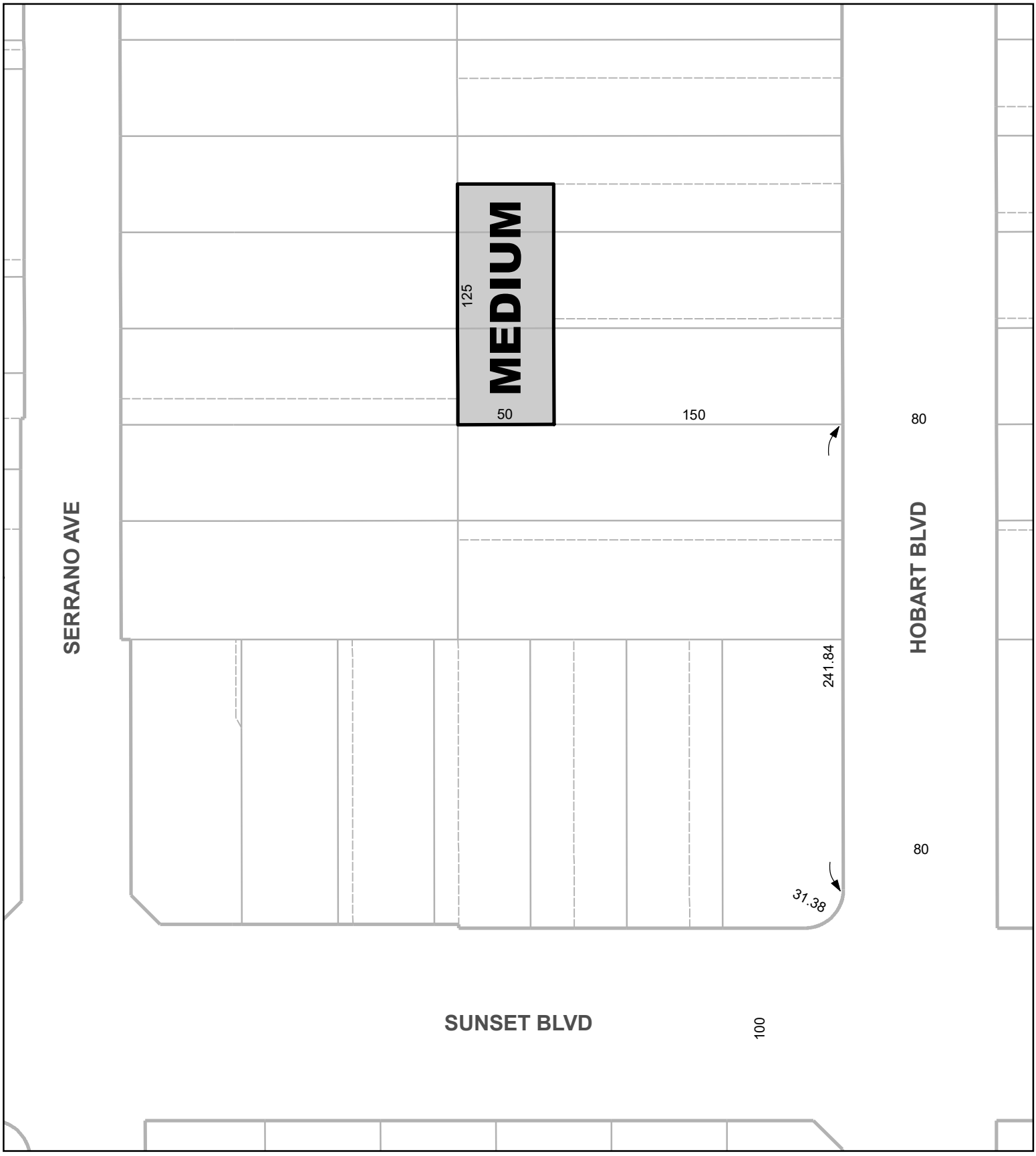
LH/Cf

HOLLYWOOD CPU, SA 9:2

051421



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 20 40 80 Feet

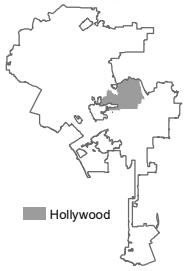
C.M. 147A195 148-5A195	CPC-2016-1450-CPU

LH/cf

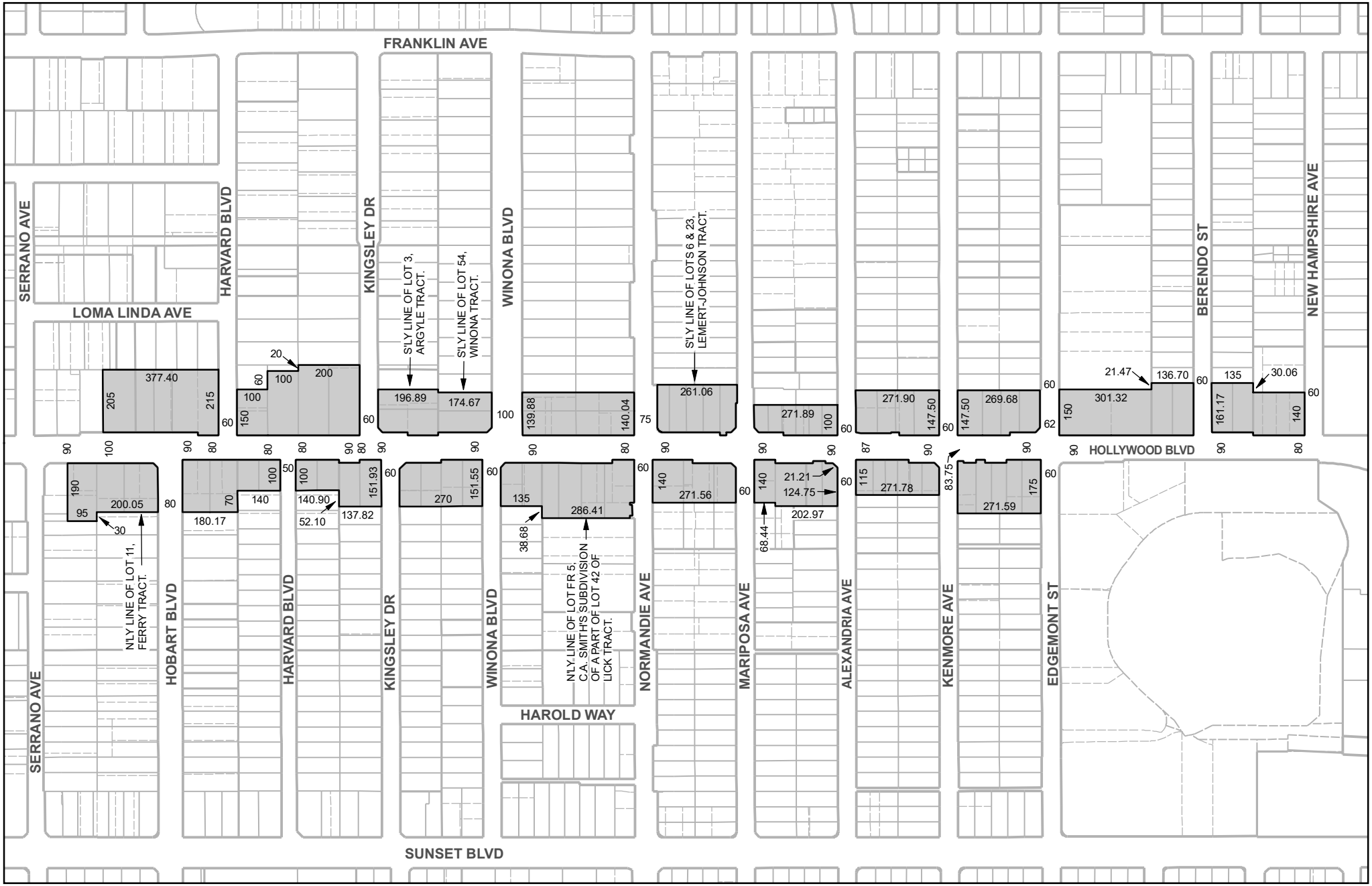
HOLLYWOOD CPU, SA 9:3

021921

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 125 250 500 Feet

C.M. 148-5A 195 147 B 197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 10

021721

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NORTH

0 50 100 200 Feet

C.M. 147 B 197	CPC-2016-1450-CPU

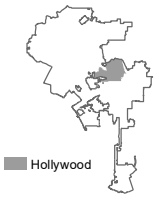
LH/Cf

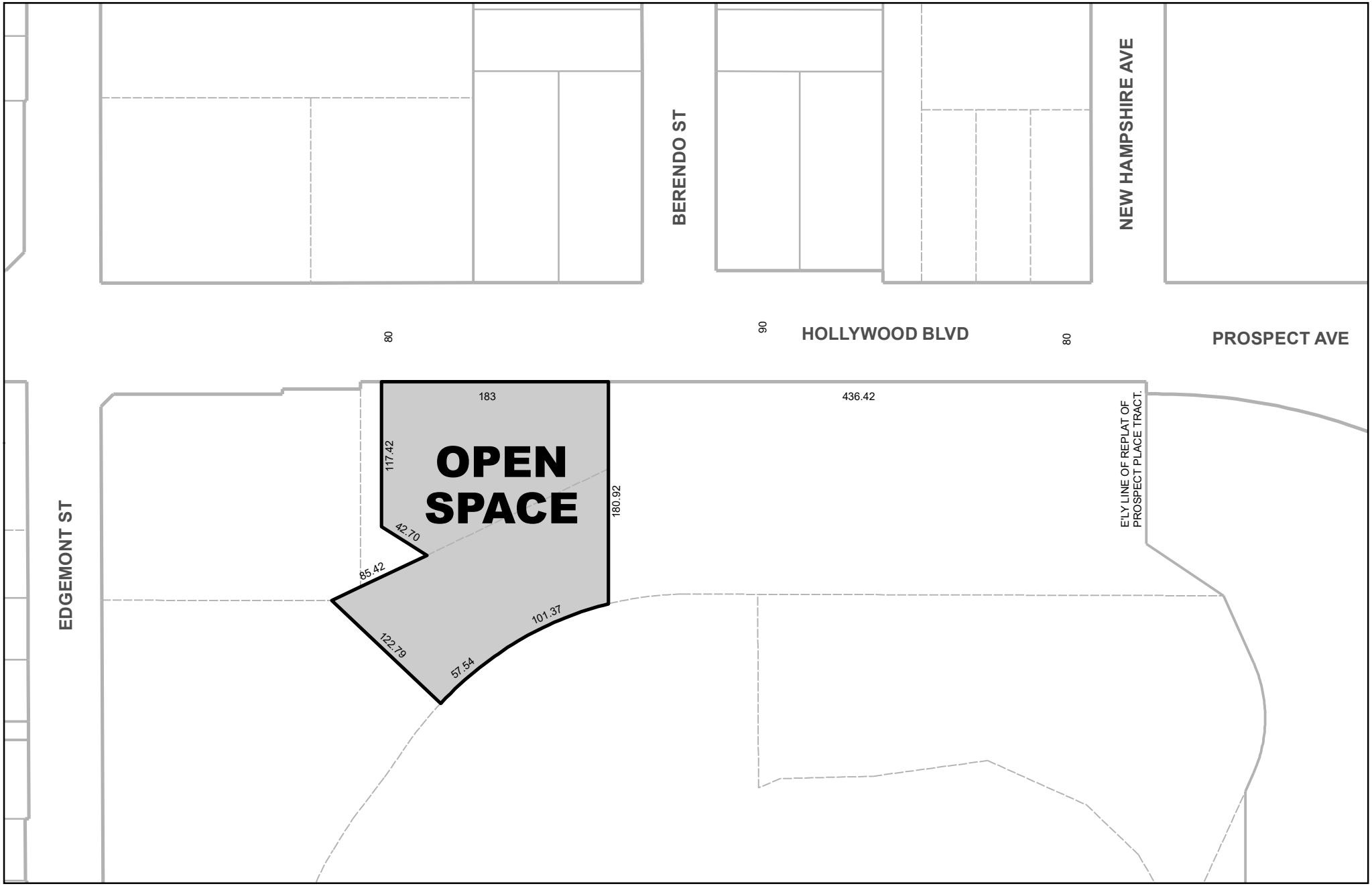
HOLLYWOOD CPU, SA10:1

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 50 100 200 Feet

C.M. 147 B 197	CPC-2016-1450-CPU

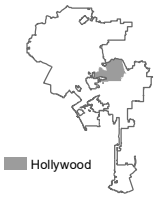
LH/Cf

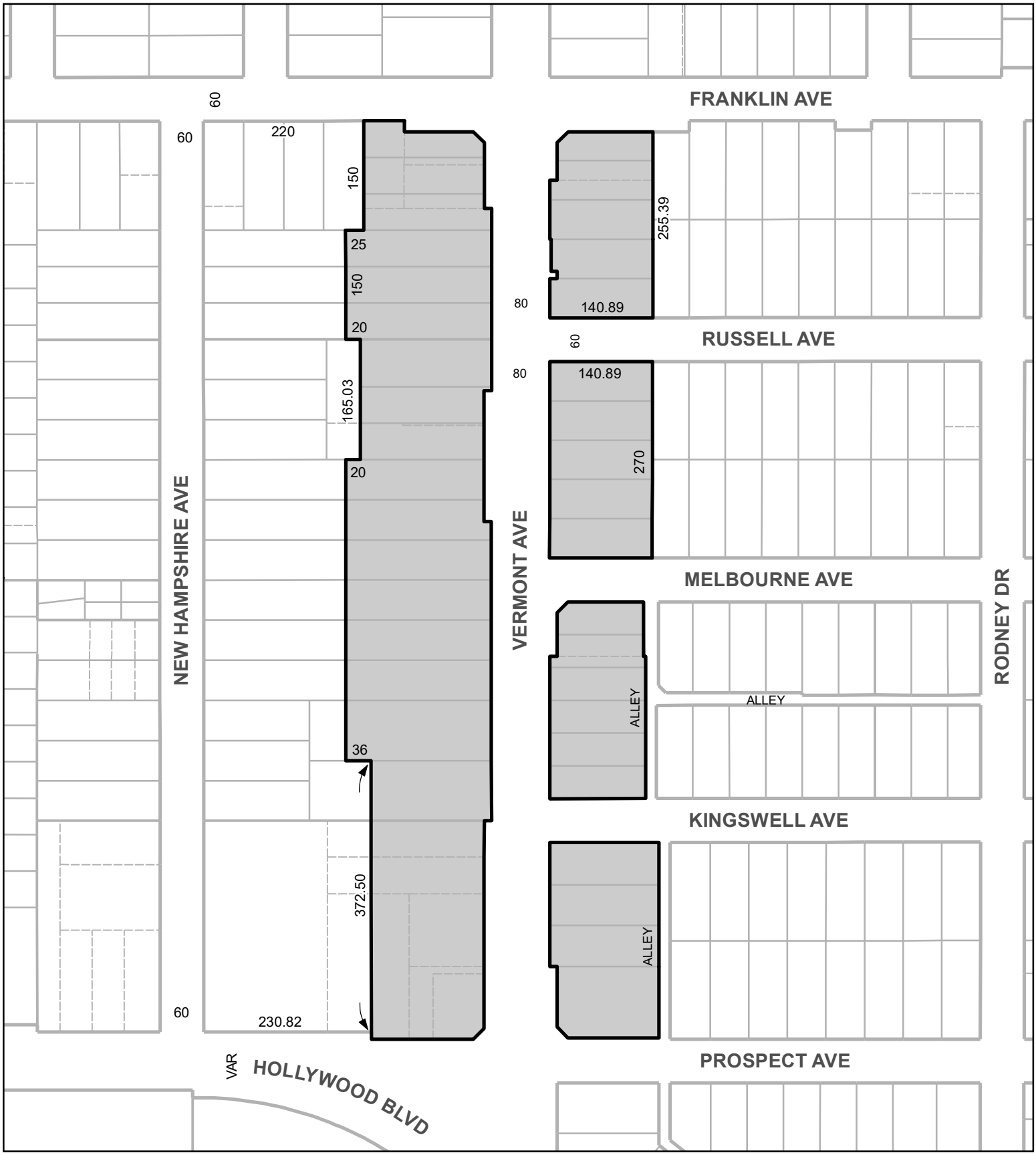
HOLLYWOOD CPU, SA10:1D

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

NORTH

0 62.5 125 250 Feet

City of Los Angeles

Hollywood

C.M. 147B197 150B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 11

021921

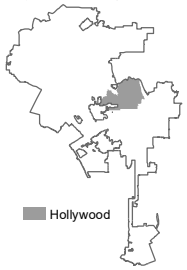
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 50 100 200 Feet

City of Los Angeles



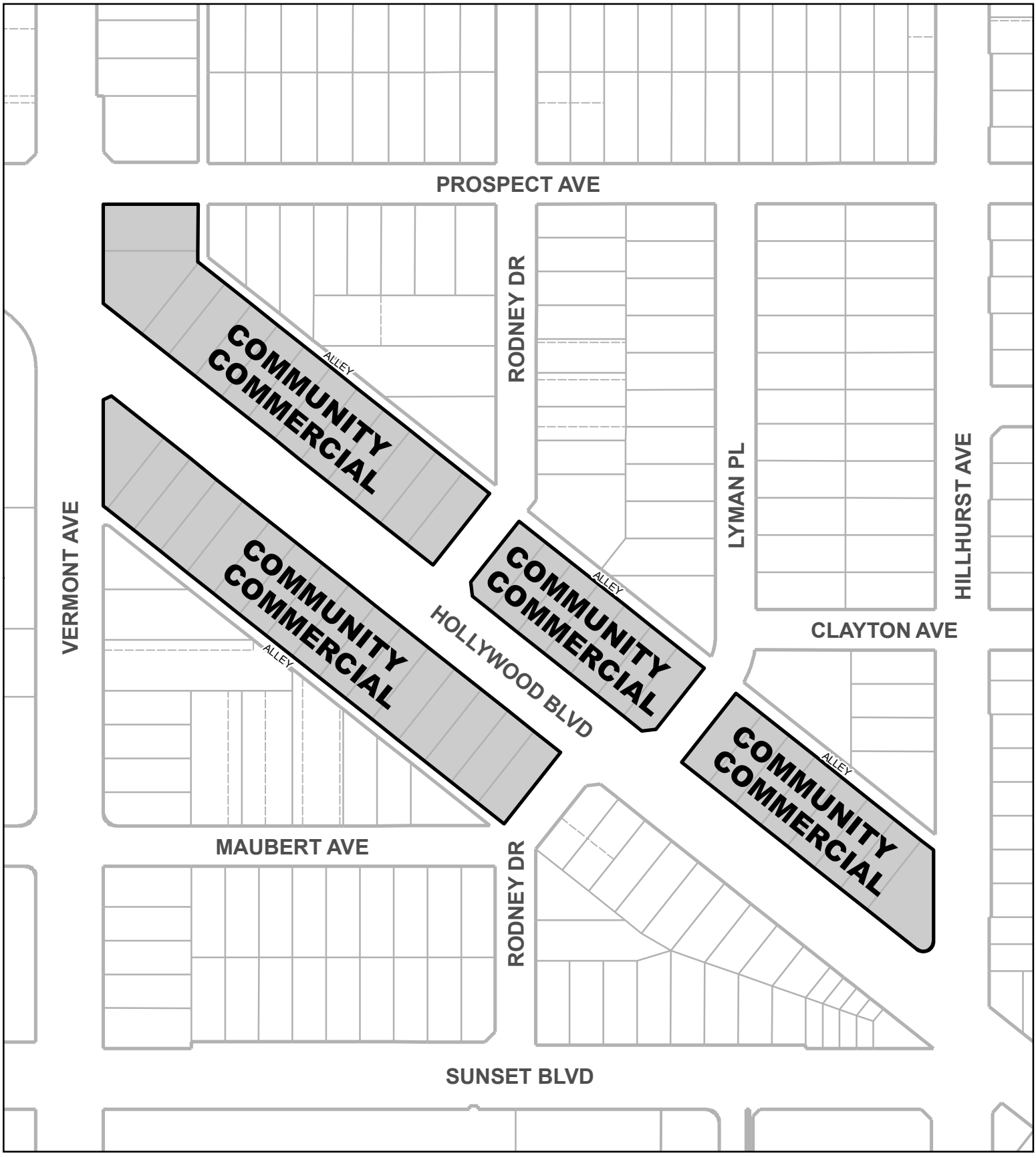
C.M. 147B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 12

021821

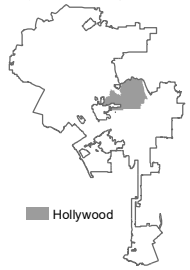
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 65 130 260 Feet

City of Los Angeles



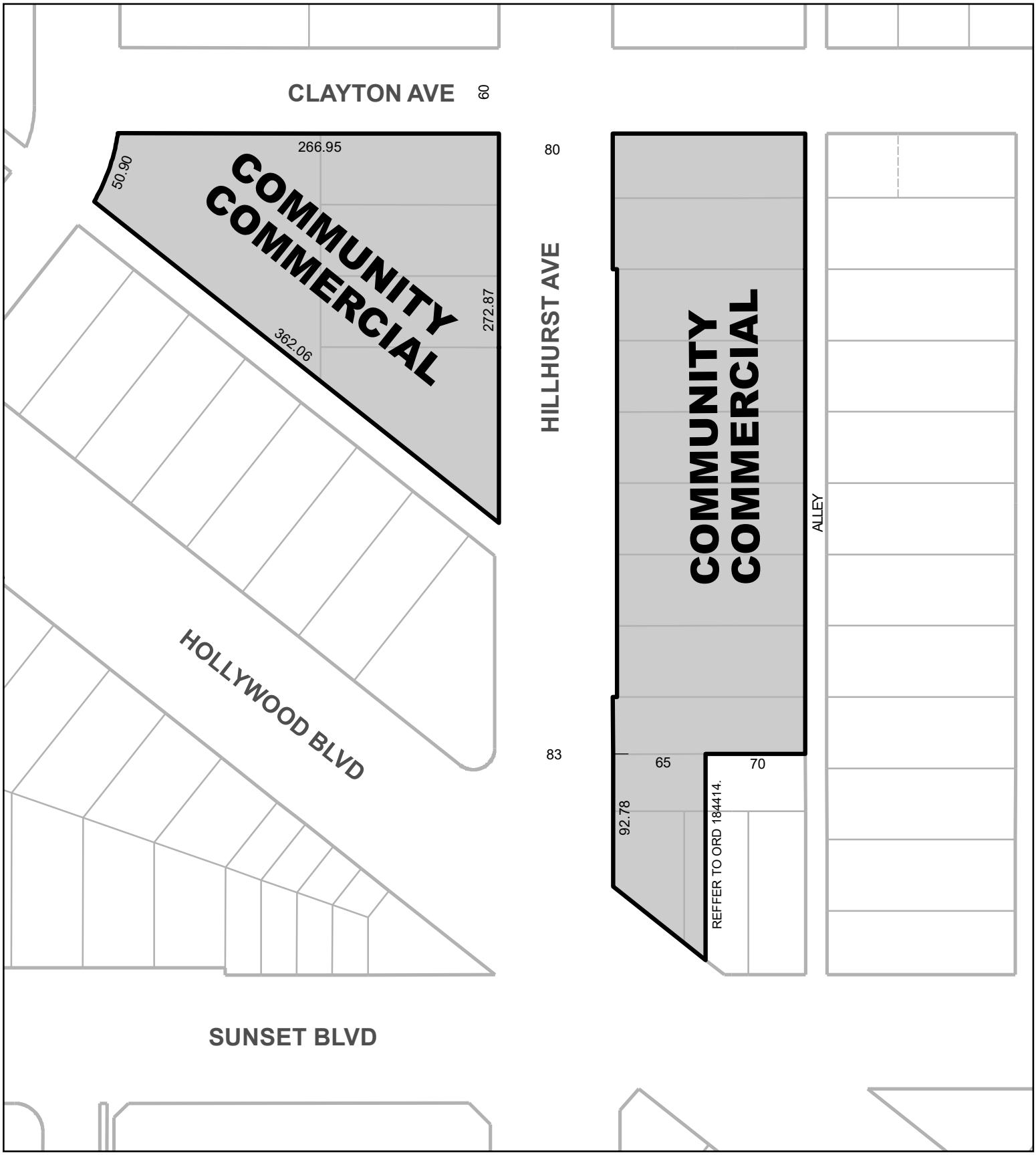
C.M. 147B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 12:3

022321

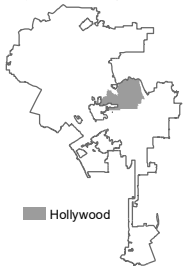
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 30 60 120 Feet

City of Los Angeles



C.M.	147 A 201 148-5 A 201 147 B 197	CPC-2016-1450-CPU

LH/cf

051321

HOLLYWOOD CPU, SA 12:3A

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 125 250 500 Feet

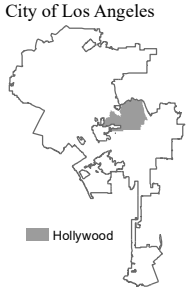
C.M.	147B197 150B197 148-5A201 150B201	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 13

021621

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

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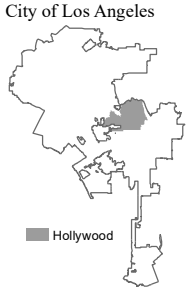
LH/cf

HOLLYWOOD CPU, SA 13:1

021721

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles



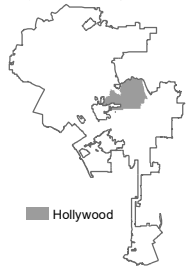


LIMITED COMMERCIAL

NORTH

0 45 90 180 Feet

City of Los Angeles



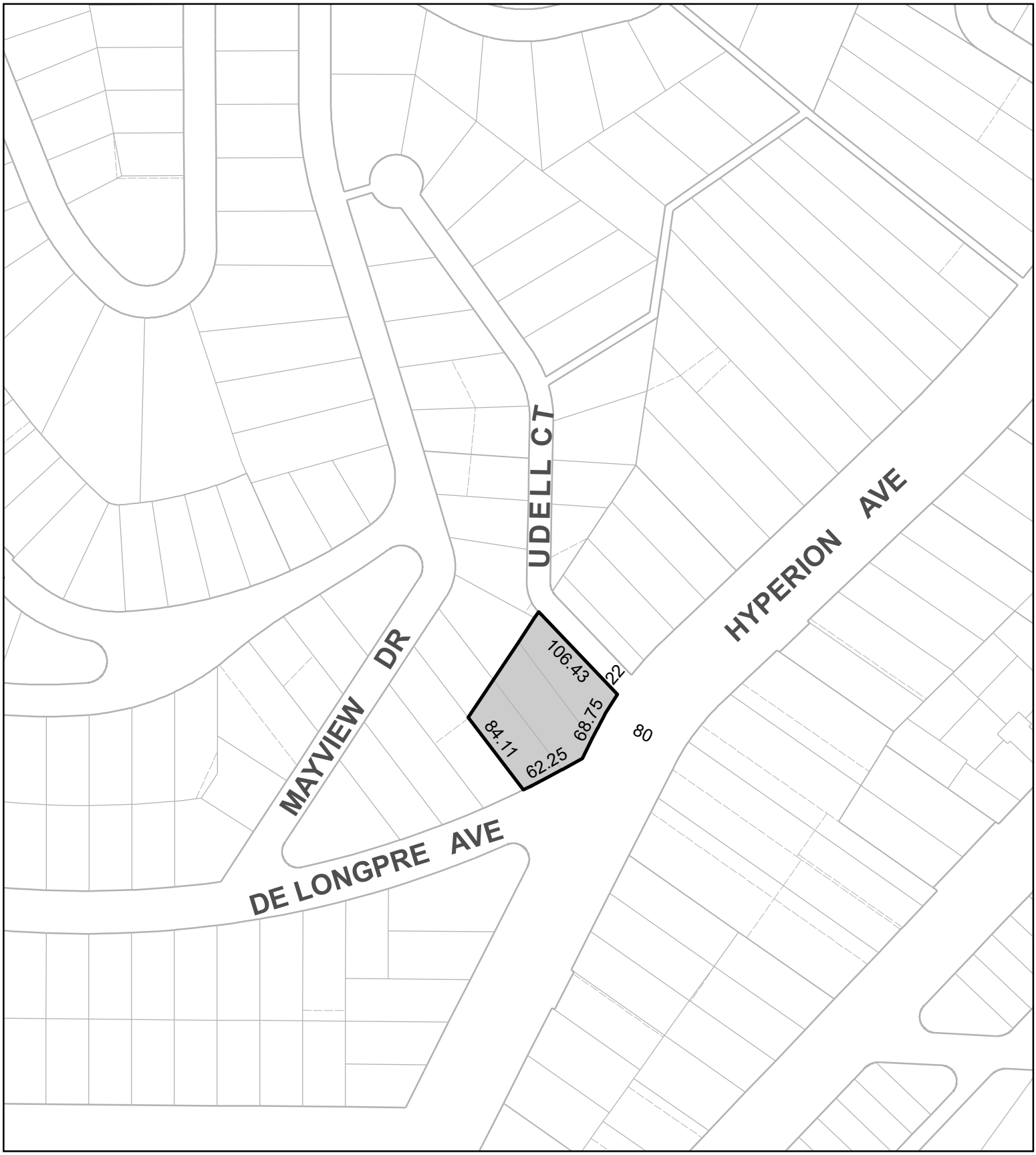
C.M. 147A203	CPC-2016-1450-CPU

LH/ Cf

060821

HOLLYWOOD CPU, SA 13:1A

Data Sources: Department of City Planning, Bureau of Engineering



LIMITED COMMERCIAL

NORTH

0 40 80 160 Feet

City of Los Angeles

Hollywood

C.M. 147A203	CPC-2016-1450-CPU

LH/Cf

060821

Data Sources: Department of City Planning, Bureau of Engineering

HOLLYWOOD CPU, SA 13:1B



NEIGHBORHOOD COMMERCIAL

NORTH

0 170 340 680 Feet

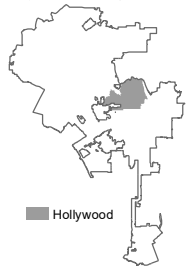
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LH/Cf

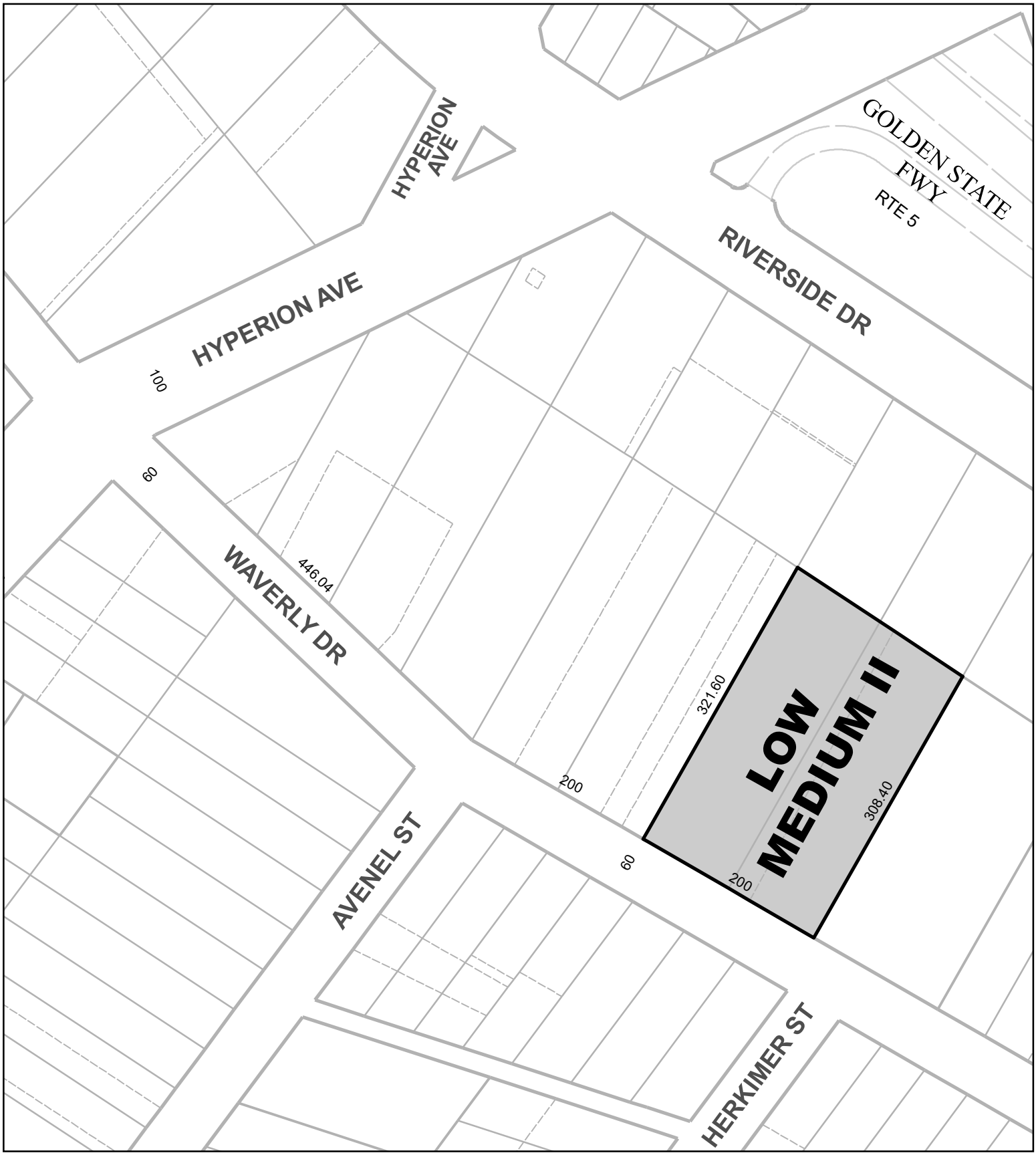
HOLLYWOOD CPU, SA 13:2

021621

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 50 100 200 Feet

City of Los Angeles

Hollywood

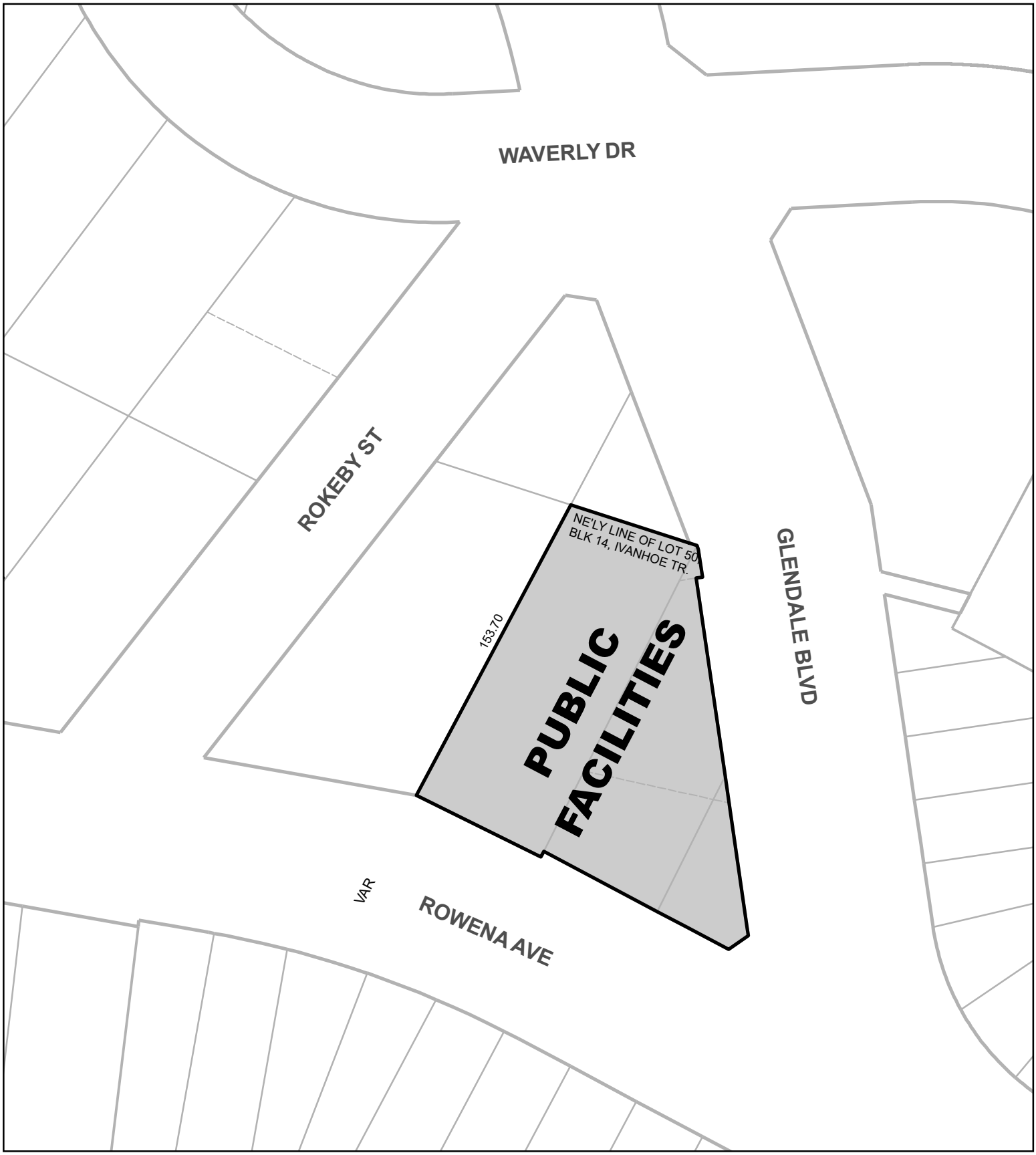
C.M. 151-5A205 151-5A207	CPC-2016-1450-CPU

LH/Cf

051421

HOLLYWOOD CPU, SA 13:3C

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 20 40 80 Feet

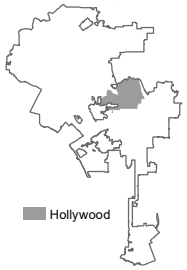
C.M. 150A207 151-5A207	CPC-2016-1450-CPU

LH/Cf

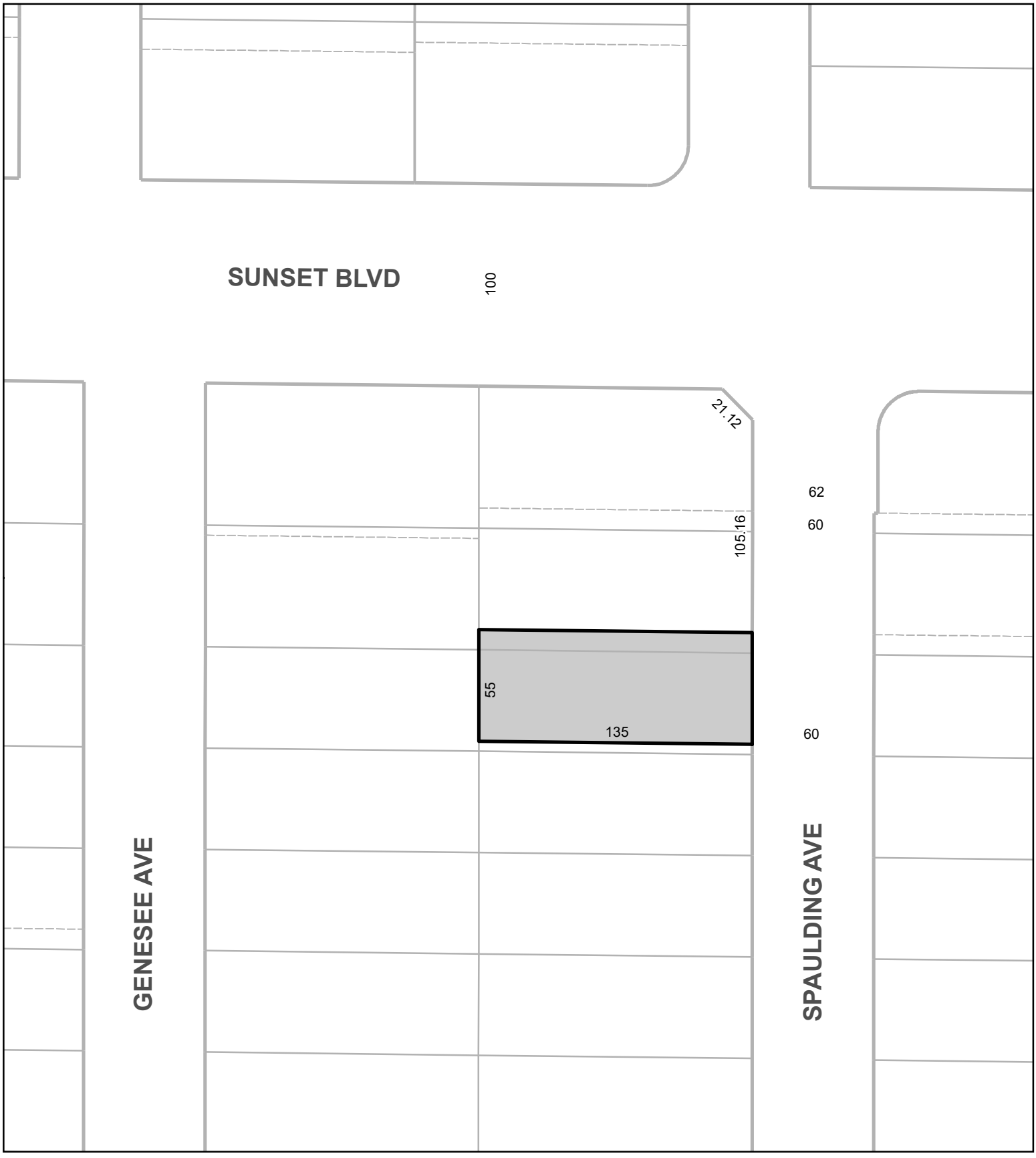
HOLLYWOOD CPU, SA 13:4A

061721

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

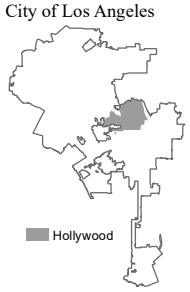


NEIGHBORHOOD COMMERCIAL

NORTH

0 25 50 100 Feet

City of Los Angeles



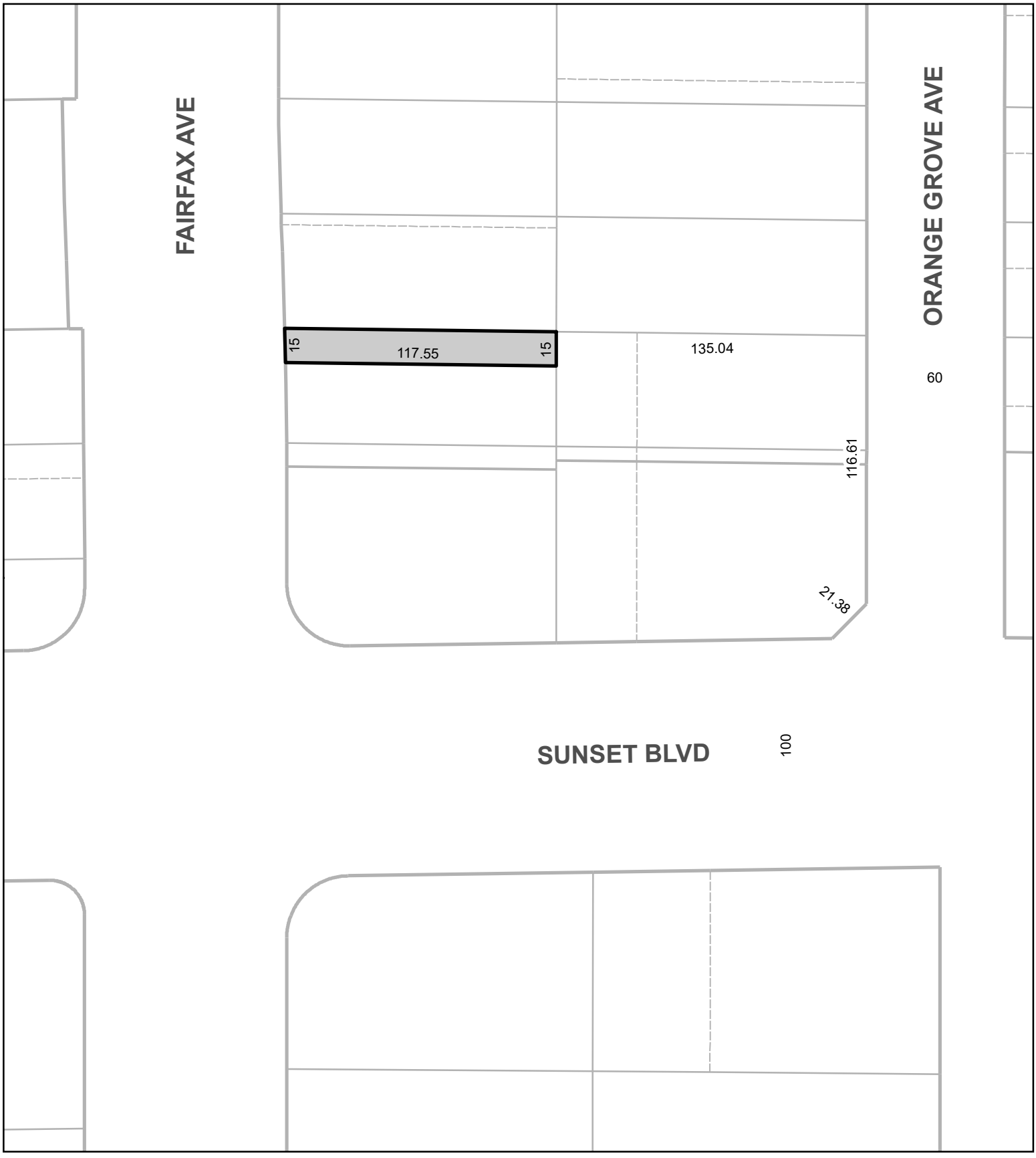
C.M. 147B177	CPC-2016-1450-CPU

LH/Cf

021621

HOLLYWOOD CPU, SA 13:5

Data Sources: Department of City Planning, Bureau of Engineering



LOW II

NORTH

0 12.5 25 50 Feet

C.M. 147B177	CPC-2016-1450-CPU

LH/Cf

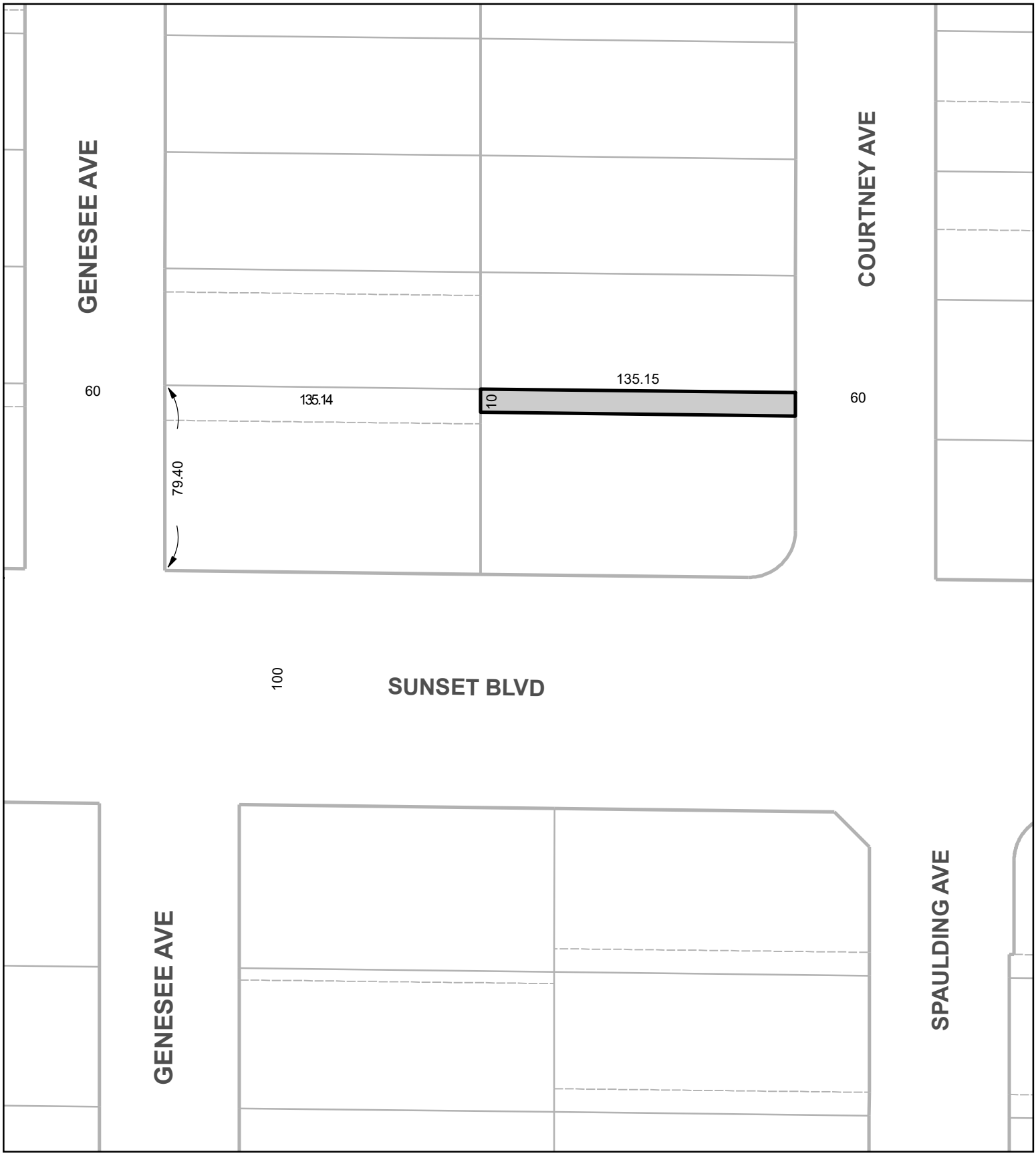
051421

HOLLYWOOD CPU, SA 13:5A

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



LOW II

NORTH

0 30 60 120 Feet

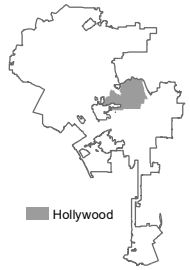
C.M. 147B177	CPC-2016-1450-CPU

LH/Cf

051421

HOLLYWOOD CPU, SA 13:5B

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 70 140 280 Feet

C.M. 147 B 177	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 13:6

022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



City of Los Angeles

Hollywood

C.M. 147 B 173 147 B 177	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 13:6A

051721

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 10 20 40 Feet

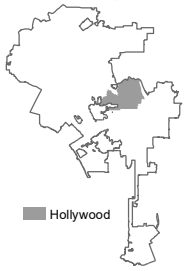
C.M. 147B173	CPC-2016-1450-CPU

LH/Cf

051421

HOLLYWOOD CPU, SA 13:6B

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 40 80 160 Feet

C.M. 147 B 173 147 B 177	CPC-2016-1450-CPU

LH/Cf

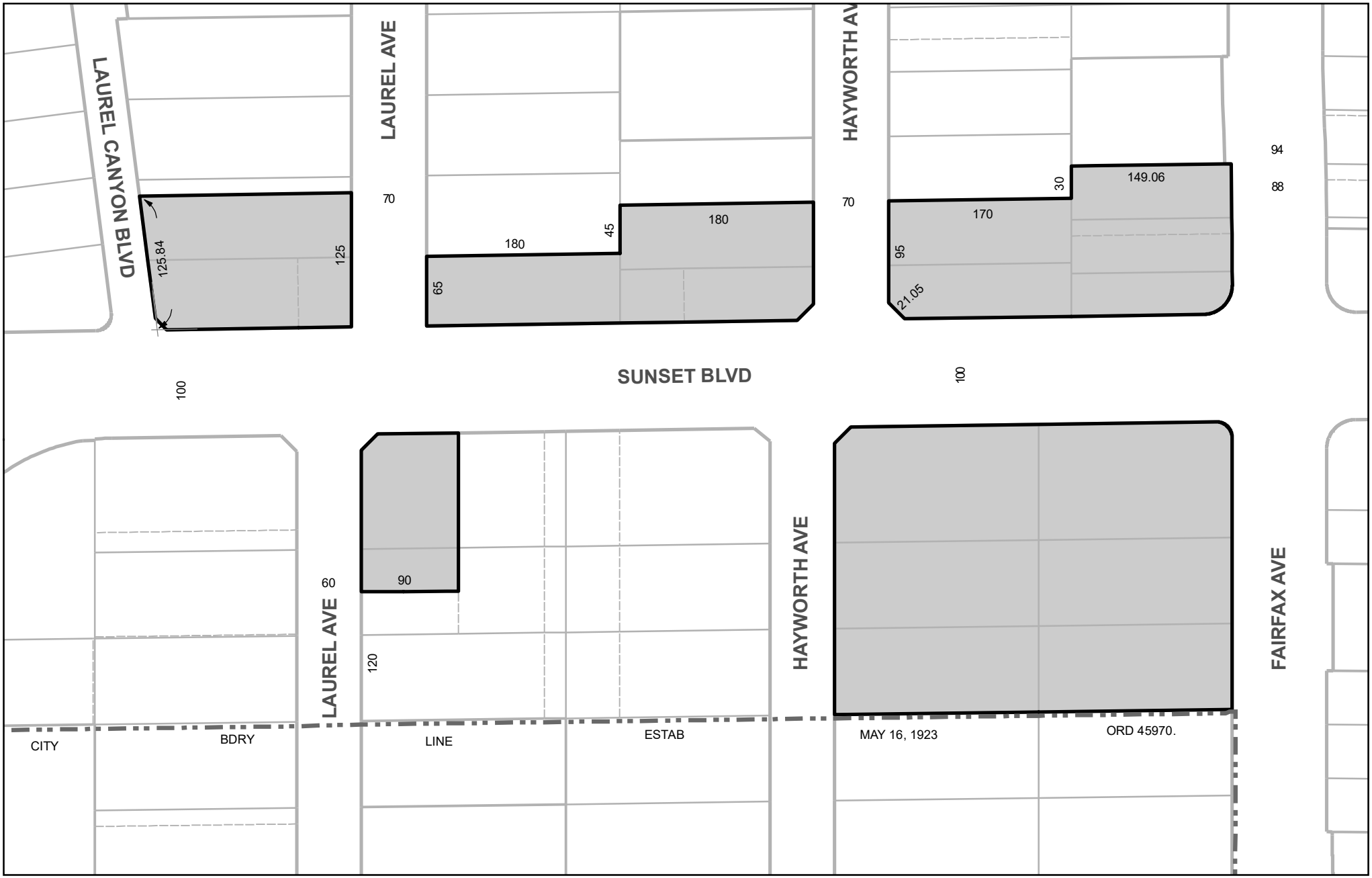
051421

HOLLYWOOD CPU, SA 13:6C

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NEIGHBORHOOD COMMERCIAL

NORTH

0 40 80 160 Feet

C.M. 147 B 177	CPC-2016-1450-CPU

LH/Cf

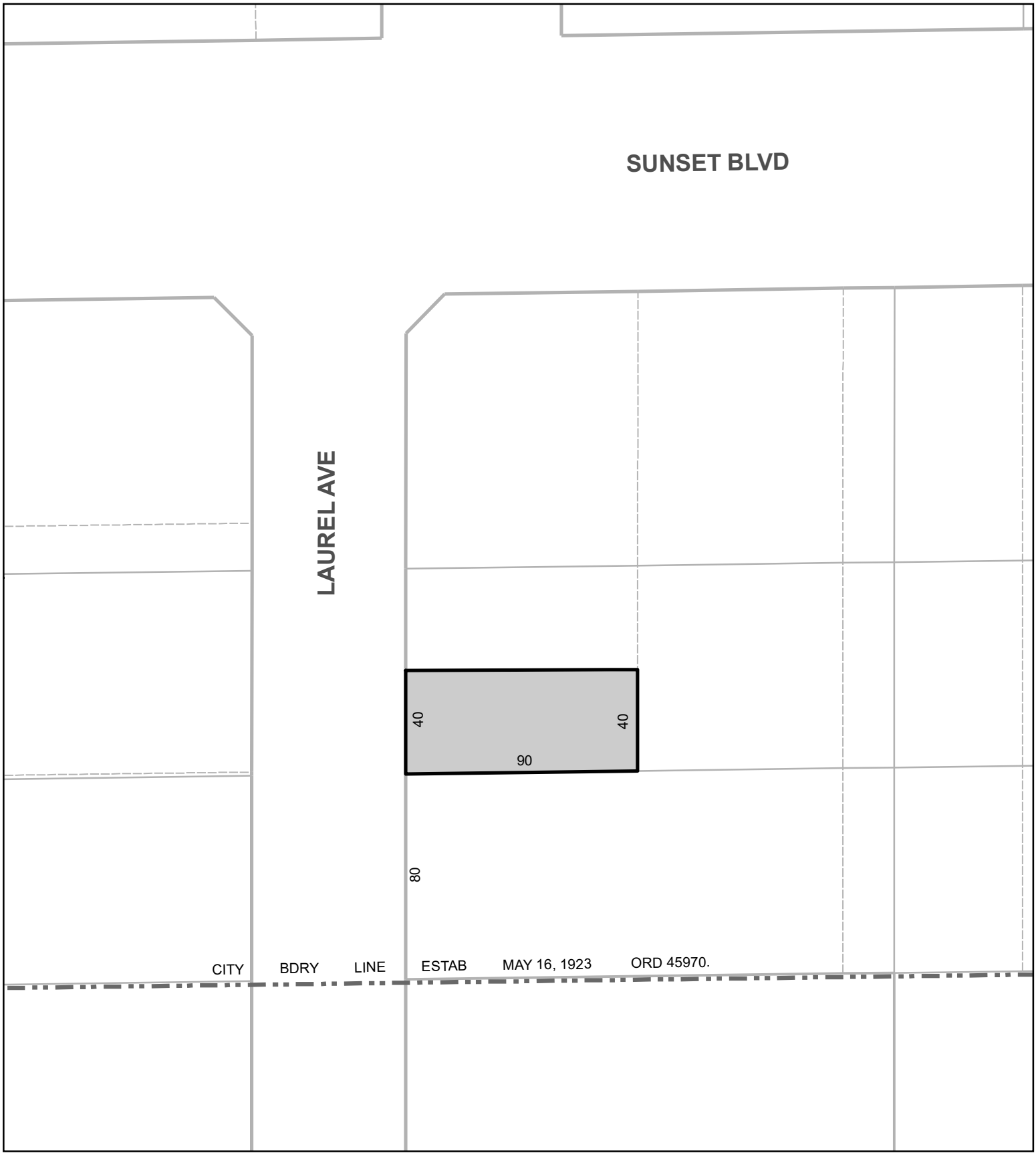
HOLLYWOOD CPU, SA 13:6D

051821

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles



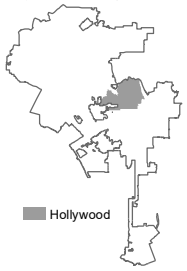


NEIGHBORHOOD COMMERCIAL

NORTH

0 15 30 60 Feet

City of Los Angeles



C.M. 147B177	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 13:6E

051421

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 60 120 240 Feet

C.M. 147 B 177, 147 B 181	CPC-2016-1450-CPU

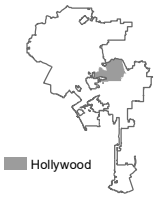
LH/Cf

HOLLYWOOD CPU, SA 13:7

022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

NORTH

0 37.5 75 150 Feet

C.M. 147 B 177, 147 B 181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 13:8

022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NEIGHBORHOOD COMMERCIAL

NORTH

0 62.5 125 250 Feet

C.M. 147 B 181	CPC-2016-1450-CPU

LH/Cf

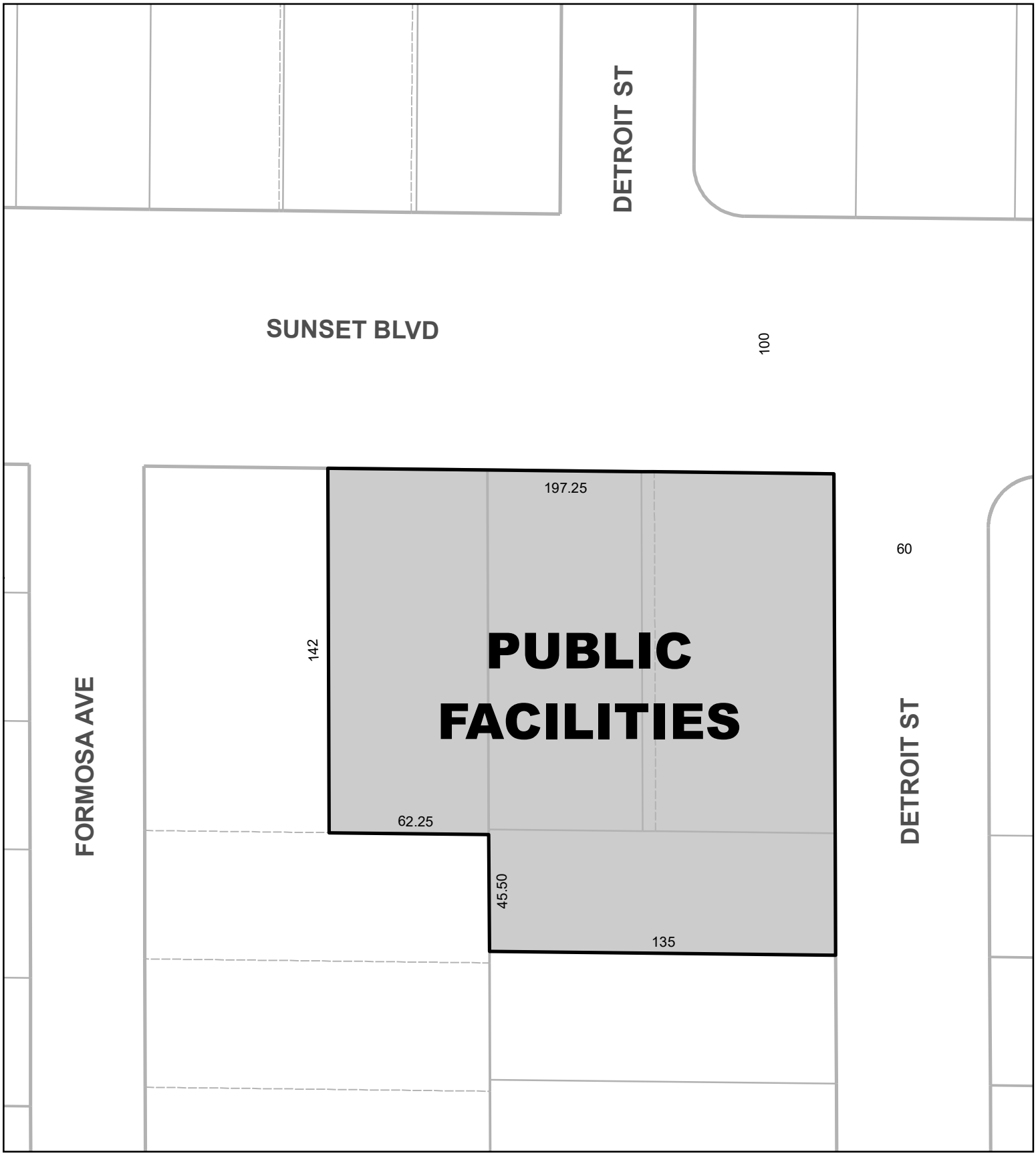
HOLLYWOOD CPU, SA 13:9

060121

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NORTH

0 25 50 100 Feet

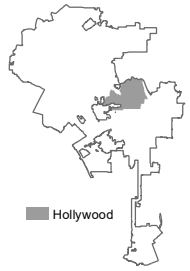
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LH/Cf

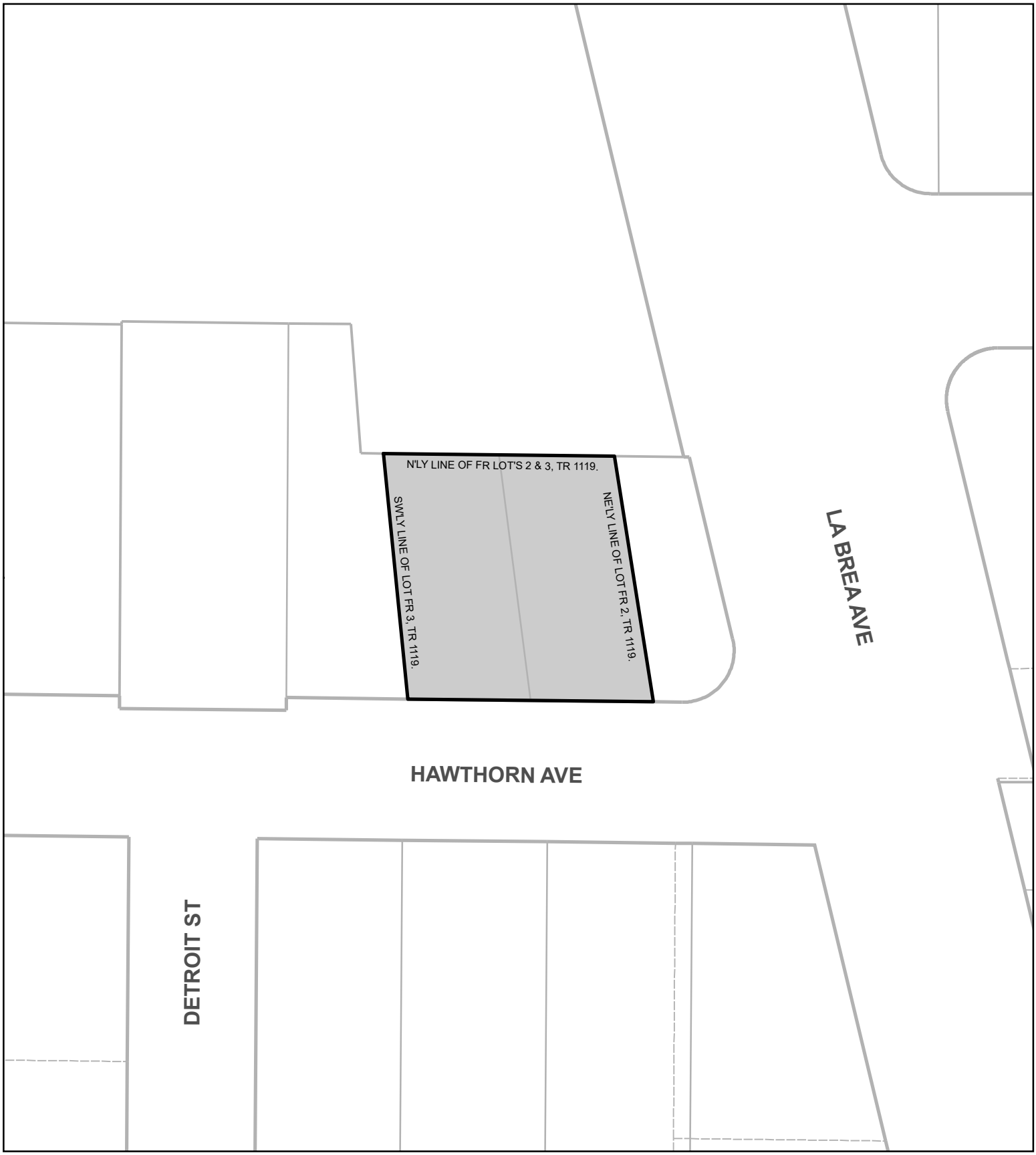
HOLLYWOOD CPU, SA 14

021821

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

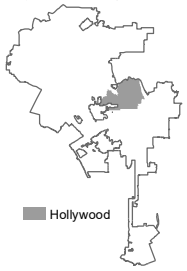


NEIGHBORHOOD COMMERCIAL

NORTH

0 15 30 60 Feet

City of Los Angeles



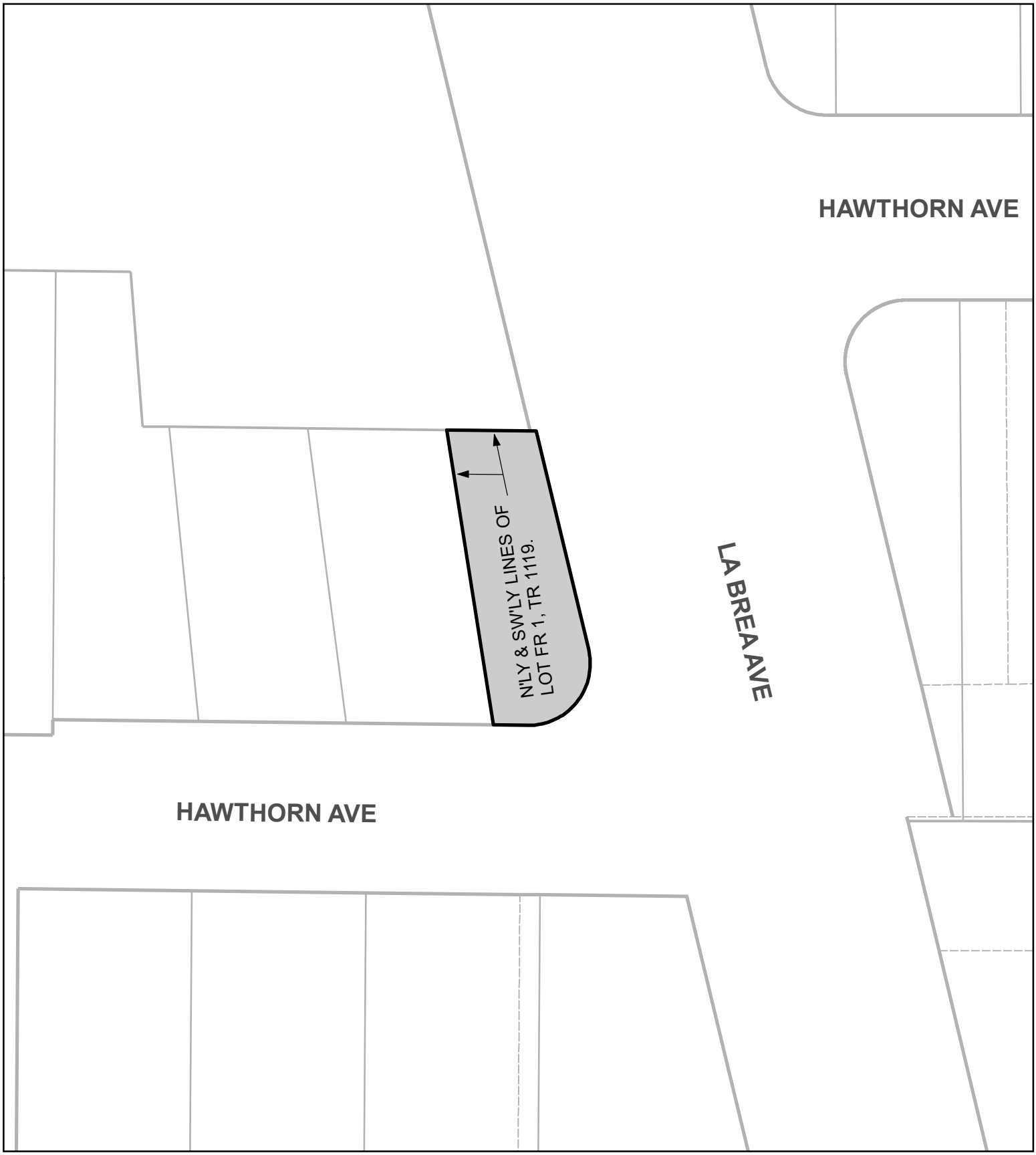
C.M. 147B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 14:3

021121

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 12.5 25 50 Feet

C.M. 147B181	CPC-2016-1450-CPU

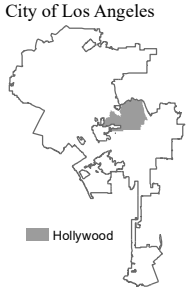
LH/Cf

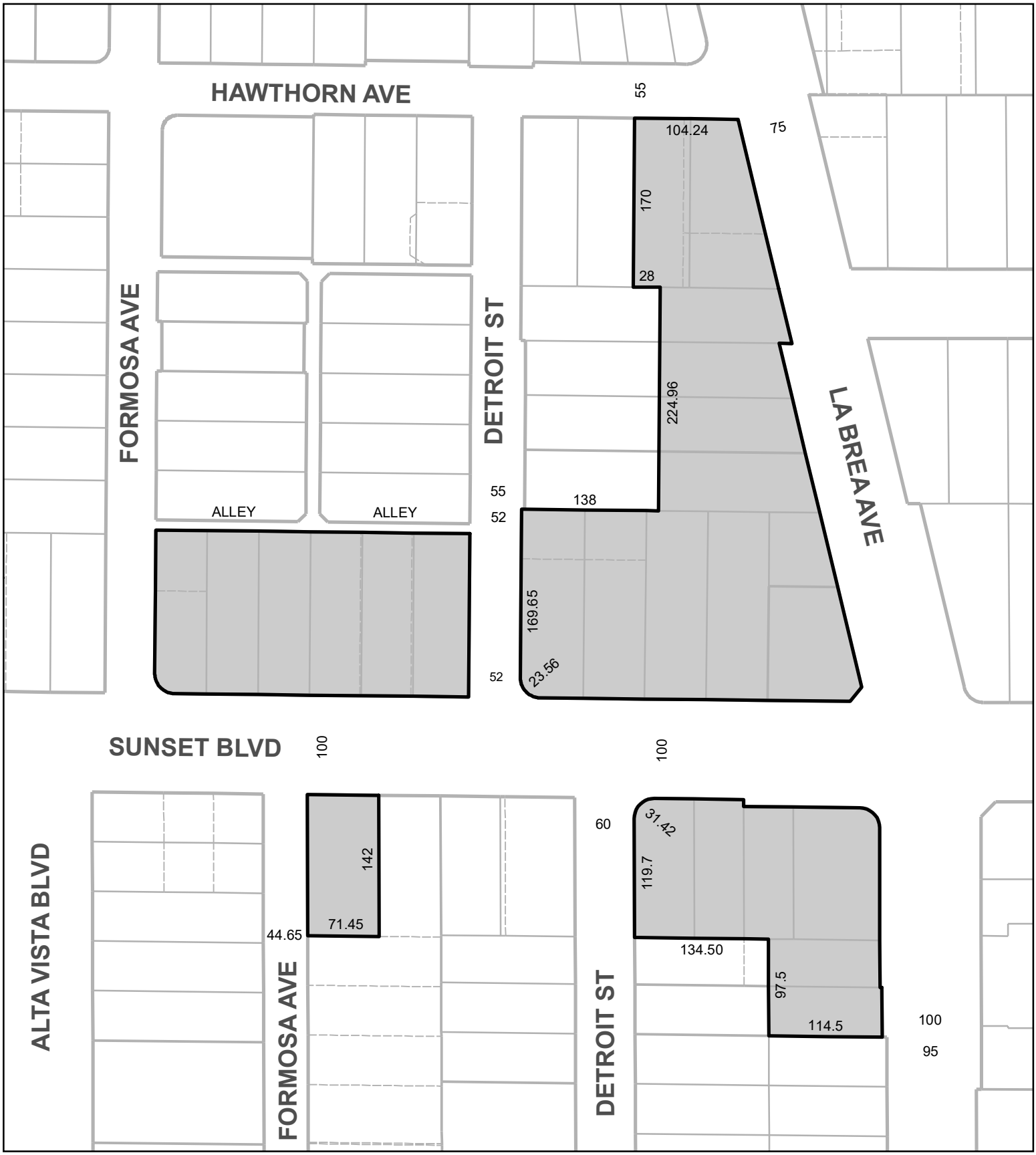
051421

HOLLYWOOD CPU, SA 14:3A

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

NORTH

0 50 100 200 Feet

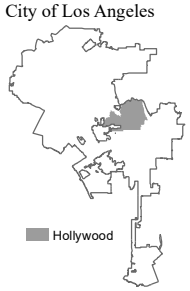
C.M. 147B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 14:4

021121

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

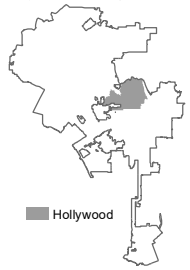


COMMUNITY COMMERCIAL

NORTH

0 45 90 180 Feet

City of Los Angeles



C.M. 144 B 181 147 B 181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 15

021721

Data Sources: Department of City Planning, Bureau of Engineering

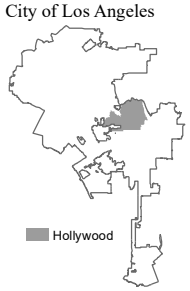


COMMUNITY COMMERCIAL

NORTH

0 65 130 260 Feet

City of Los Angeles



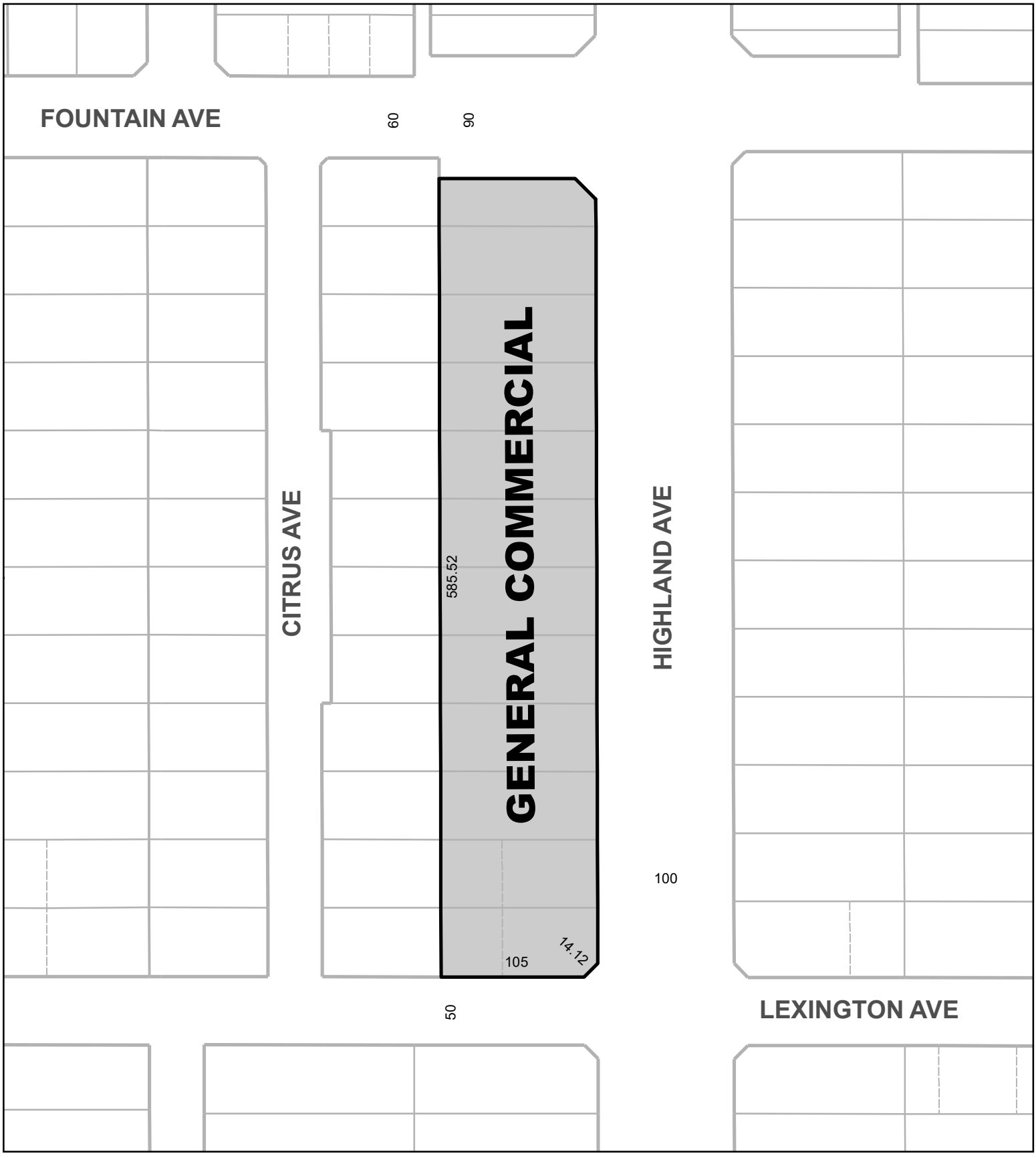
C.M. 144B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 16

021821

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 30 60 120 Feet

C.M. 144B185	CPC-2016-1450-CPU

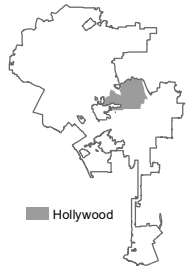
LH/Cf

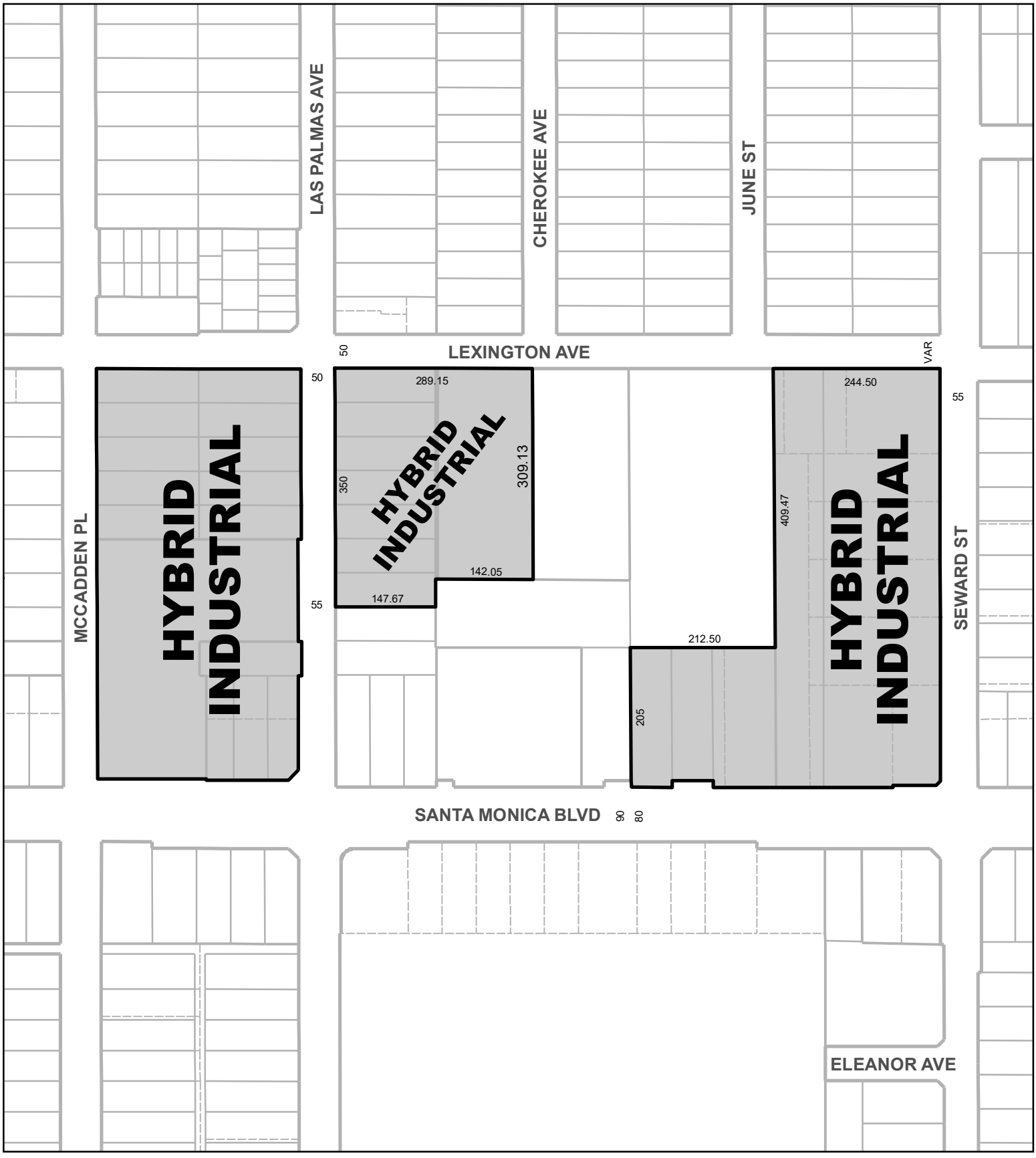
HOLLYWOOD CPU, SA 17:2

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





C.M. 144B185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 17:3

021621

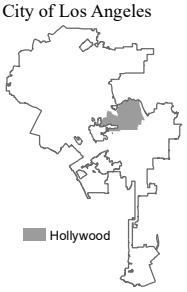
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

City of Los Angeles



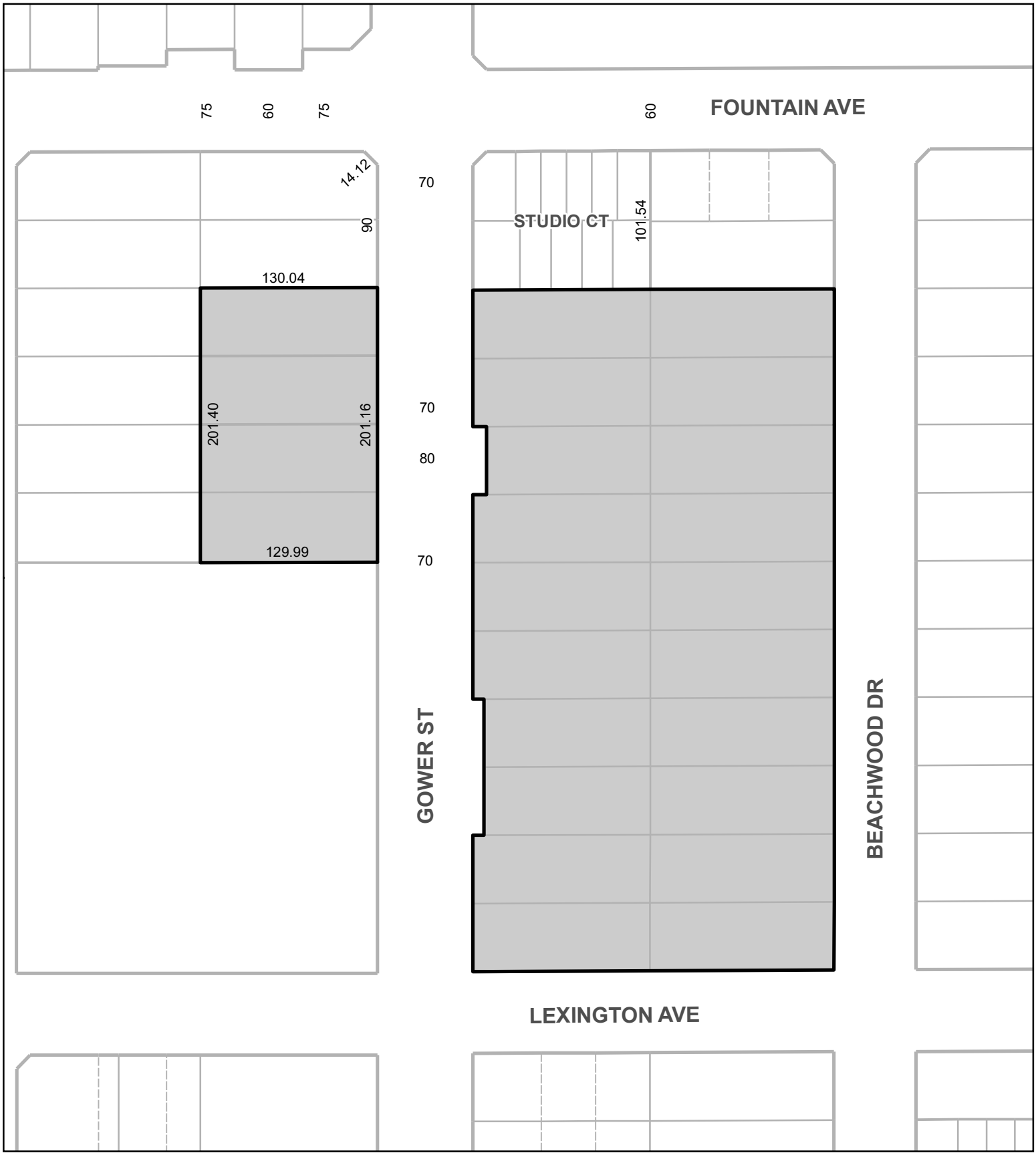
C.M. 144B185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 17:4

021721

Data Sources: Department of City Planning, Bureau of Engineering

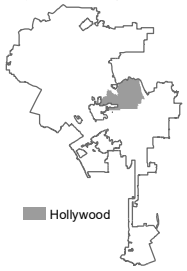


LOW MEDIUM II

NORTH

0 30 60 120 Feet

City of Los Angeles



C.M. 144B189	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 18

021921

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 75 150 300 Feet

C.M. 144B185 144B189	CPC-2016-1450-CPU

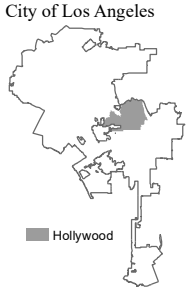
LH/Cf

HOLLYWOOD CPU, SA 19

051421

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





COMMUNITY COMMERCIAL

0 75 150 300 Feet

C.M. 144 B 185	CPC-2016-1450-CPU

LH/Cf

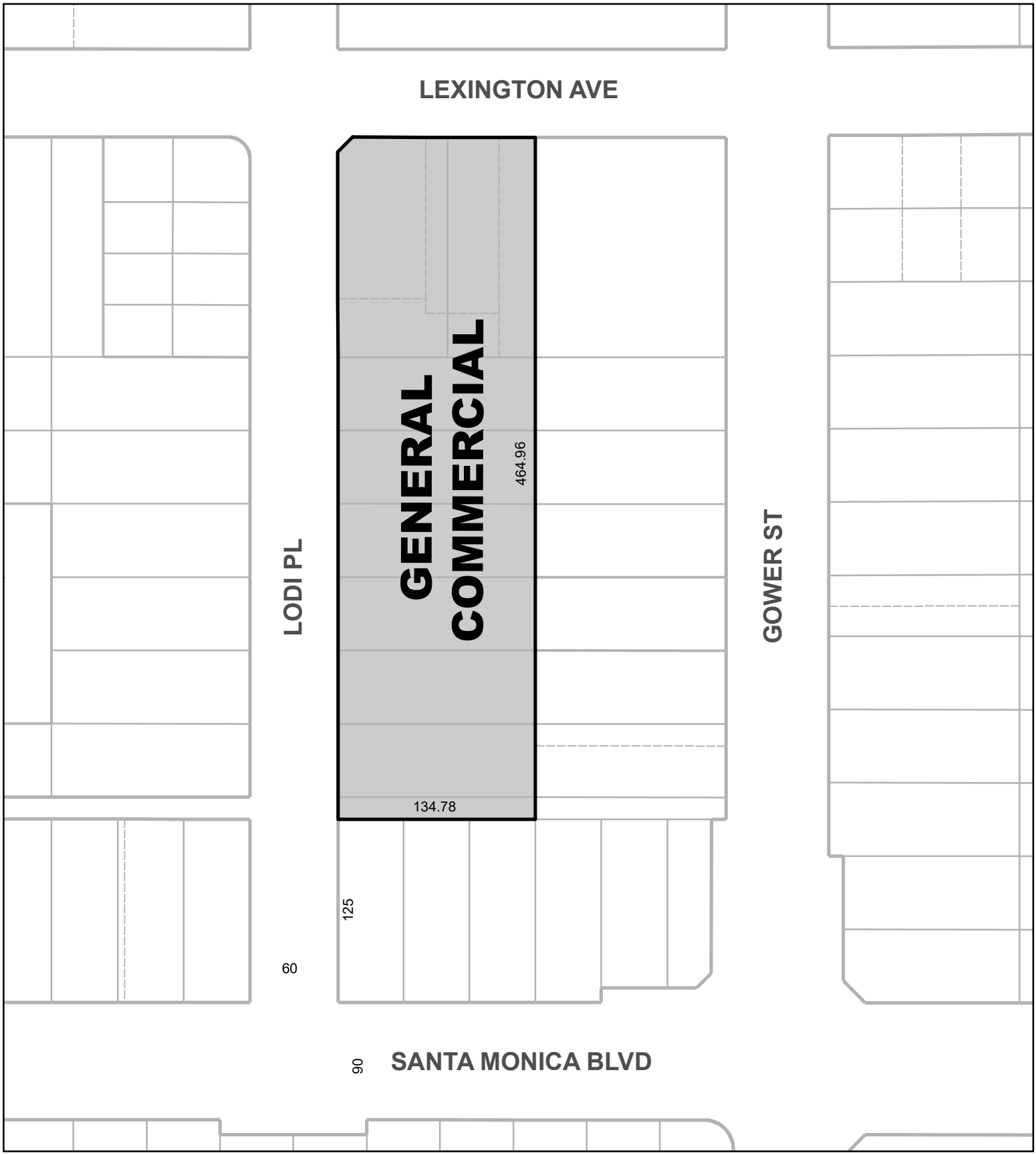
HOLLYWOOD CPU, SA 19:1

051421

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

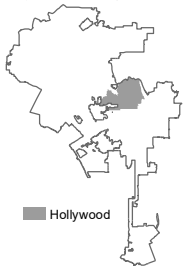
Hollywood



NORTH

0 30 60 120 Feet

City of Los Angeles



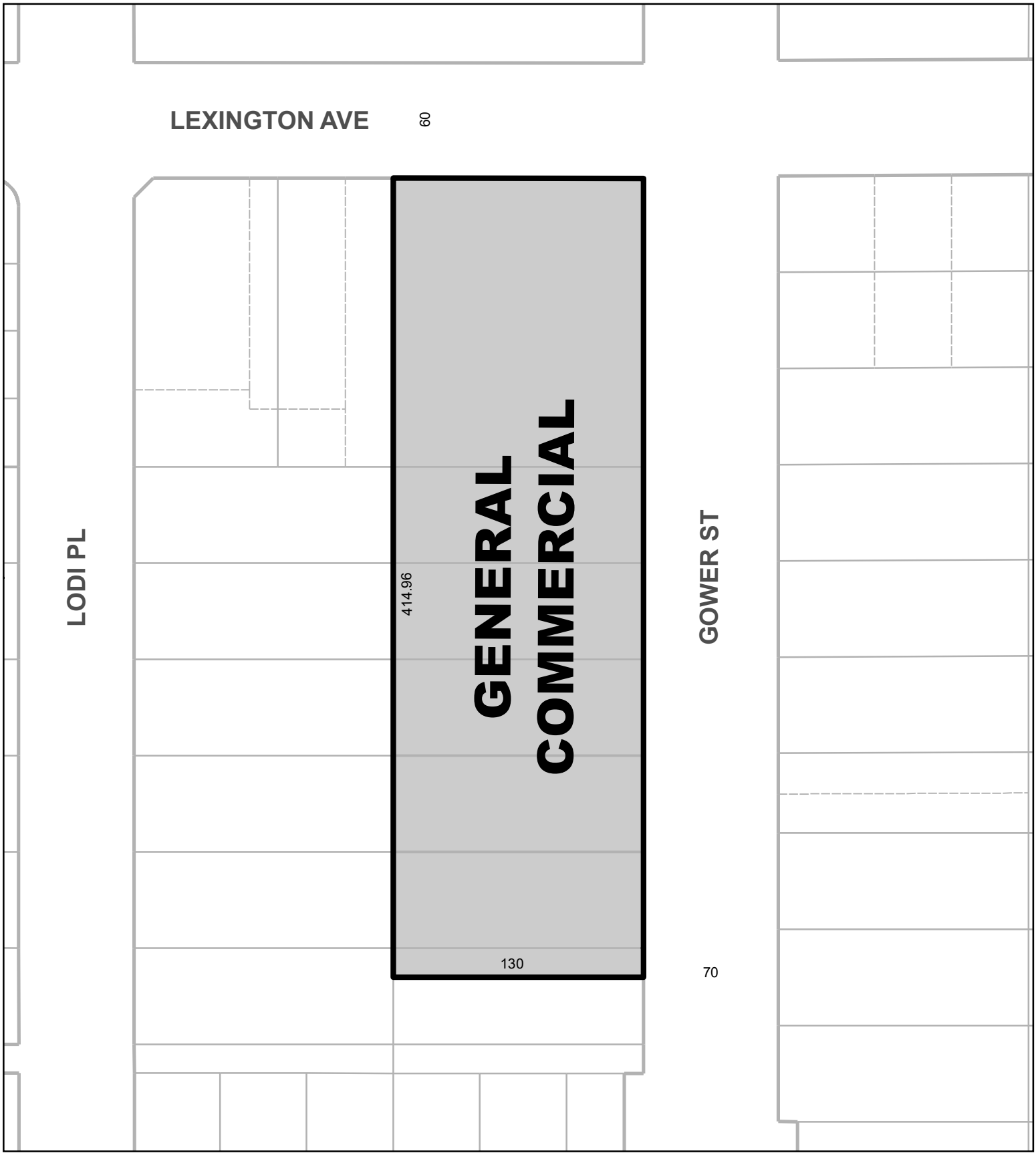
C.M. 144B189	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 19:2

021821

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

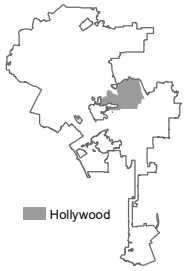
C.M. 144B189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 19:3

021721

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 45 90 180 Feet

City of Los Angeles

Hollywood

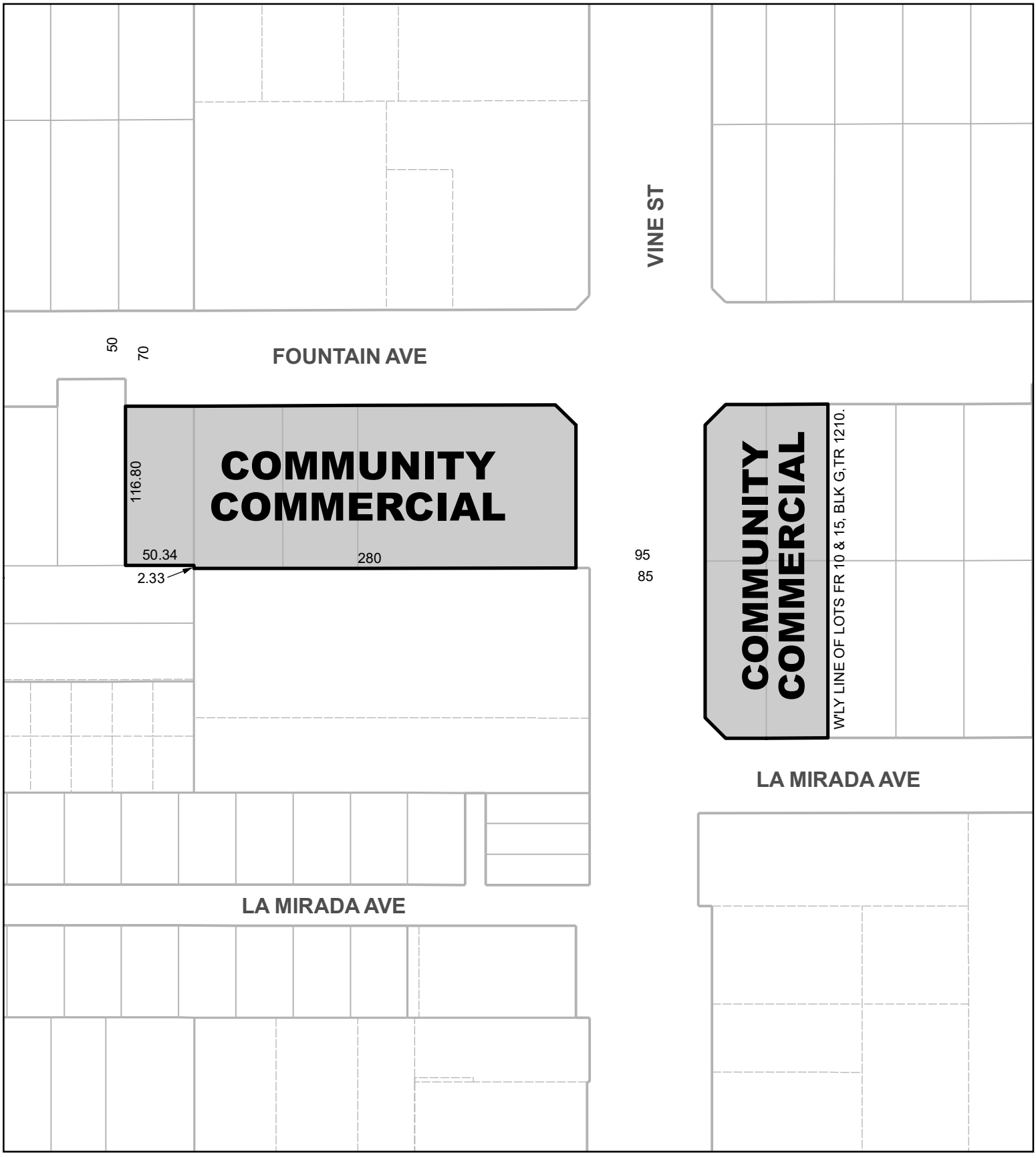
C.M. 144B189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 19:4

021721

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 30 60 120 Feet

City of Los Angeles

Hollywood

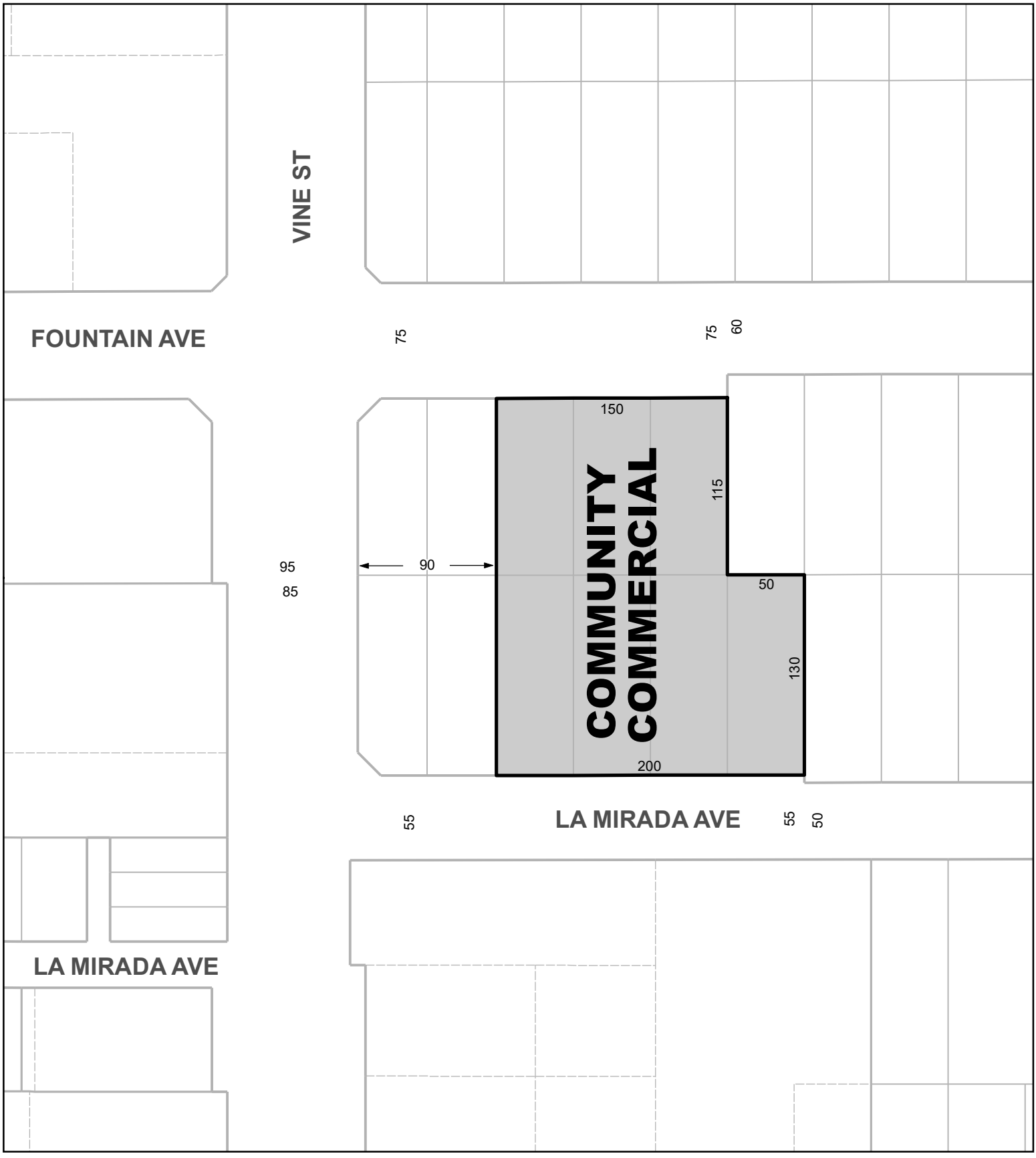
C.M. 144B185 144B189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 19:5

021621

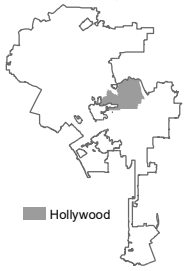
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles



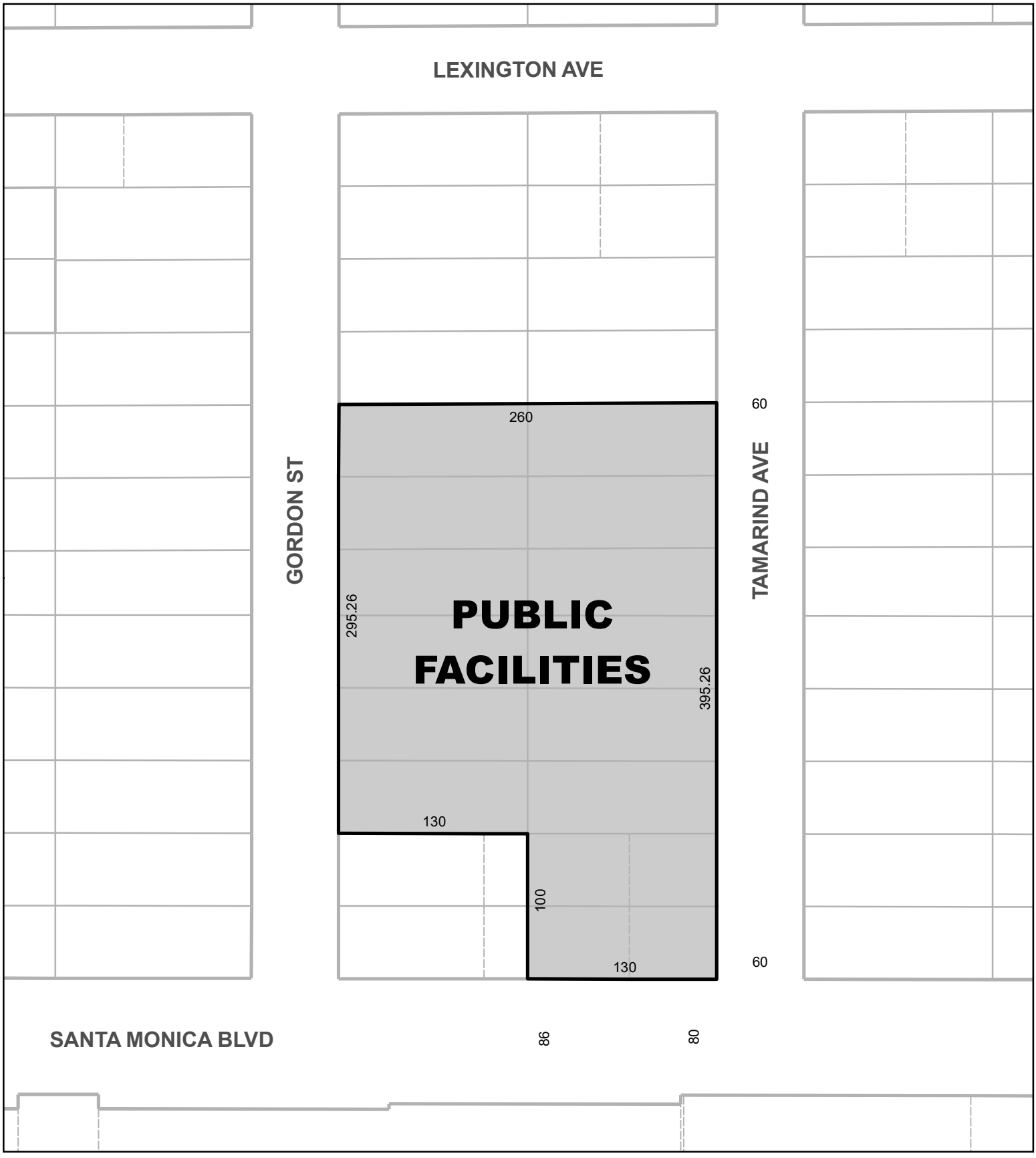
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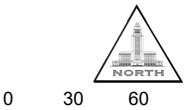
LH/Cf

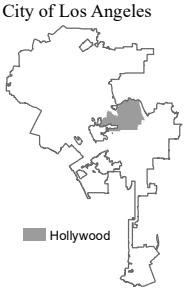
HOLLYWOOD CPU, SA 19:6

021621

Data Sources: Department of City Planning, Bureau of Engineering







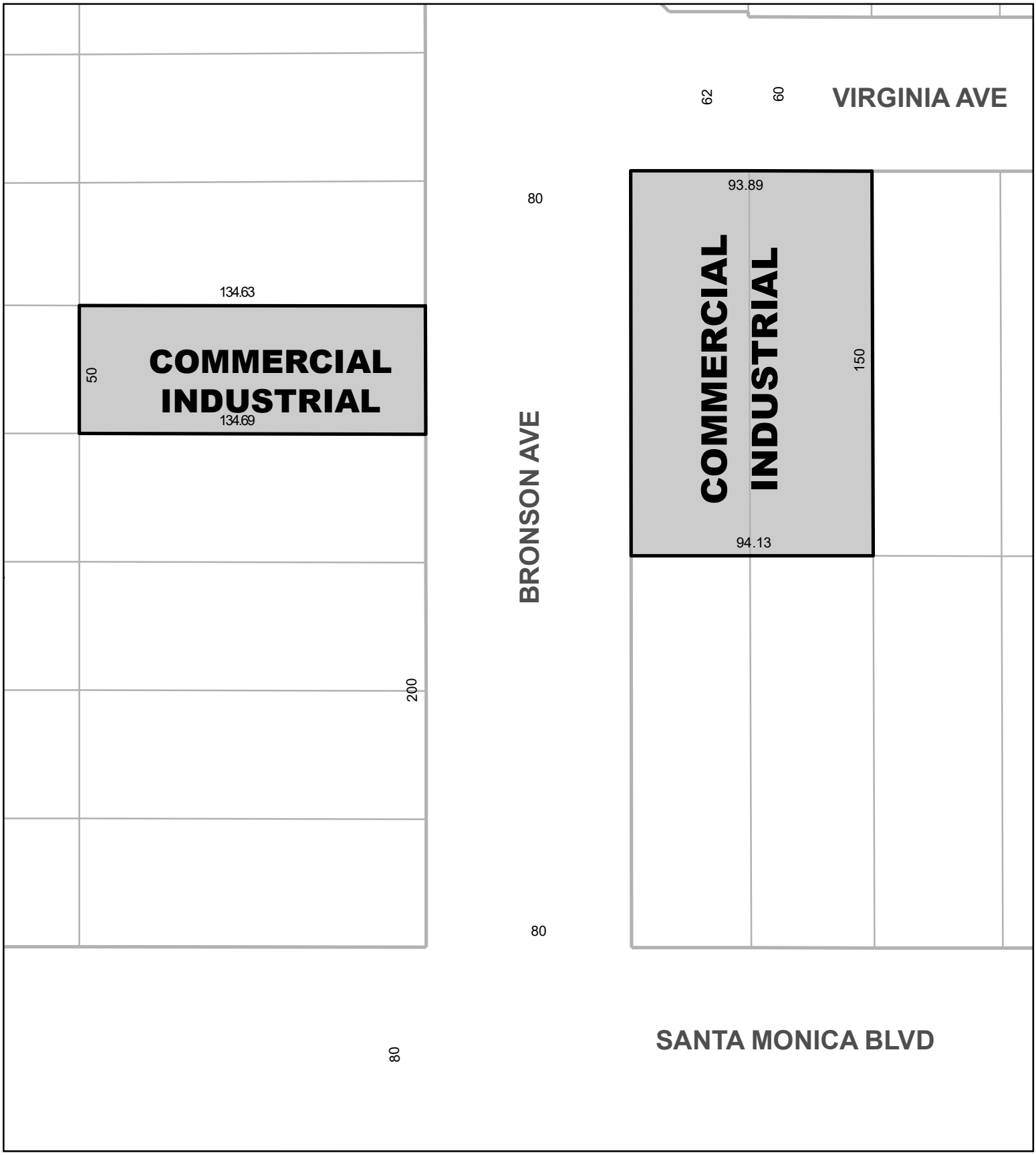
C.M. 144B189	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 20

022321

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 20 40 80 Feet

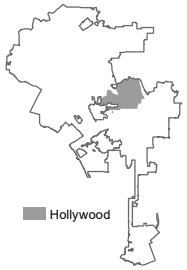
C.M. 144B189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 21

061721

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 62.5 125 250 Feet

City of Los Angeles

Hollywood

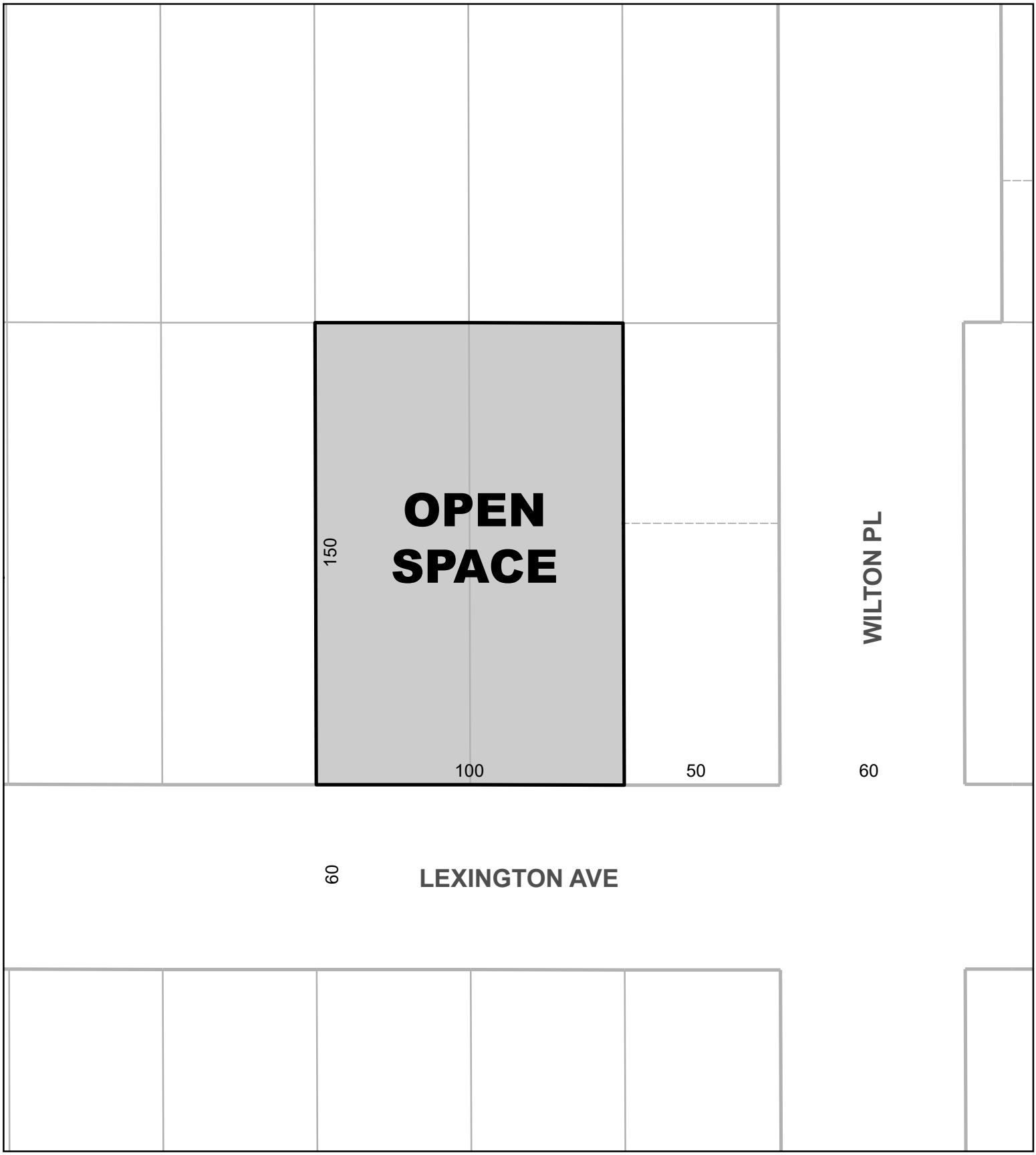
C.M. 144B189 147A191	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 22:1

021921

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

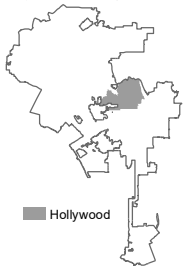
C.M. 144B189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 22:3

022321

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 75 150 300 Feet

C.M. 147 A 191 147 A 193	CPC-2016-1450-CPU

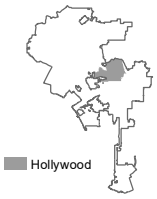
LH/Cf

HOLLYWOOD CPU, SA 23

022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





LOW MEDIUM II

NORTH

0 60 120 240 Feet

C.M. 144B193	CPC-2016-1450-CPU

LH/Cf

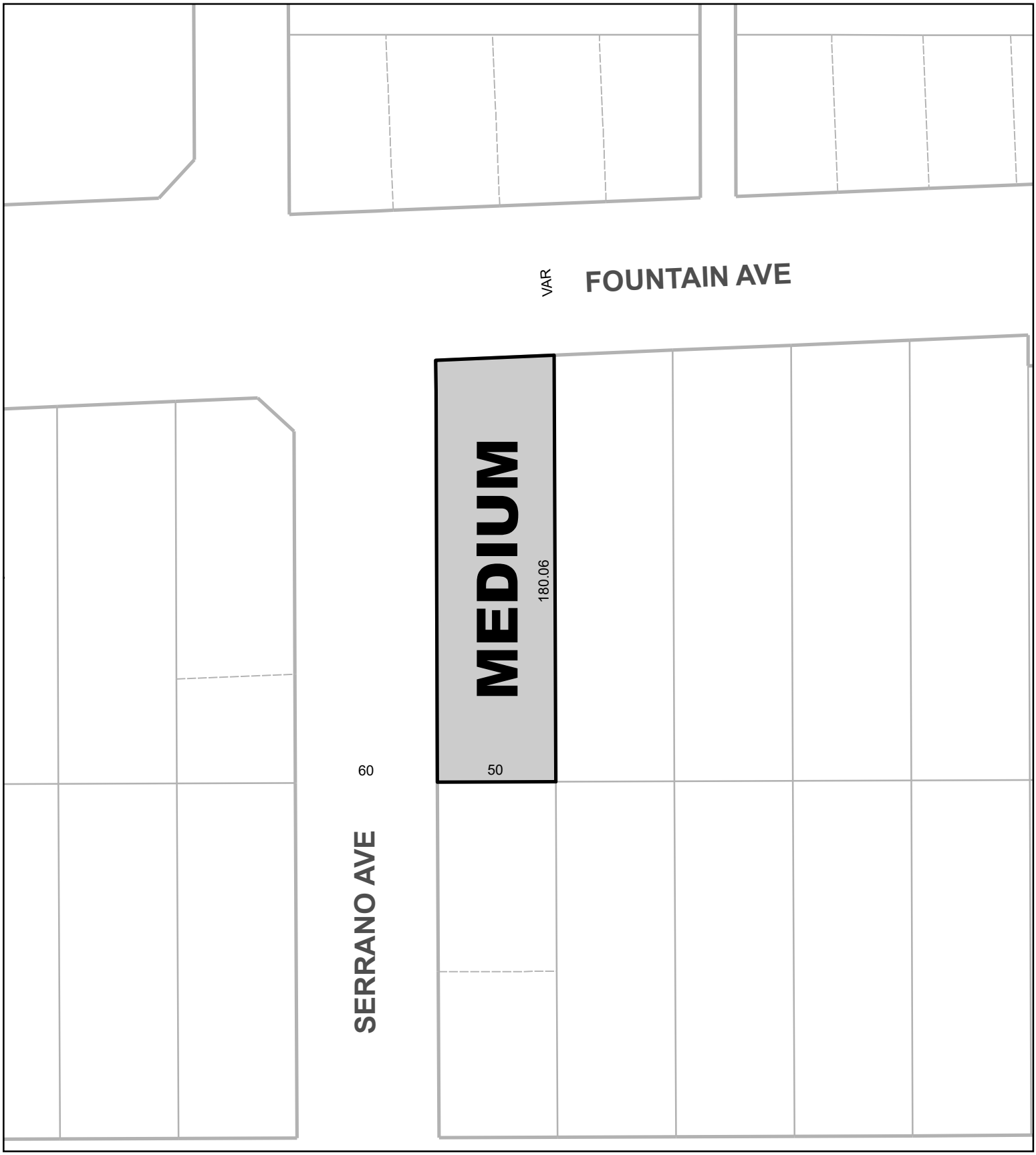
HOLLYWOOD CPU, SA 23:4

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

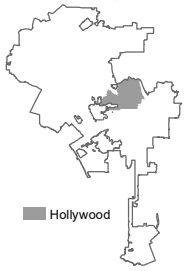
Hollywood



NORTH

0 15 30 60
Feet

City of Los Angeles



C.M. 144B193	CPC-2016-1450-CPU

LH/Cf

022321

HOLLYWOOD CPU, SA 23:4A

Data Sources: Department of City Planning, Bureau of Engineering



LOW MEDIUM II

NORTH

0 30 60 120 Feet

City of Los Angeles

Hollywood

C.M. 144B193	CPC-2016-1450-CPU

LH/Cf

051421

HOLLYWOOD CPU, SA 23:4B

Data Sources: Department of City Planning, Bureau of Engineering



OPEN SPACE

NORTH

0 20 40 80 Feet

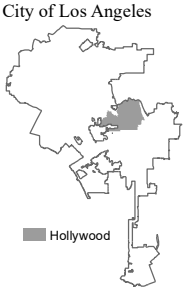
C.M. 144B193	CPC-2016-1450-CPU

LH/cf

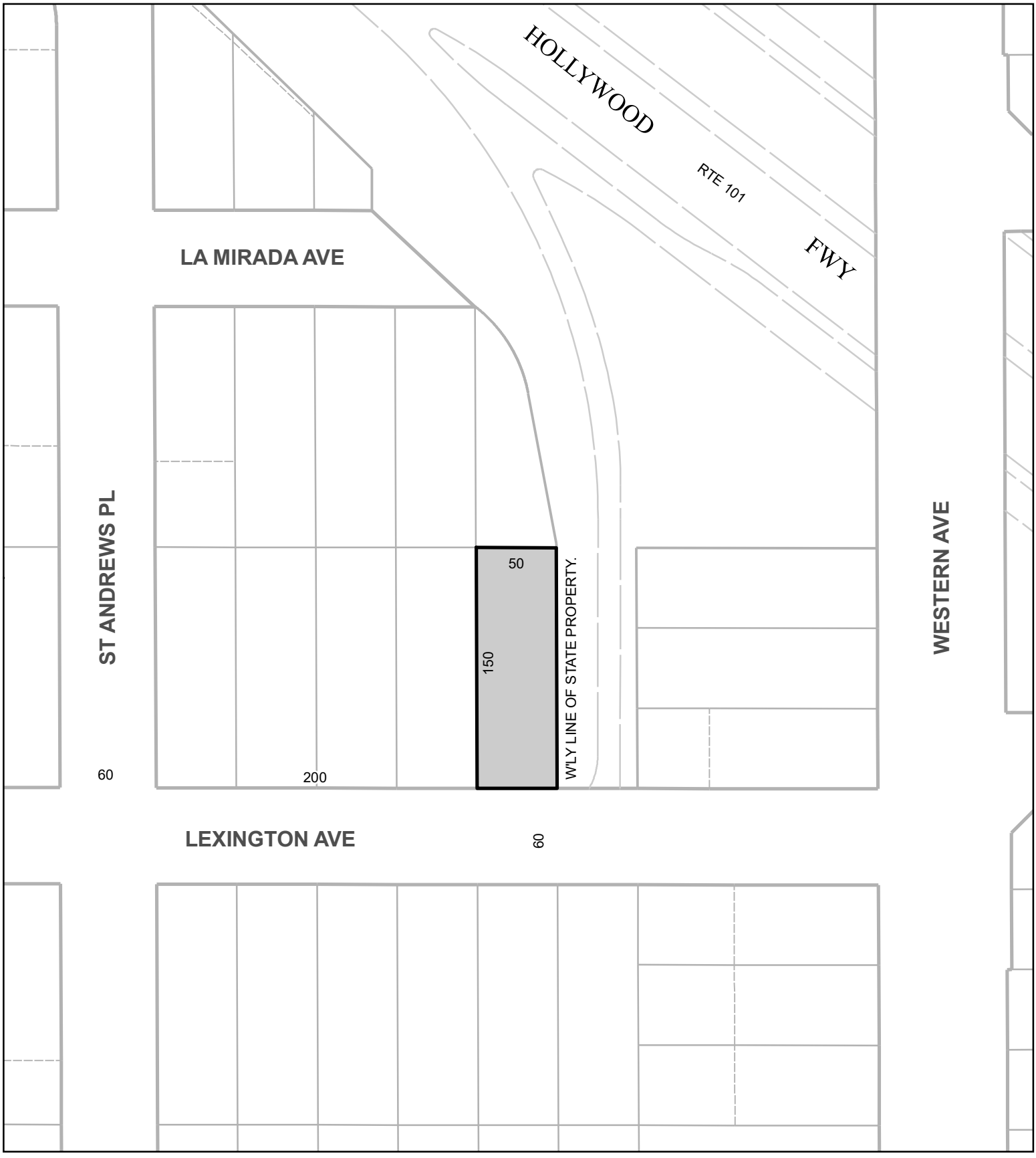
HOLLYWOOD CPU, SA 23:4C

051421

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

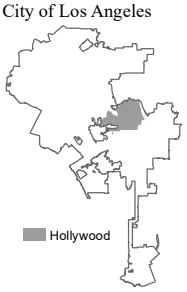


OPEN SPACE

NORTH

0 25 50 100 Feet

City of Los Angeles



C.M. 144B193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 24

021121

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 112.5 225 450 Feet

C.M. 147A193,147A195,147B197	CPC-2016-1450-CPU

LH/Cf

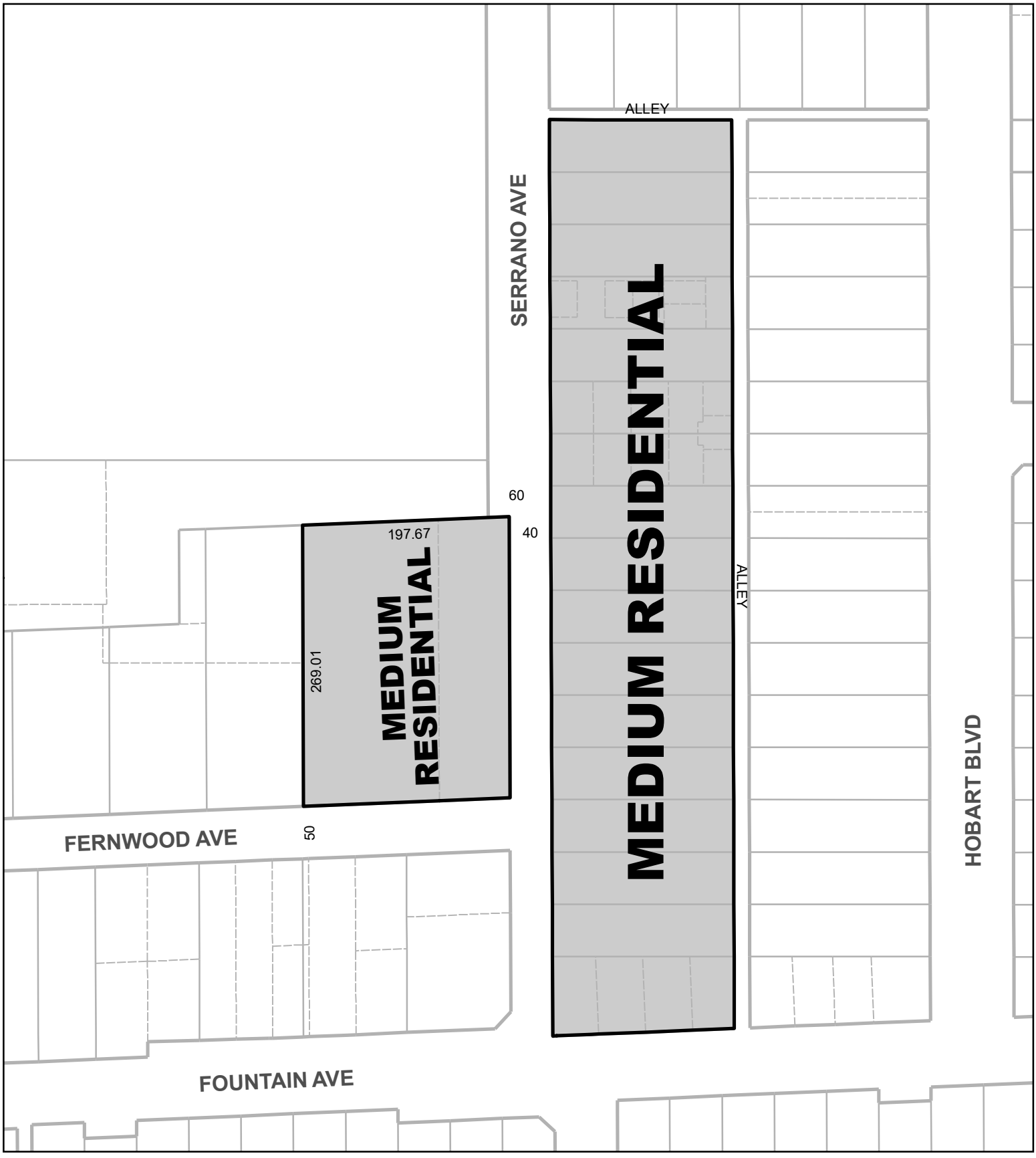
HOLLYWOOD CPU, SA 25

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NORTH

0 40 80 160 Feet

City of Los Angeles

Hollywood

C.M.	144B193 147A195 147A193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 25:3

021121

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 125 250 500 Feet

C.M. 144 B 193 144 B 197	CPC-2016-1450-CPU

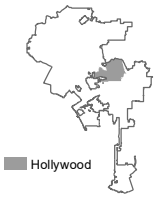
LH/Cf

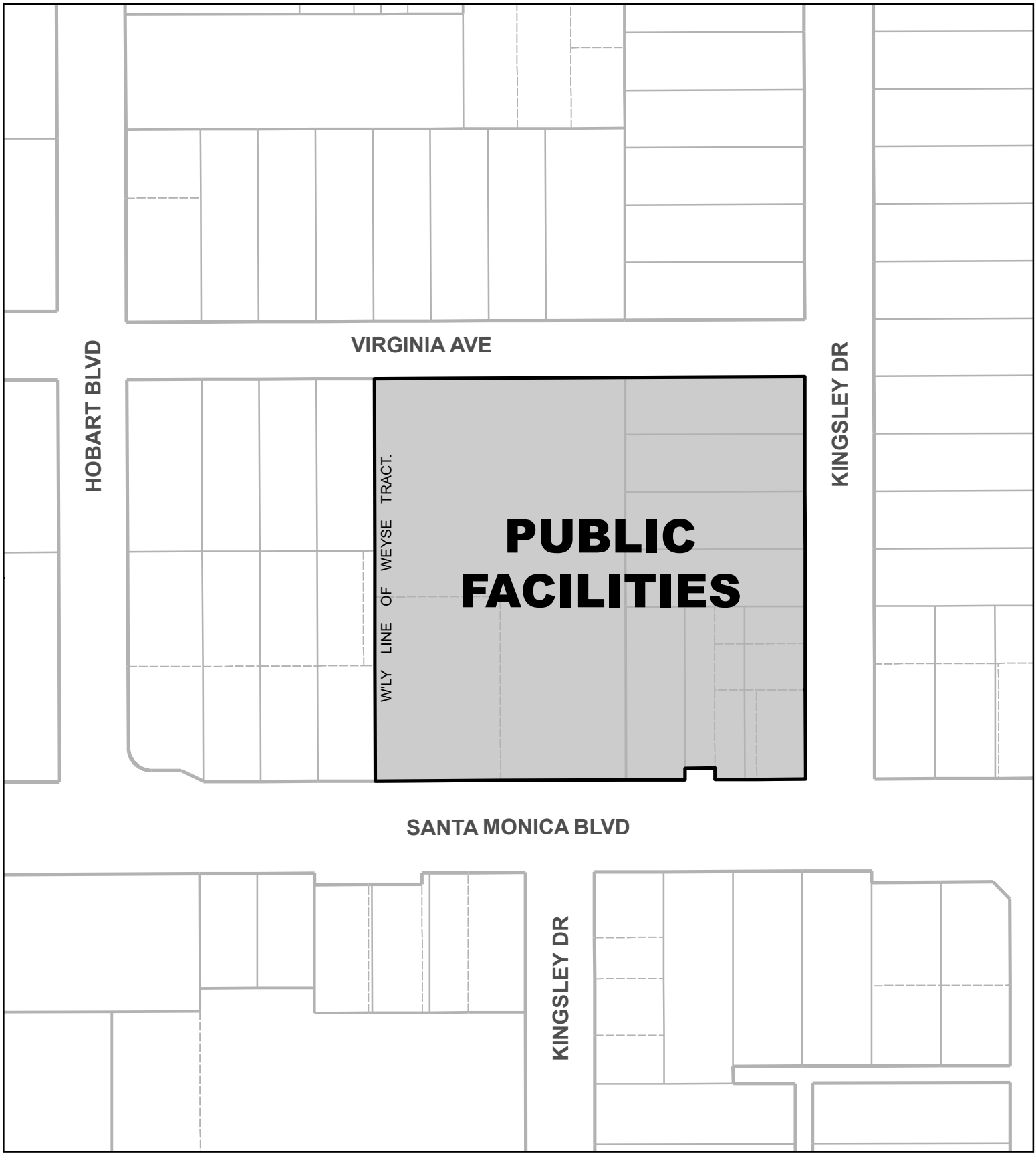
HOLLYWOOD CPU, SA 26

021721

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 37.5 75 150 Feet

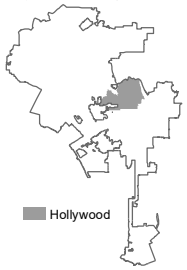
C.M. 144B193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 27

022321

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 50 100 200 Feet

City of Los Angeles

Hollywood

C.M. 144B197 147B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 31

022321

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NOT TO SCALE

C.M. 144 B 197 147 B 197	CPC-2016-1450-CPU

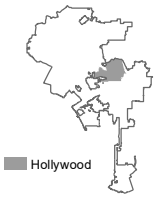
LH/Cf

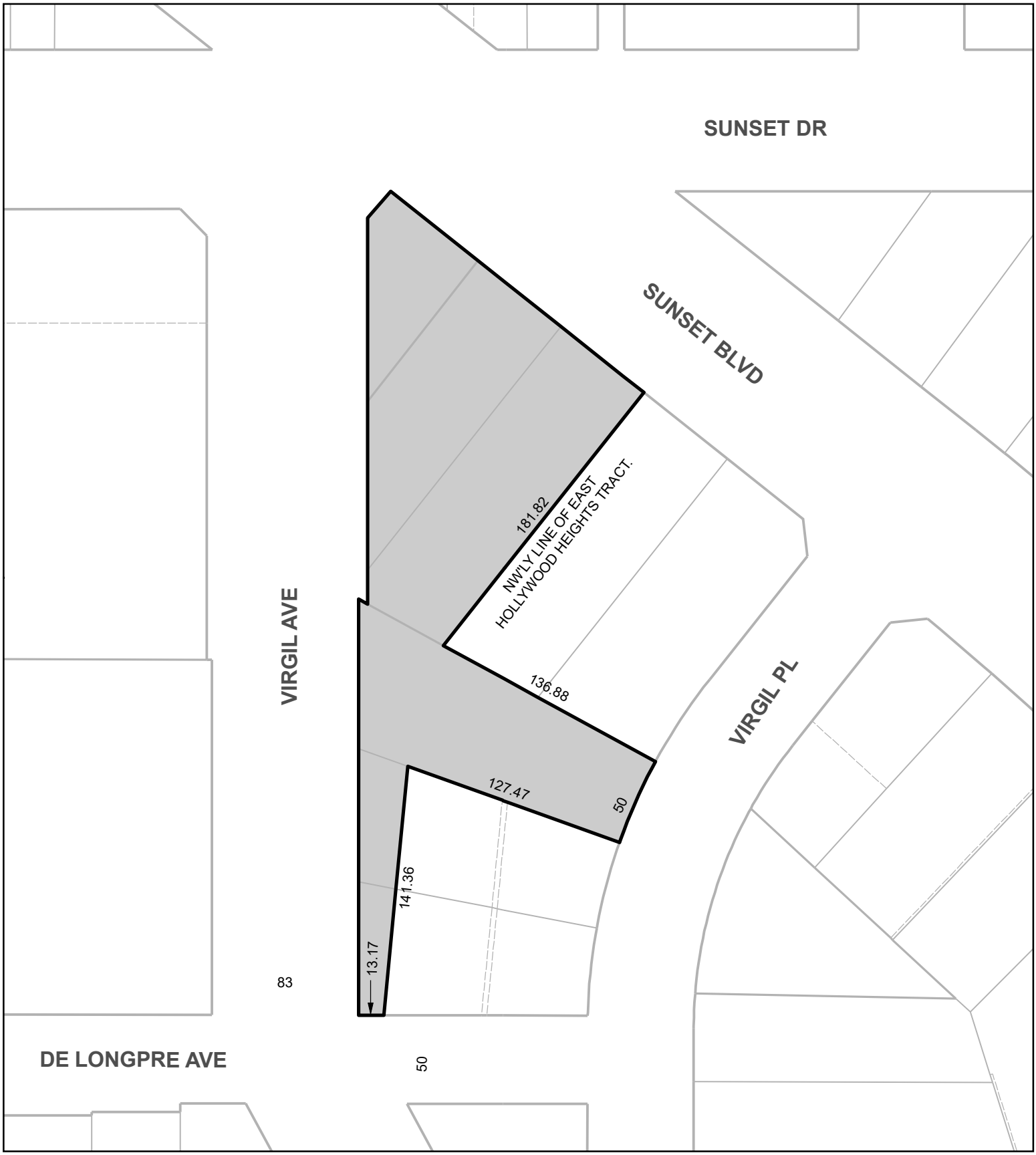
051421

HOLLYWOOD CPU, SA 32

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





COMMUNITY COMMERCIAL

NORTH

0 25 50 100 Feet

C.M. 147A201 147B197	CPC-2016-1450-CPU

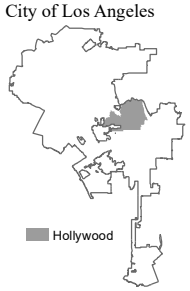
LH/cf

HOLLYWOOD CPU, SA 33:1A

051421

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles



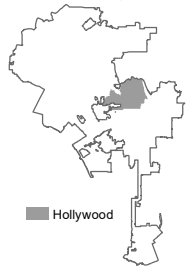


COMMUNITY COMMERCIAL

NORTH

0 25 50 100 Feet

City of Los Angeles



C.M. 147A201 147B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 33:2

061721

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 20 40 80 Feet

City of Los Angeles

Hollywood

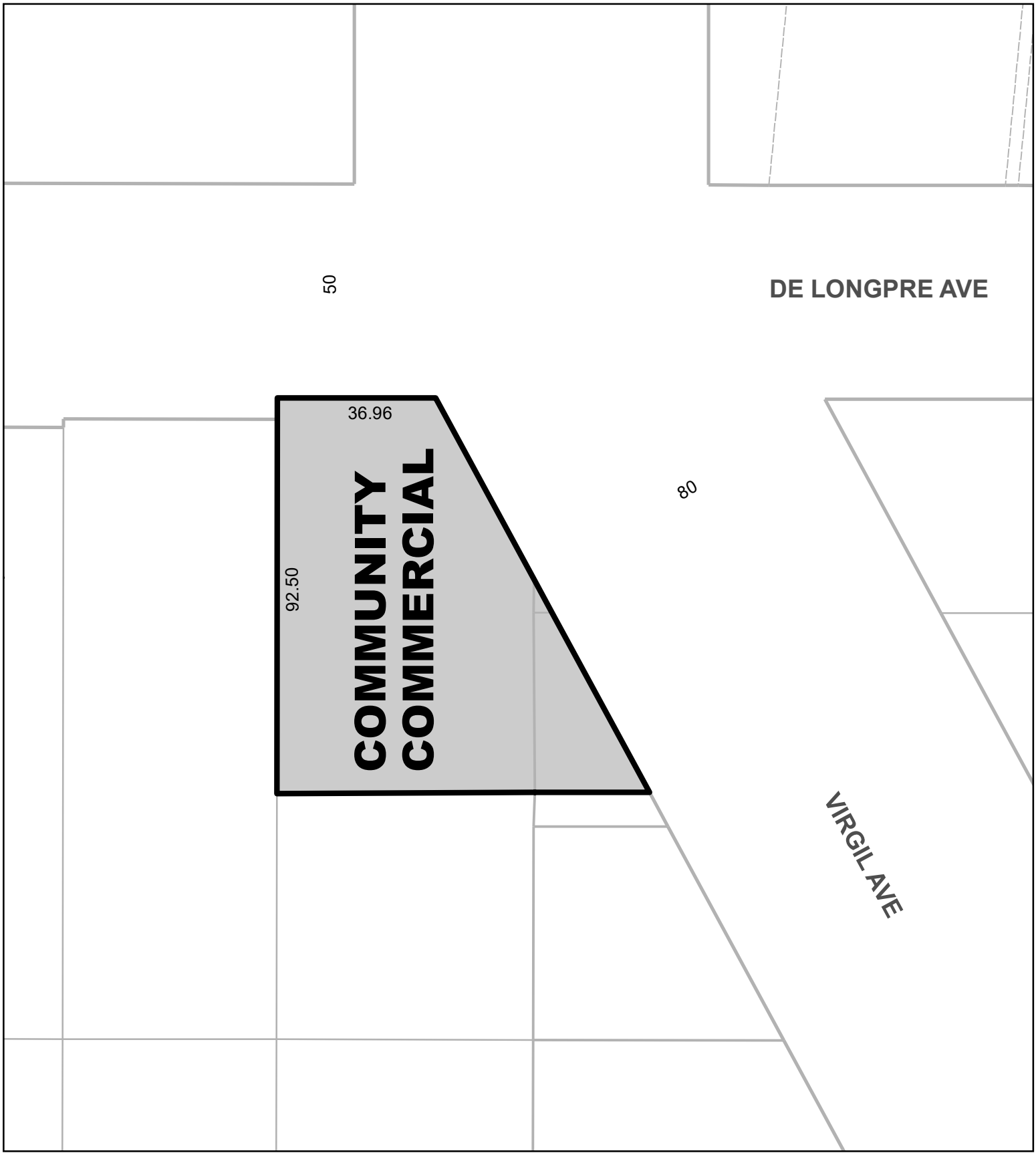
C.M. 147A201 147B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 33:2A

052521

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 15 30 60 Feet

C.M. 147B197	CPC-2016-1450-CPU

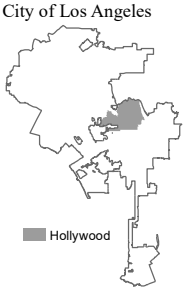
LH/Cf

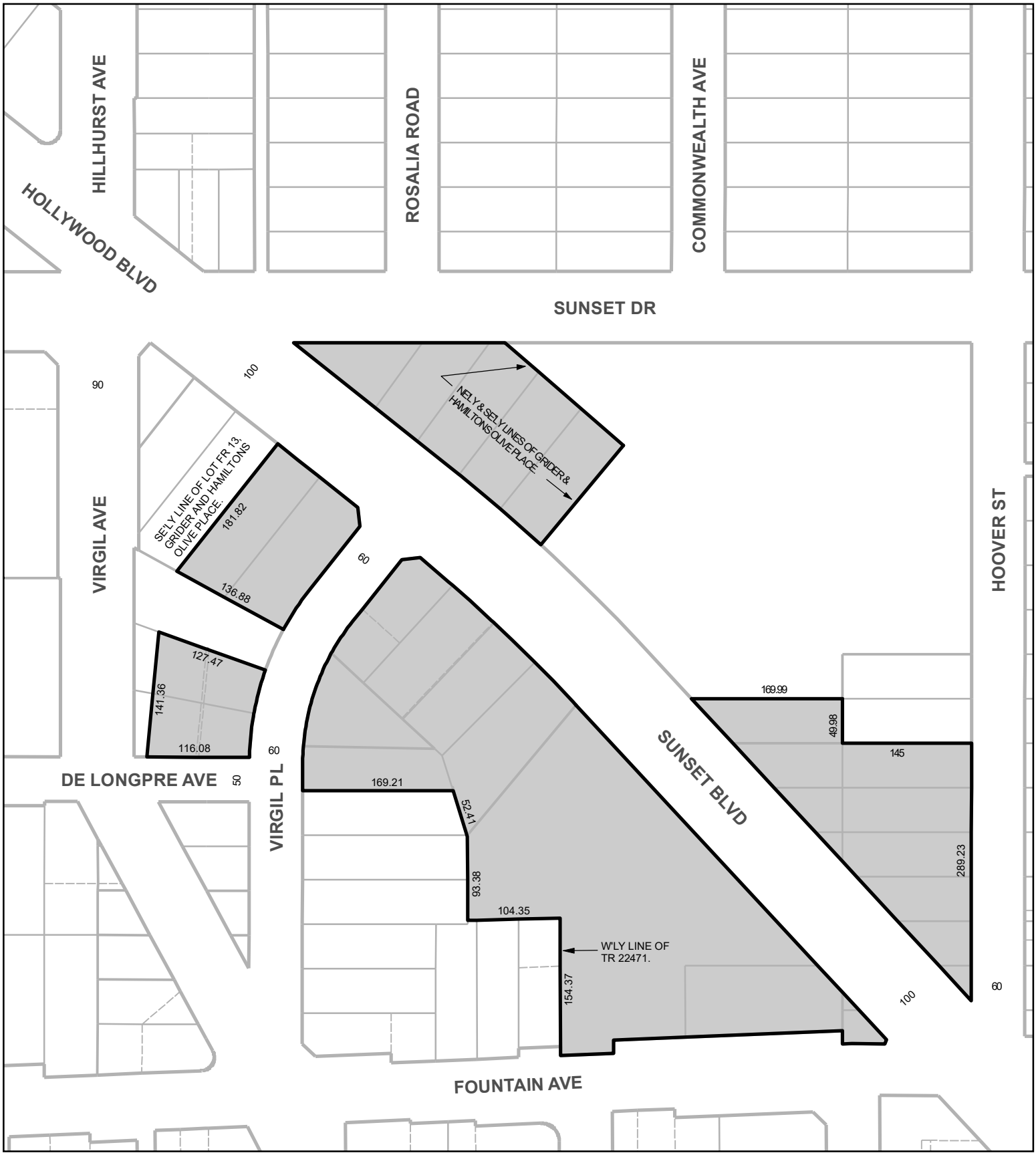
HOLLYWOOD CPU, SA 33:2B

052521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





GENERAL COMMERCIAL

NORTH

0 50 100 200 Feet

City of Los Angeles

Hollywood

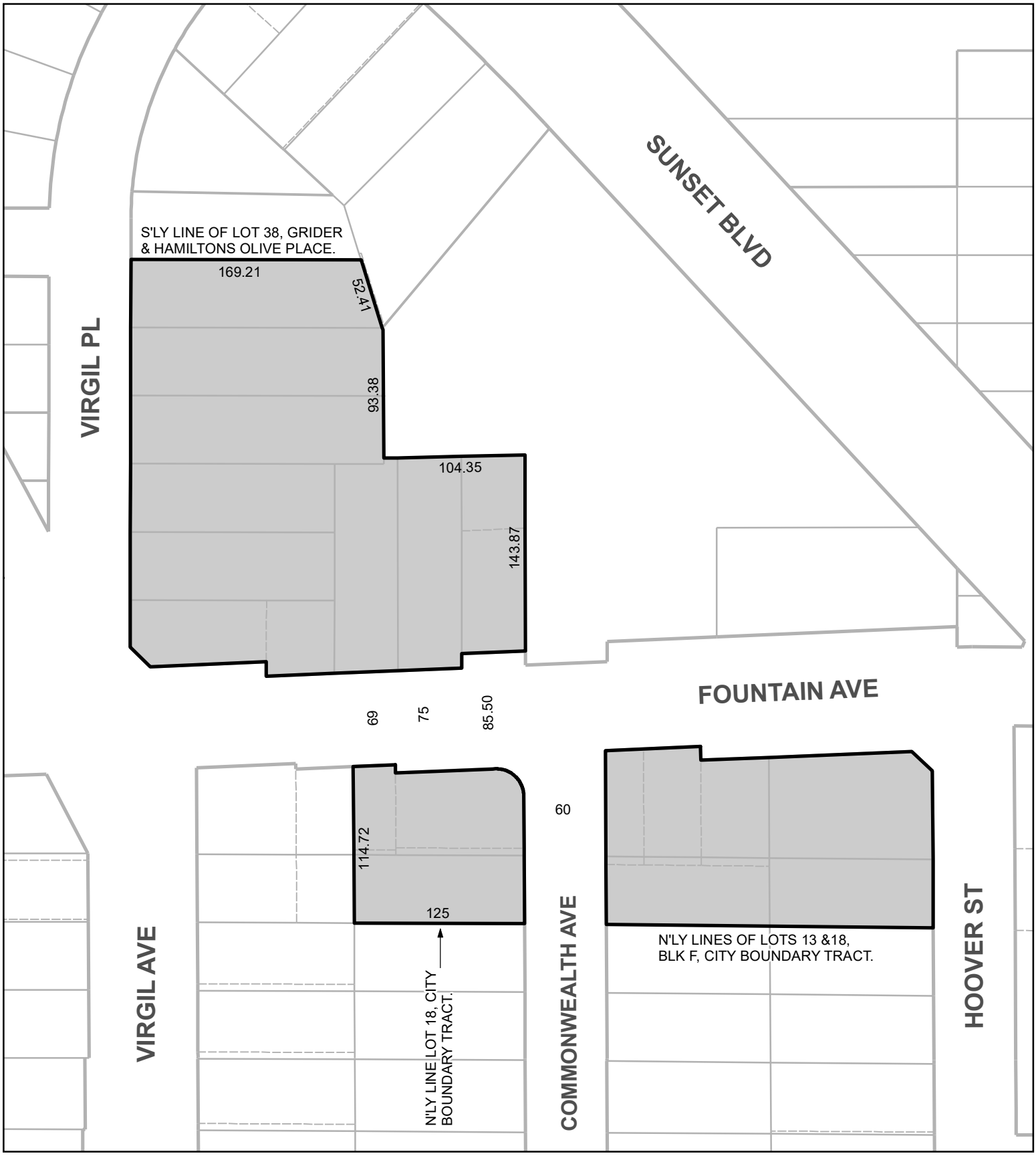
C.M. 147A201 147B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 33:3

021721

Data Sources: Department of City Planning, Bureau of Engineering

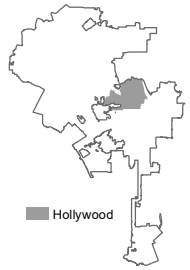


GENERAL COMMERCIAL

NORTH

0 37.5 75 150 Feet

City of Los Angeles



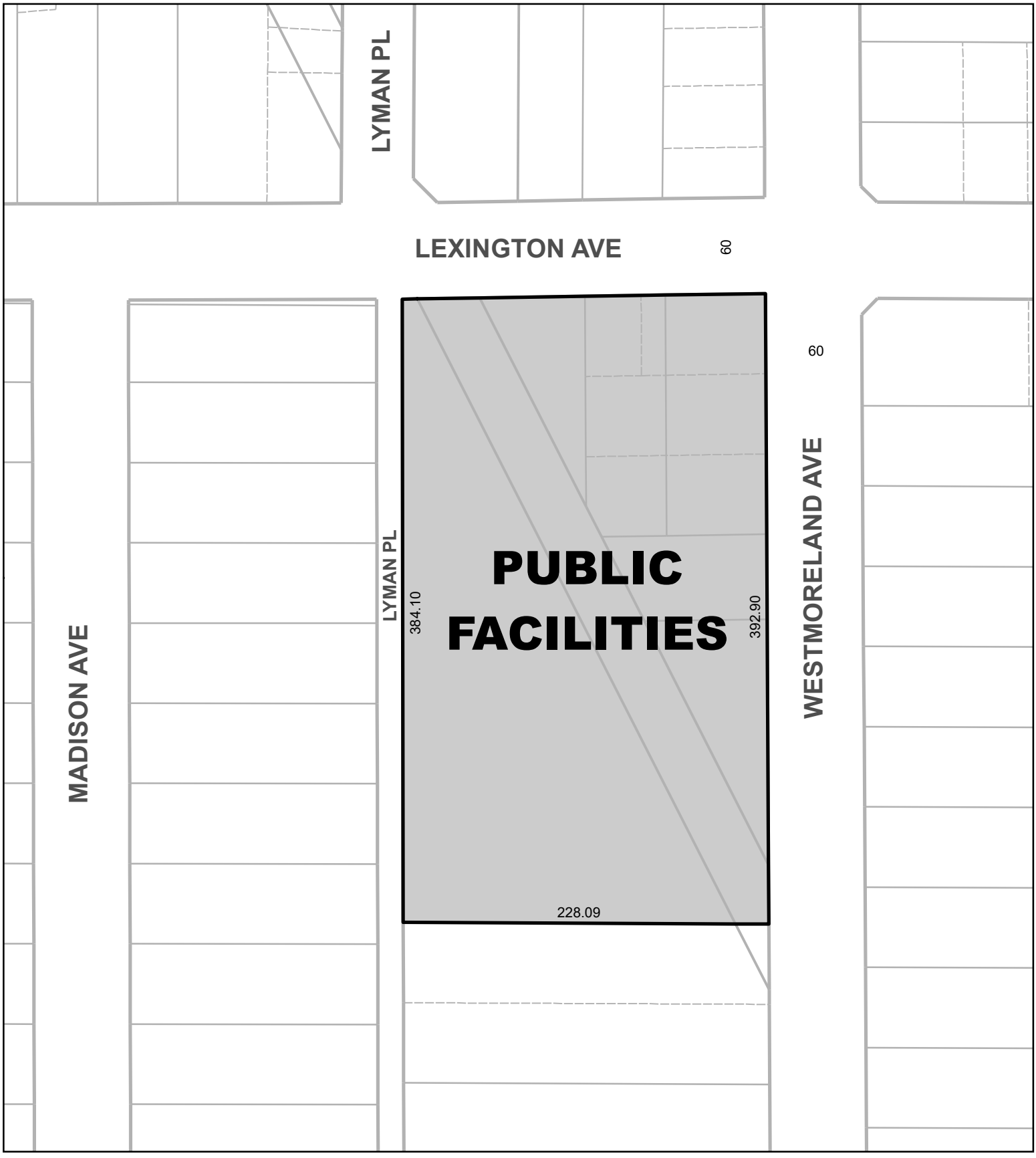
C.M. 147 A 201	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 33:4

021721

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

C.M. 144B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 34

021821

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 30 60 120 Feet

C.M. 144 B 197 145-5 A 201 | CPC-2016-1450-CPU

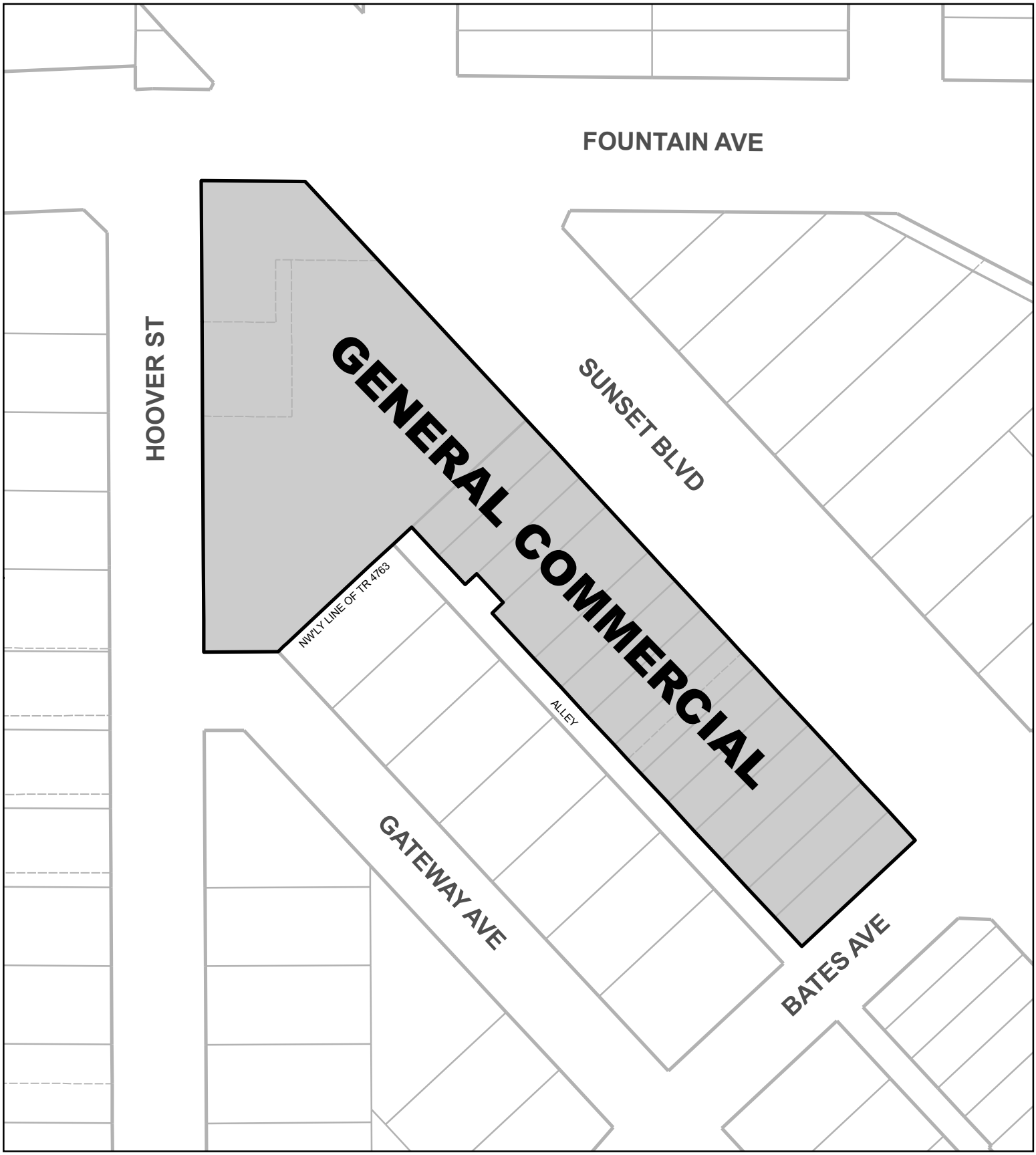
LH/Cf

HOLLYWOOD CPU, SA 35 021821

City of Los Angeles

Hollywood

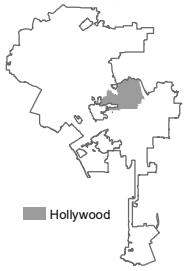
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles



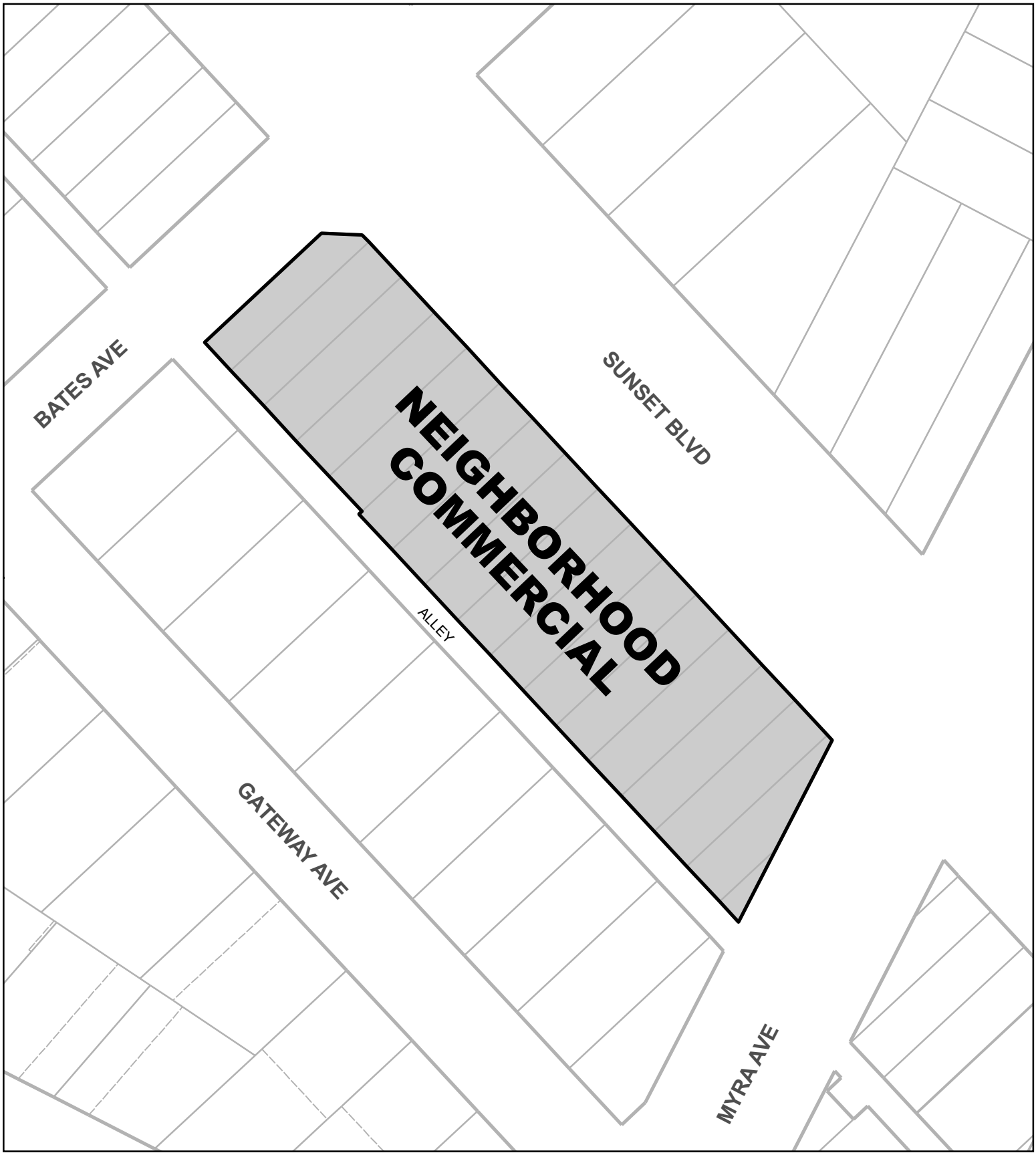
C.M. 145-5A201 147A201	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 36

022321

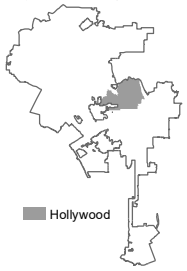
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles



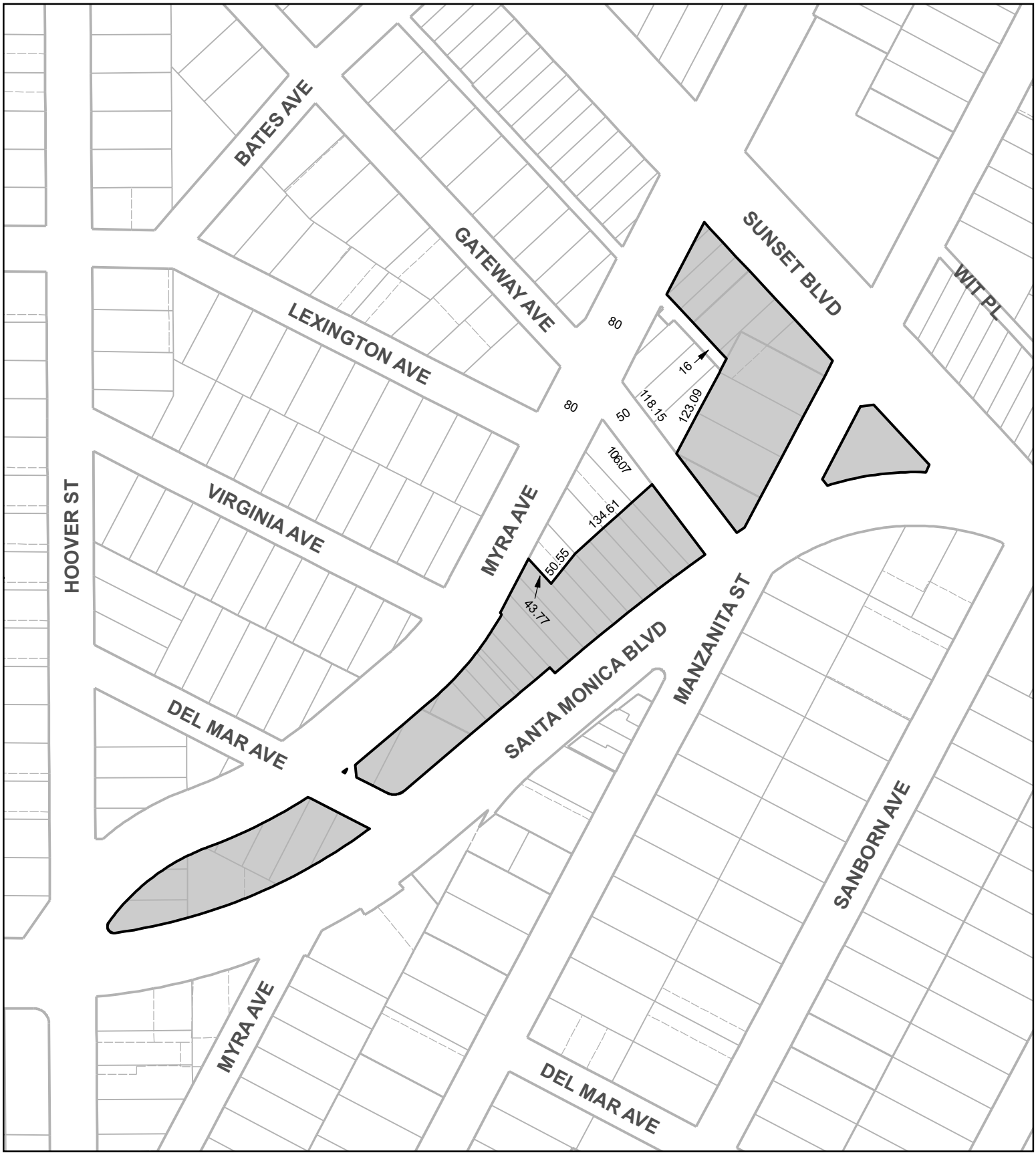
C.M. 145-5A201	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 36:1

021921

Data Sources: Department of City Planning, Bureau of Engineering



GENERAL COMMERCIAL

NORTH

0 62.5 125 250 Feet

City of Los Angeles

Hollywood

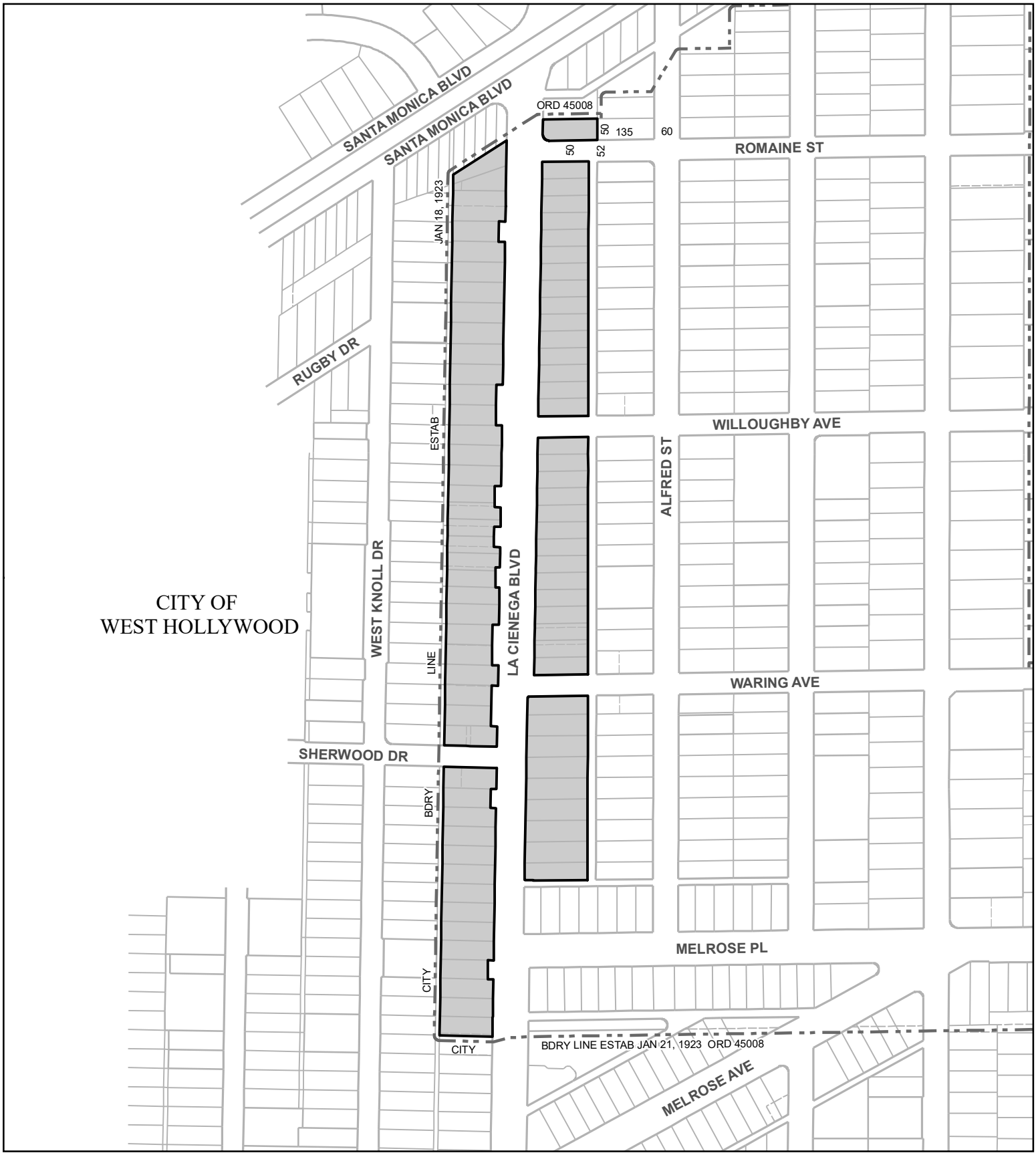
C.M. 145-5A201	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 37

021921

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 105 210 420 Feet

City of Los Angeles

Hollywood

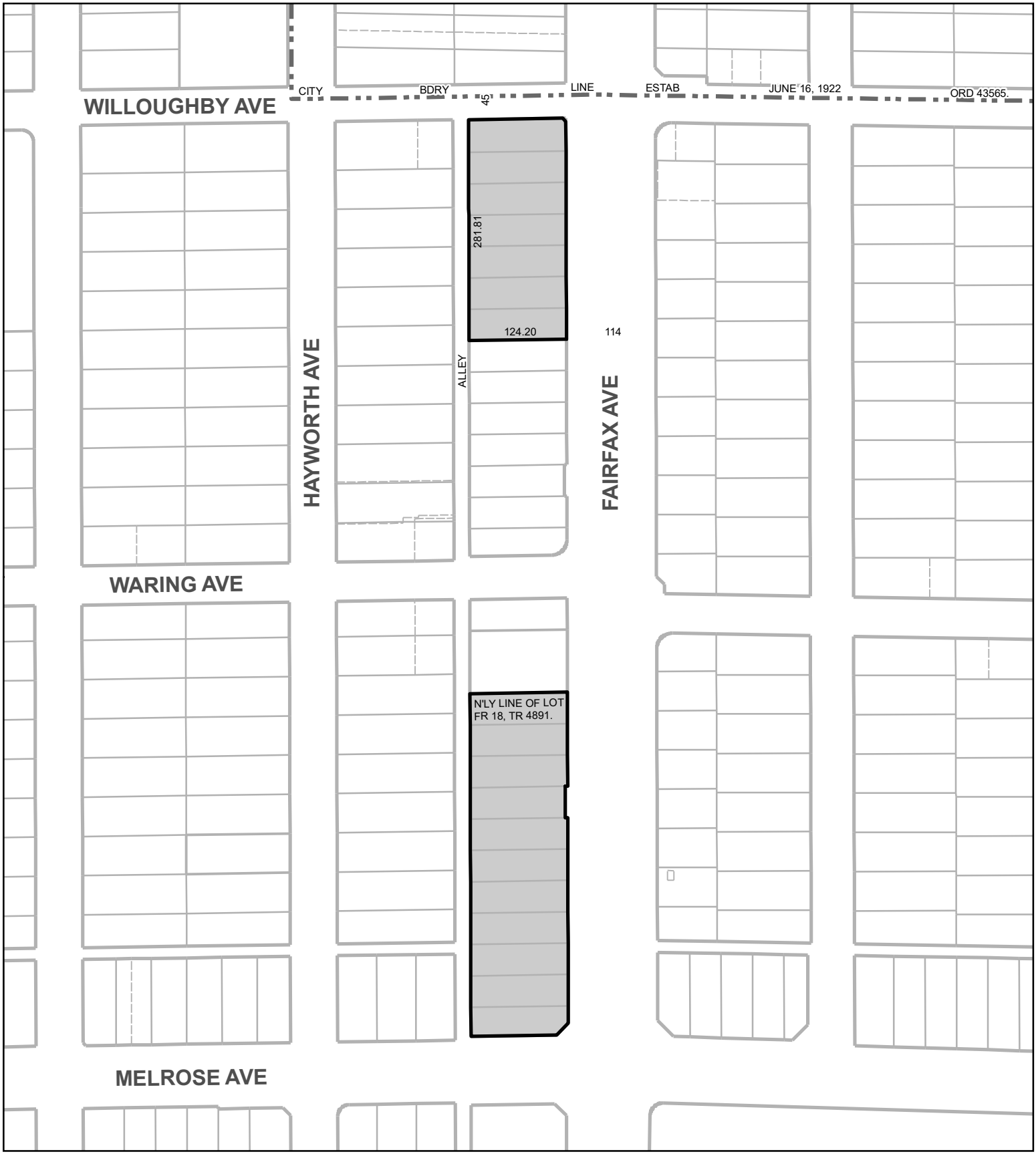
C.M. 141B173 144B173	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 38

022321

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 62.5 125 250 Feet

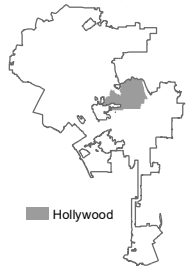
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LH/Cf

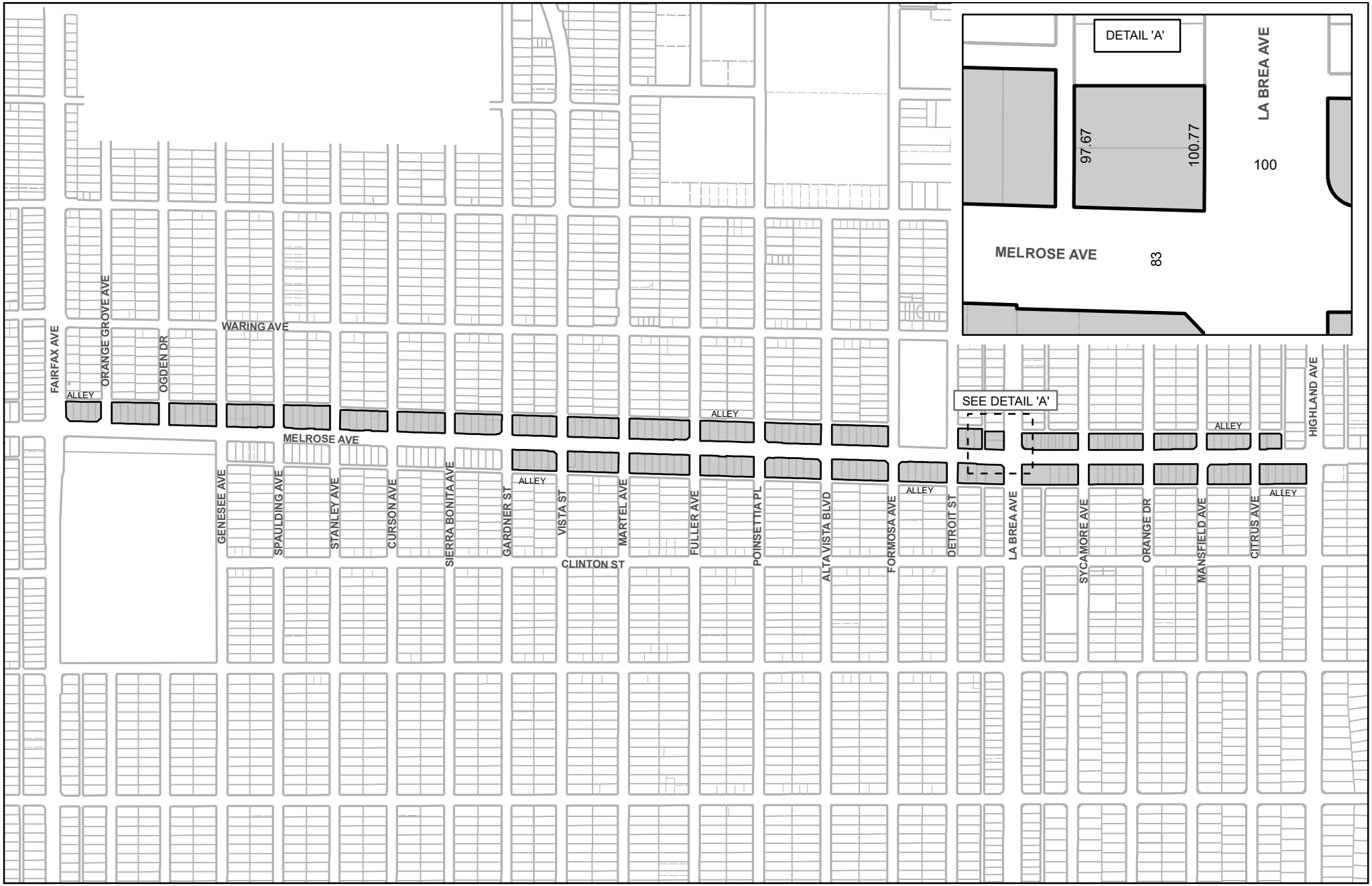
HOLLYWOOD CPU, SA 39

021721

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 250 500 1,000 Feet

C.M.	141 B 177, 141 B 181 141 B 185	CPC-2016-1450-CPU

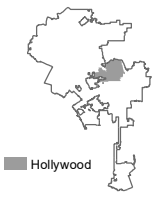
LH/Cf

HOLLYWOOD CPU, SA 39:1

022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

NORTH

0 62.5 125 250 Feet

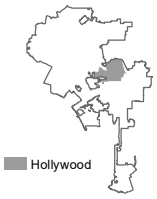
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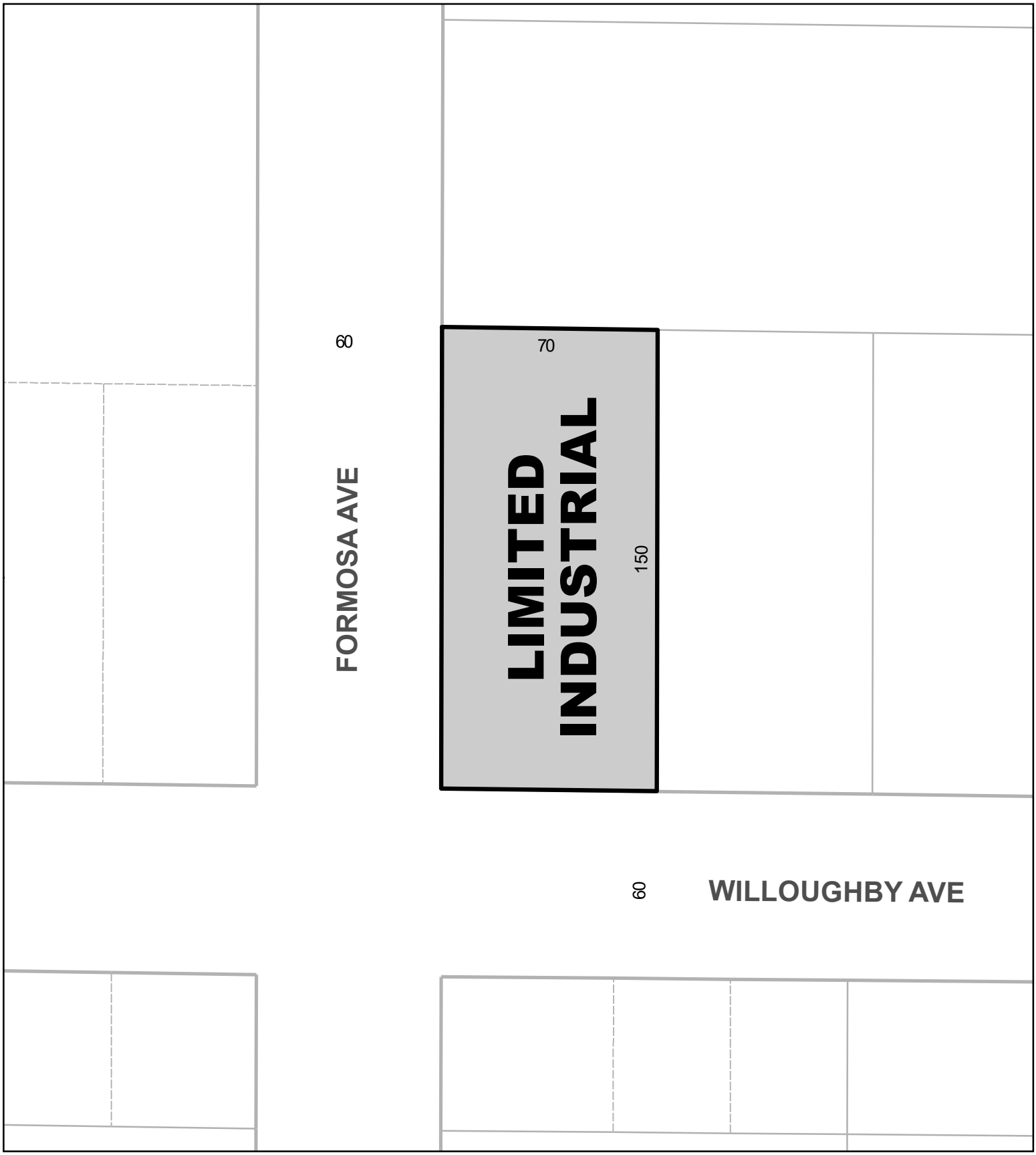
LH/Cf

HOLLYWOOD CPU, SA 39:2 022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 15 30 60 Feet

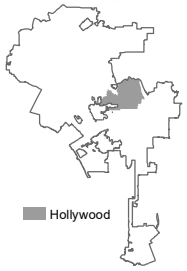
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LH/Cf

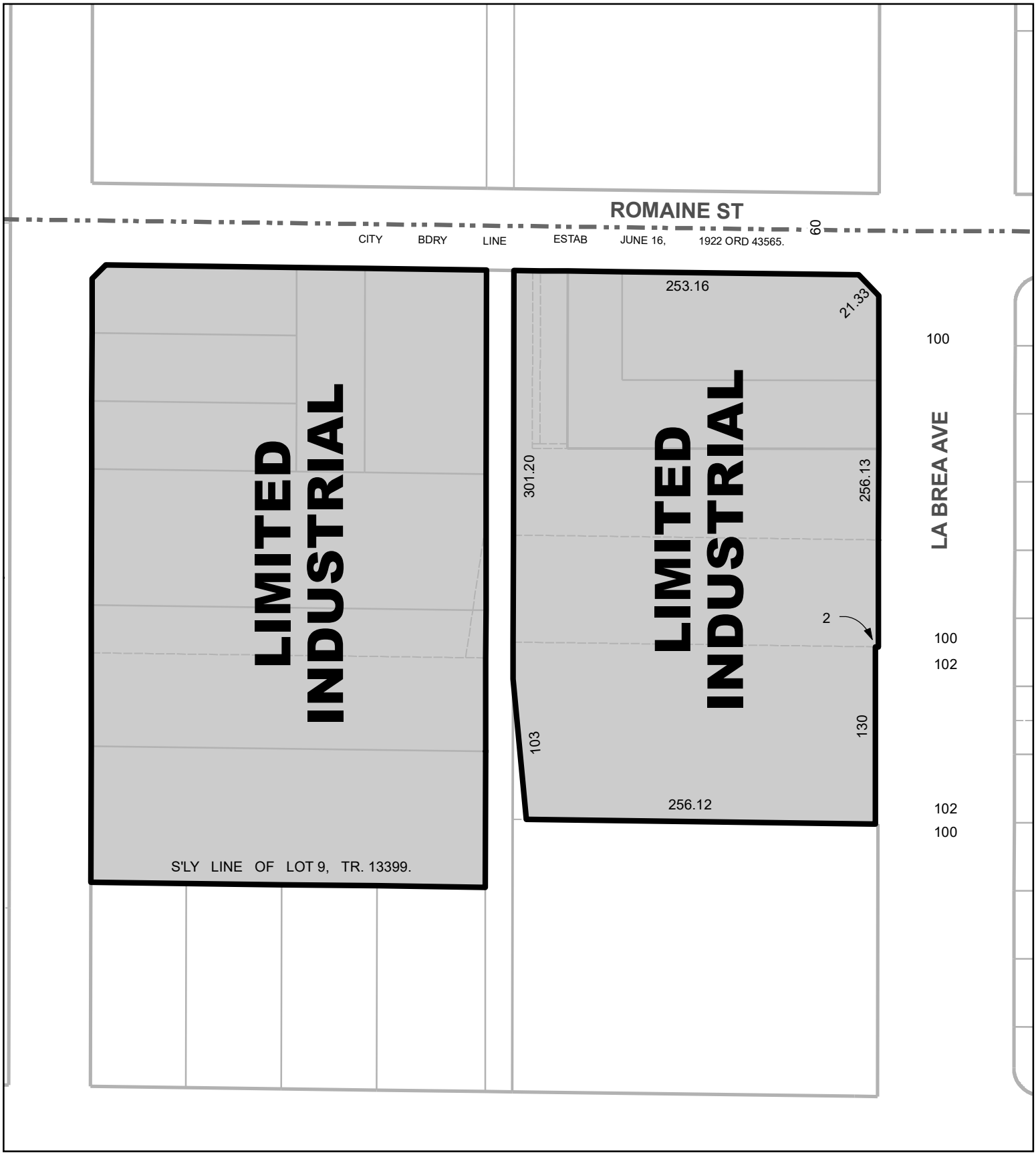
HOLLYWOOD CPU, SA 39:3

021121

City of Los Angeles



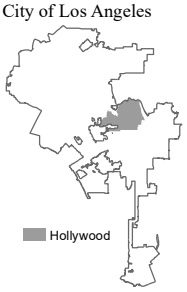
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 30 60 120 Feet

City of Los Angeles



C.M. 144B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 39:4

021121

Data Sources: Department of City Planning, Bureau of Engineering



LIMITED INDUSTRIAL

NORTH

0 90 180 360 Feet

City of Los Angeles

Hollywood

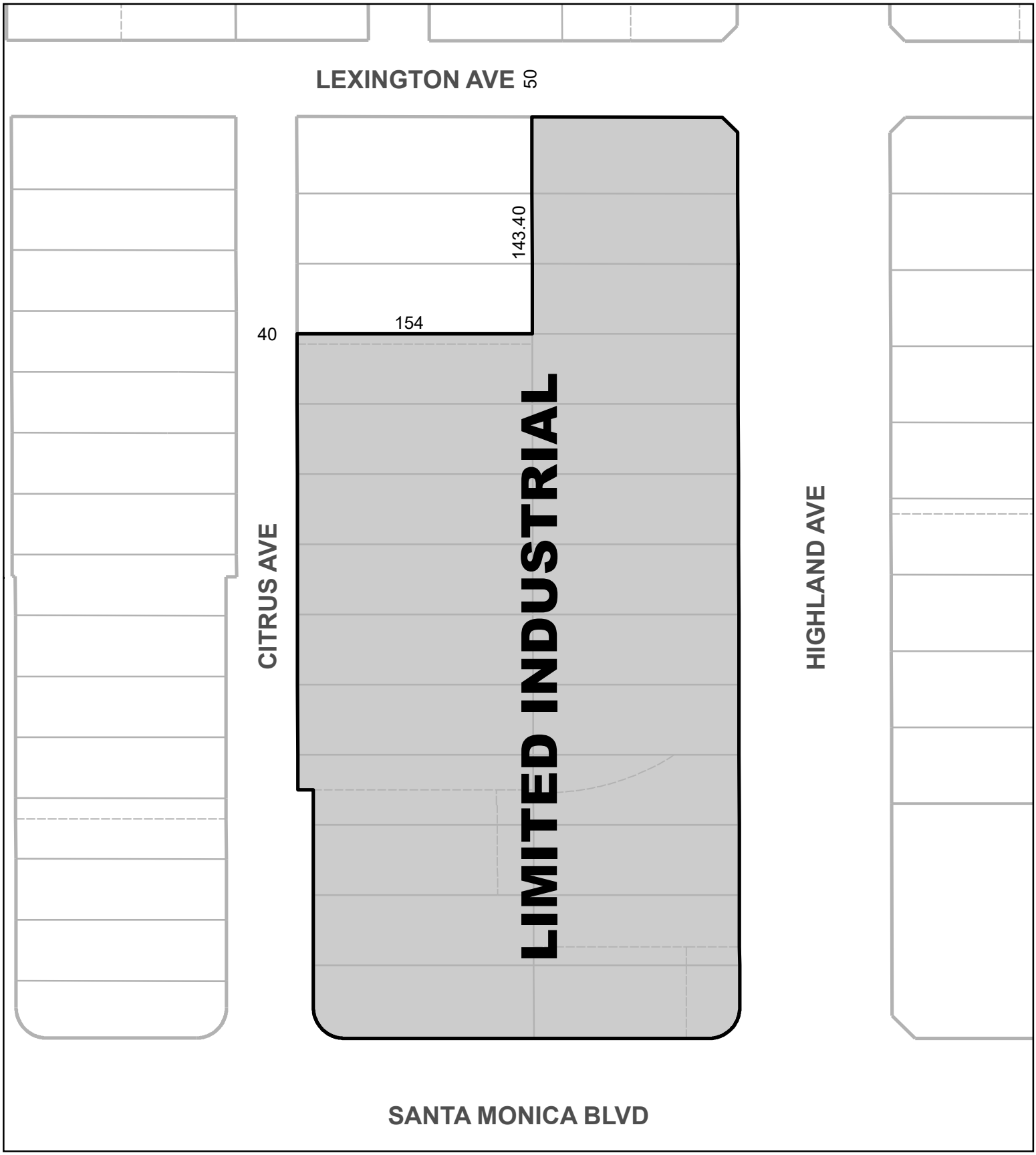
C.M. 144B181 144B185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 40

021021

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

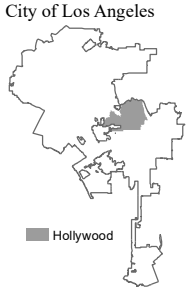
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LH/Cf

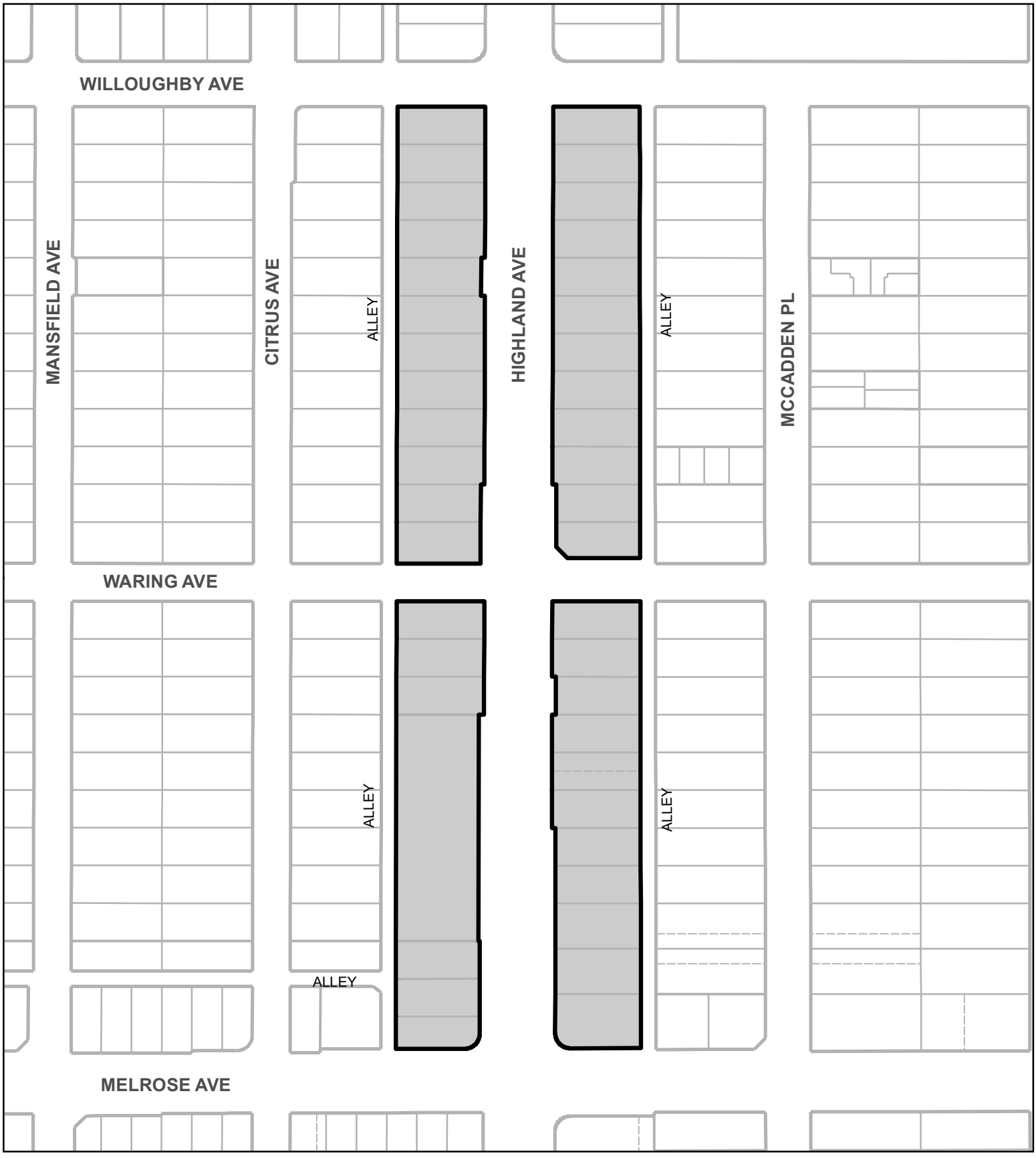
HOLLYWOOD CPU, SA 40:A

021021

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

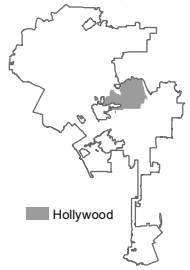


COMMERCIAL
INDUSTRIAL

NORTH

0 60 120 240
Feet

City of Los Angeles



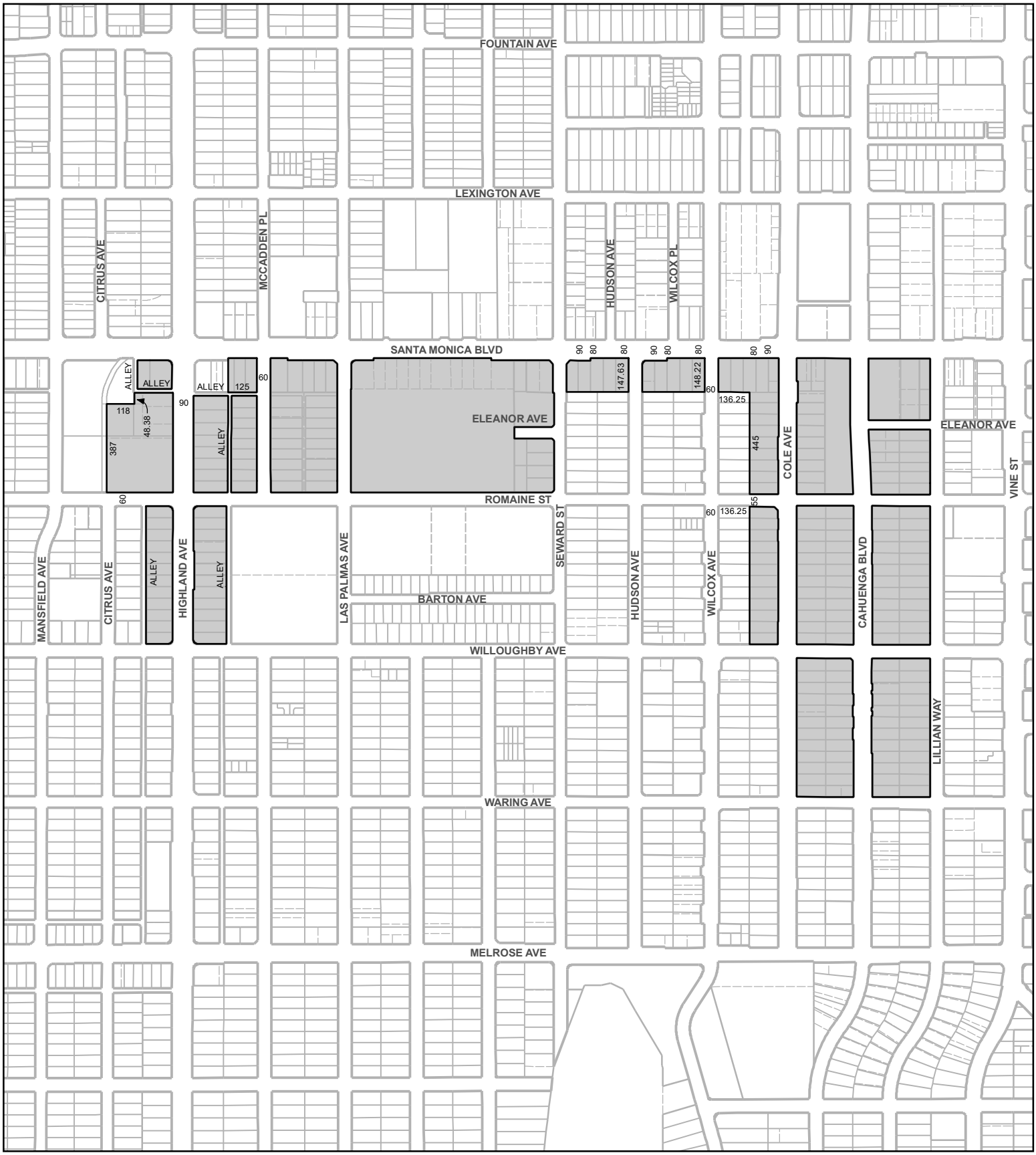
C.M. 141B185 144B185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 40:1

061721

Data Sources: Department of City Planning, Bureau of Engineering



LIMITED INDUSTRIAL

NORTH

0 195 390 780 Feet

City of Los Angeles

Hollywood

C.M. 141B185 144B185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 40:1B

052521

Data Sources: Department of City Planning, Bureau of Engineering

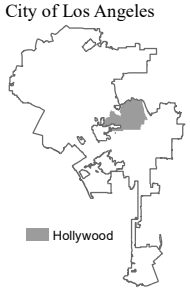


LIMITED INDUSTRIAL

NORTH

0 70 140 280 Feet

City of Los Angeles



C.M. 144B181 144B185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 40:1C

052521

Data Sources: Department of City Planning, Bureau of Engineering



LIMITED INDUSTRIAL

NORTH

0 62.5 125 250 Feet

City of Los Angeles

Hollywood

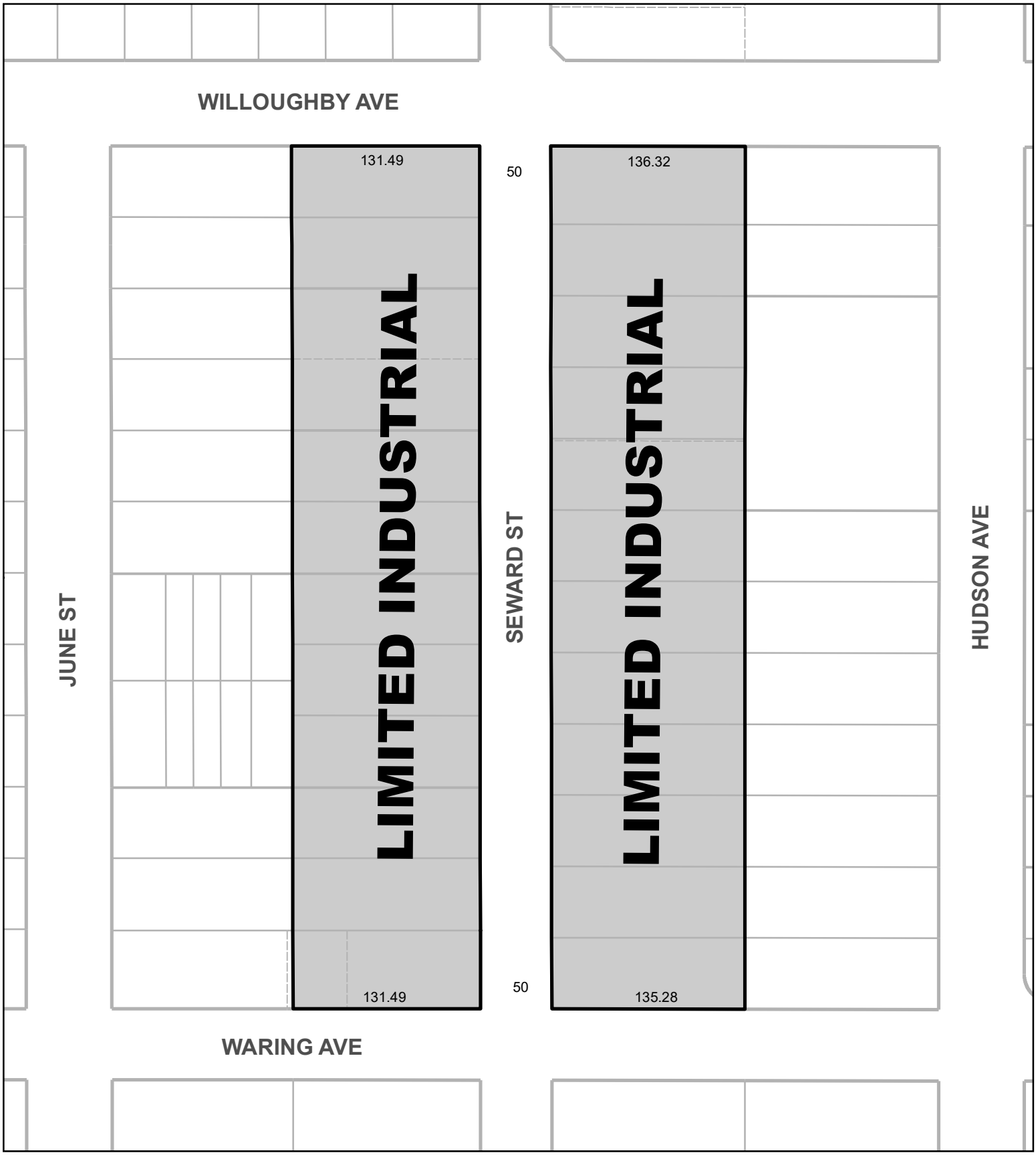
C.M. 144 B 185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 40:2

021621

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 35 70 140 Feet

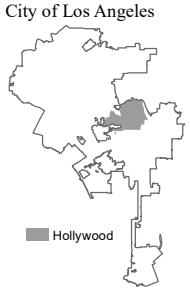
C.M. 141 B 185, 144 B 185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 40:2C

061721

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 35 70 140 Feet

C.M. 141B185	CPC-2016-1450-CPU

LH/Cf

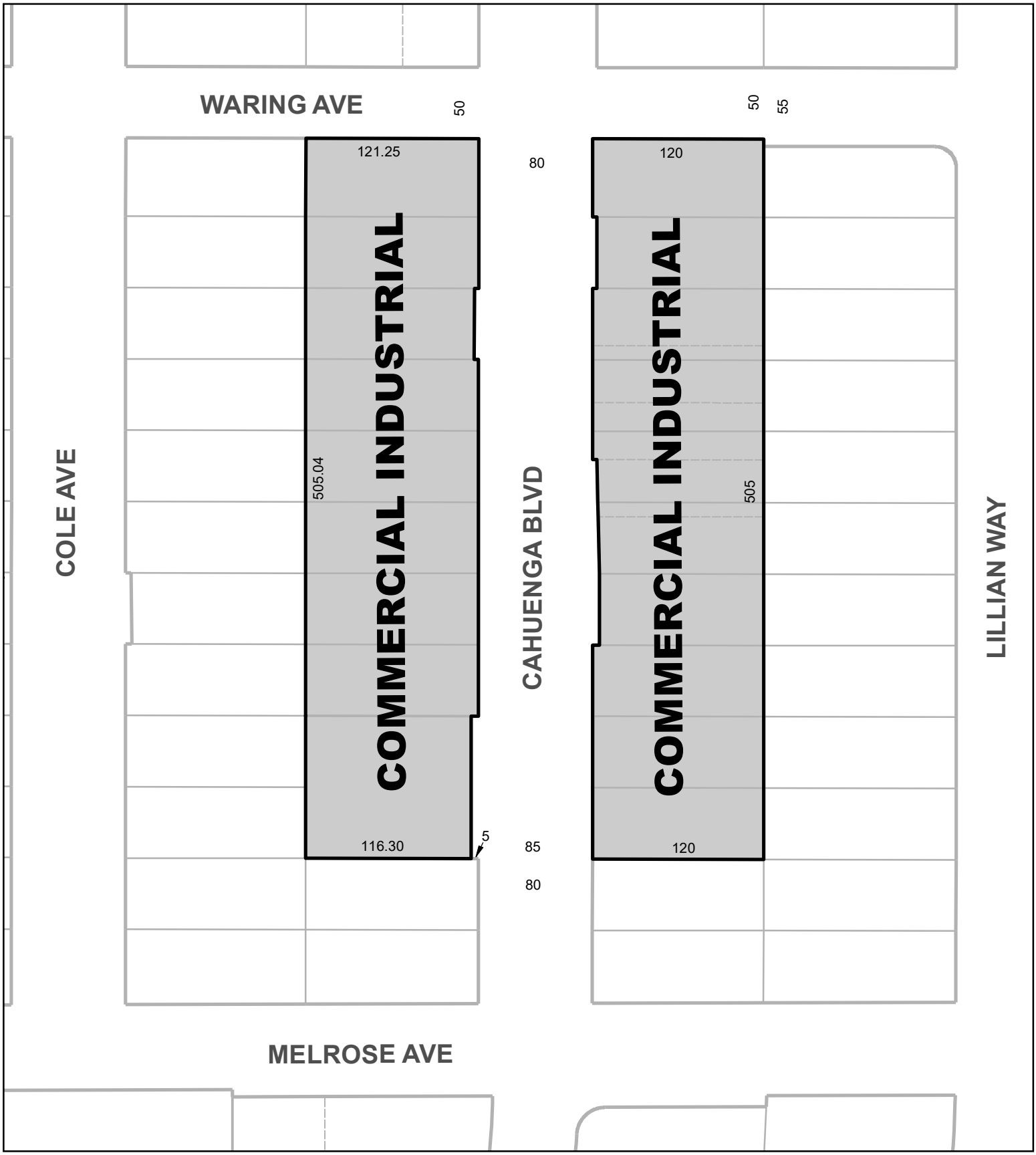
061721

HOLLYWOOD CPU, SA 40:3

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 35 70 140 Feet

City of Los Angeles

Hollywood

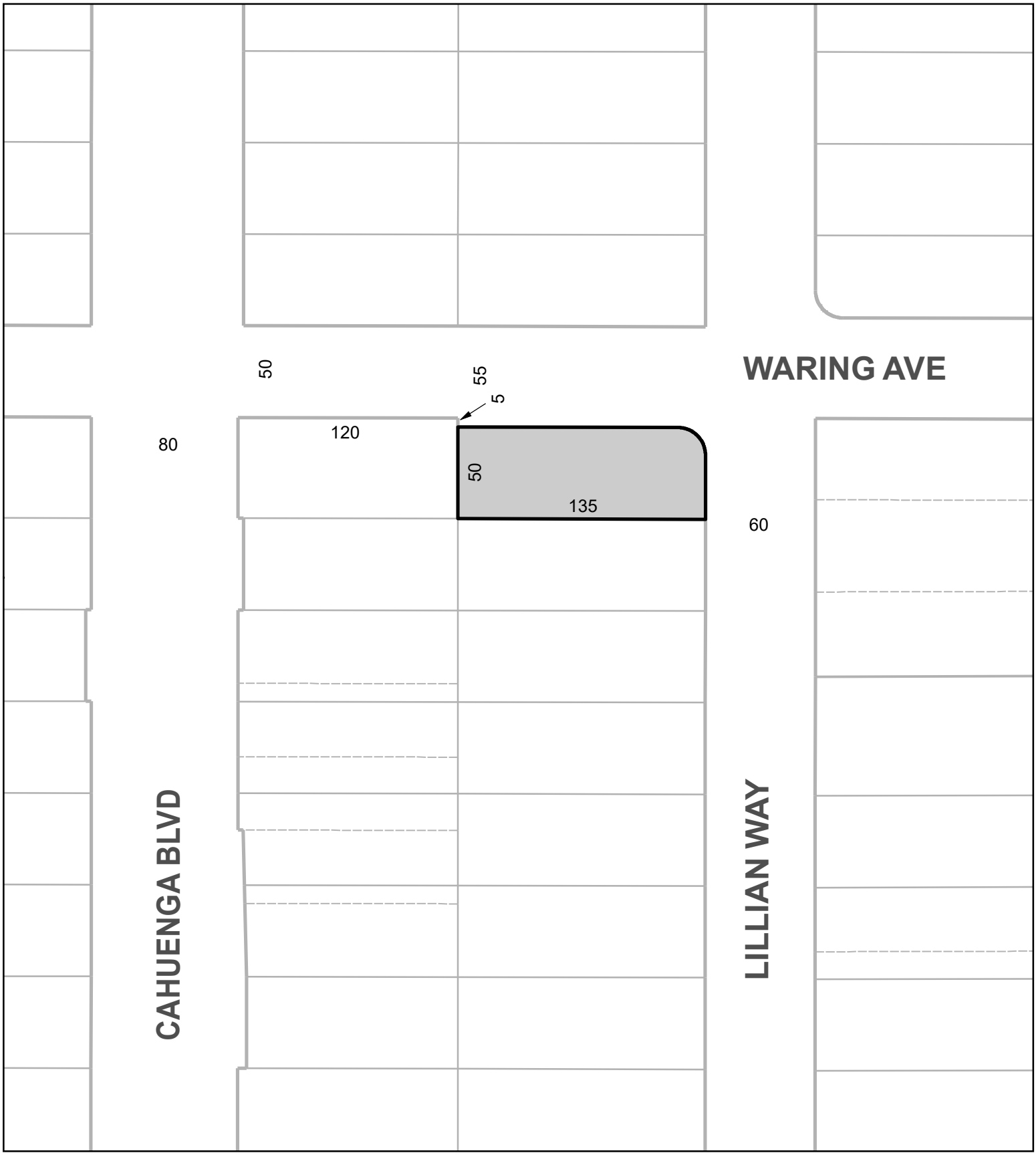
C.M. 141B185	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 40:4

061721

Data Sources: Department of City Planning, Bureau of Engineering

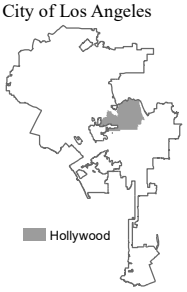


COMMERCIAL
INDUSTRIAL

NORTH

0 20 40 80 Feet

City of Los Angeles



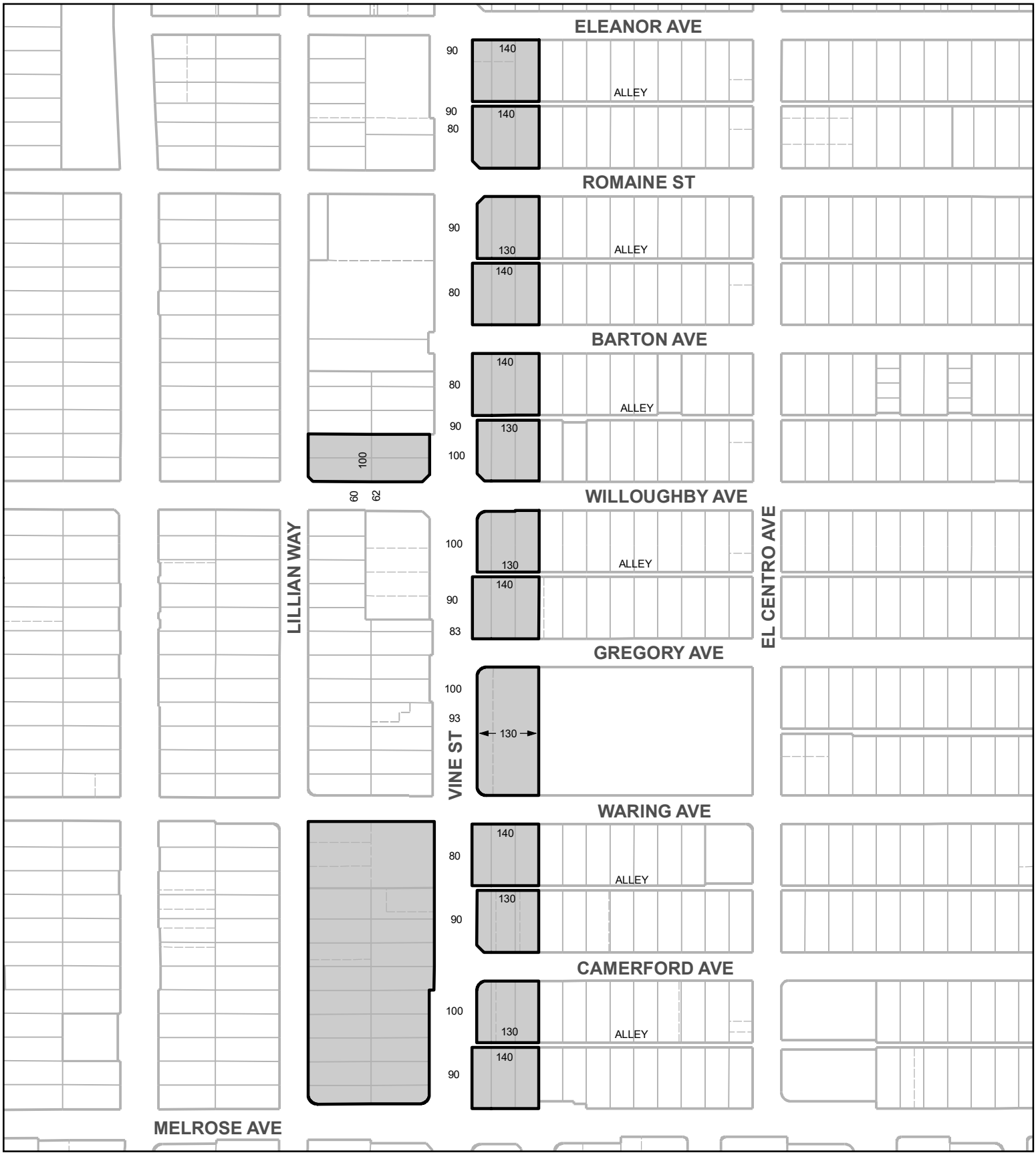
C.M. 141B185	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 40:4A

061721

Data Sources: Department of City Planning, Bureau of Engineering

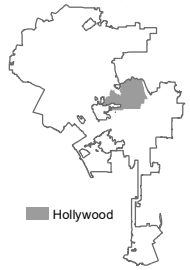


COMMUNITY COMMERCIAL

NORTH

0 95 190 380 Feet

City of Los Angeles



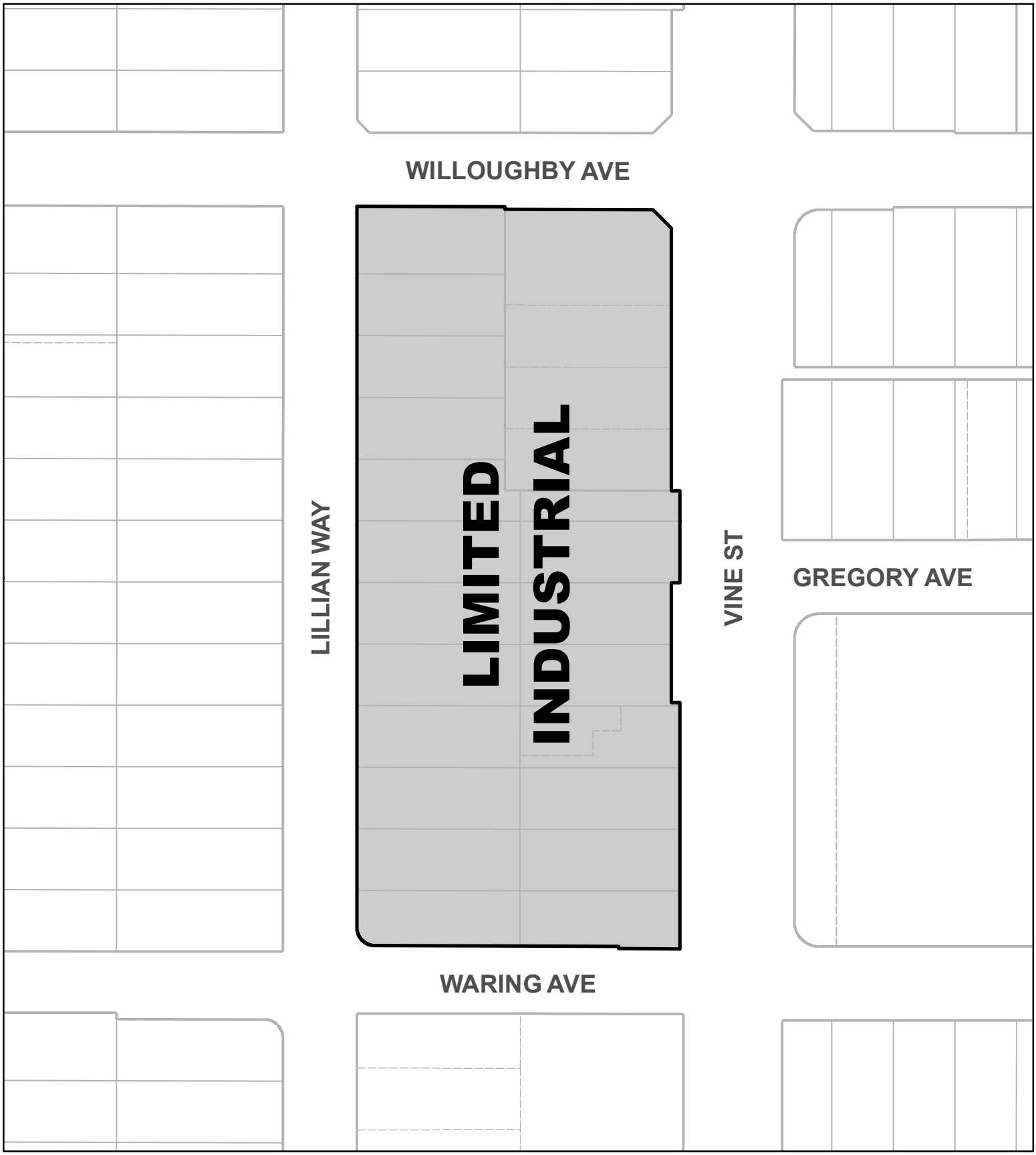
C.M.	141 B 185 144 B 185 141 B 189 144 B 189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 40:5

021721

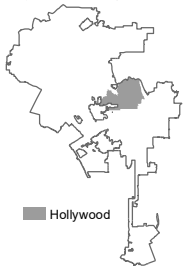
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 35 70 140 Feet

City of Los Angeles



C.M. 141 B 185 144 B 185	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 40:6

021121

Data Sources: Department of City Planning, Bureau of Engineering



HIGH MEDIUM

NORTH

0 112.5 225 450 Feet

City of Los Angeles

Hollywood

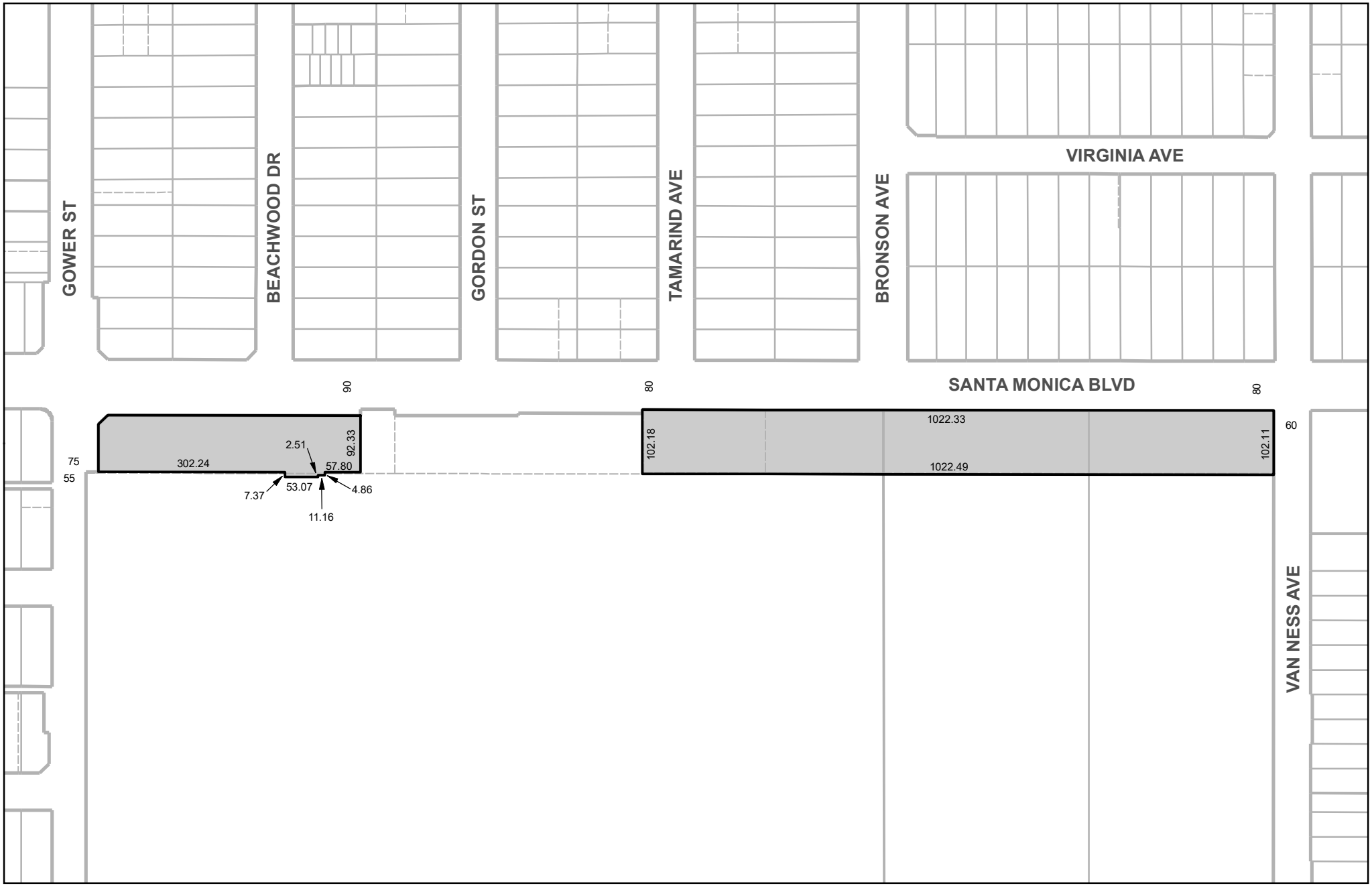
C.M. 141B189 144B189	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 41

021821

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 87.5 175 350 Feet

C.M. 144 B 189	CPC-2016-1450-CPU

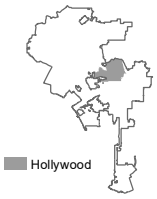
LH/Cf

HOLLYWOOD CPU, SA 41:1

022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

NORTH

0 70 140 280 Feet

C.M. 144 B 193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 41:6

021621

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



COMMUNITY COMMERCIAL

NORTH

0 100 200 400 Feet

C.M. 144 B 189 144 B 193	CPC-2016-1450-CPU

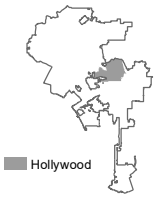
LH/Cf

HOLLYWOOD CPU, SA 42

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

NORTH

0 75 150 300 Feet

C.M. 141 B 189 141 B 193	CPC-2016-1450-CPU

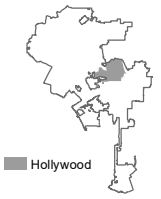
LH/Cf

HOLLYWOOD CPU, SA 42:1

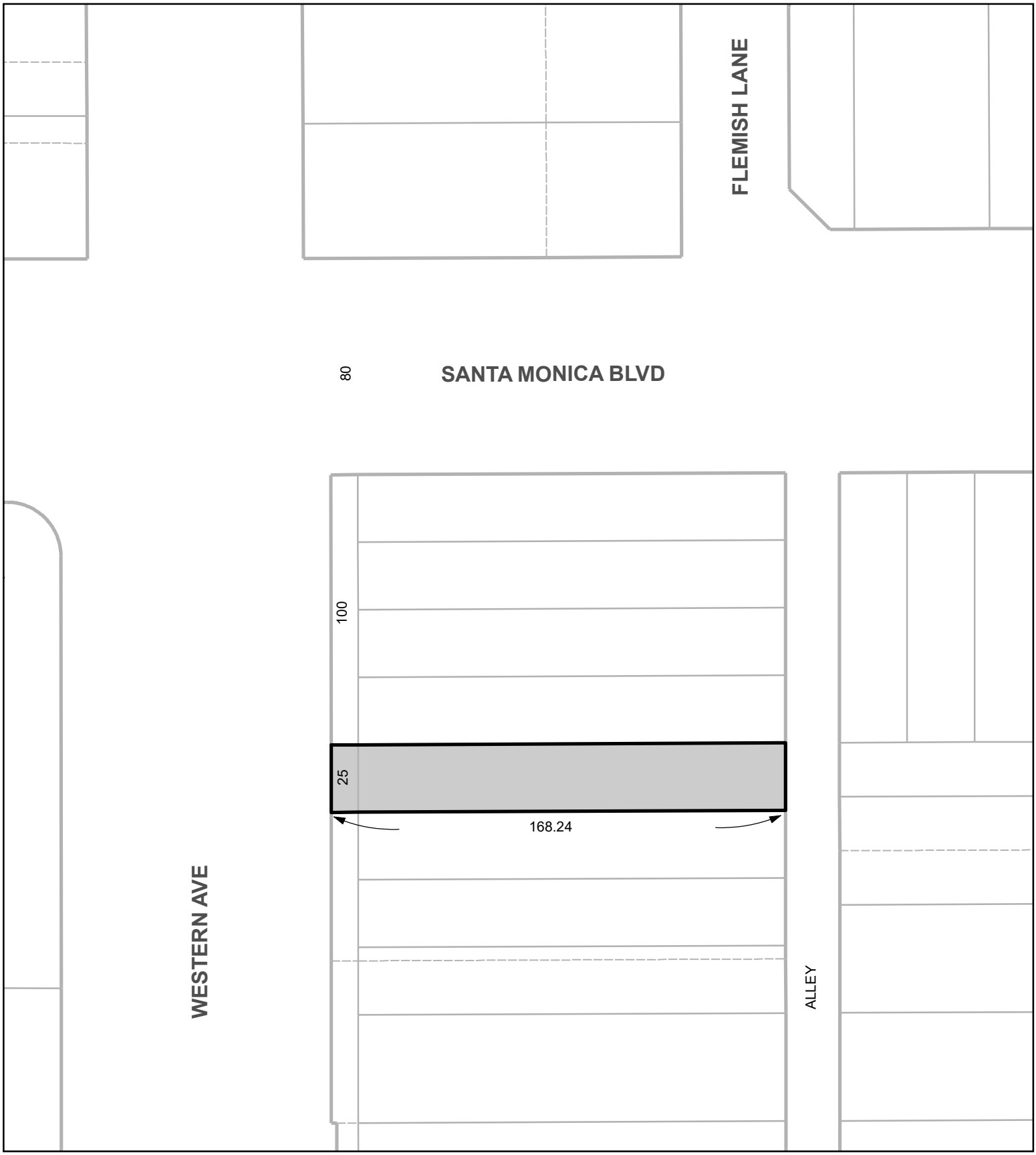
022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles




SANTA MONICA BLVD
ST ANDREWS PL
SIERRA VISTA AVE
E'LY LINE OF LOT 28, SIERRA VISTA TRACT.
WESTERN AVE
ALLEY
HOLLYWOOD RTE 101 FWY
ROMAINE ST
BARTON AVE
OXFORD AVE
LEMON GROVE AVE
MONROE ST
LA CRESTA CT
INSTITUTE PL
MARATHON ST
MANHATTAN PL
MELROSE AVE
W'LY LINE OF LOTS 76 & 81, MELROSE HILL
NEIGHBORHOOD COMMERCIAL
NORTH
0 125 250 500 Feet
City of Los Angeles
Hollywood
C.M. 141B193 144B193
CPC-2016-1450-CPU
LH/Cf
HOLLYWOOD CPU, SA 42:2
021021
Data Sources: Department of City Planning, Bureau of Engineering

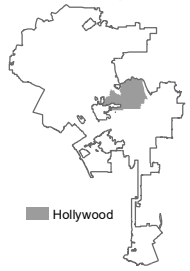


COMMUNITY COMMERCIAL

NORTH

0 25 50 100 Feet

City of Los Angeles



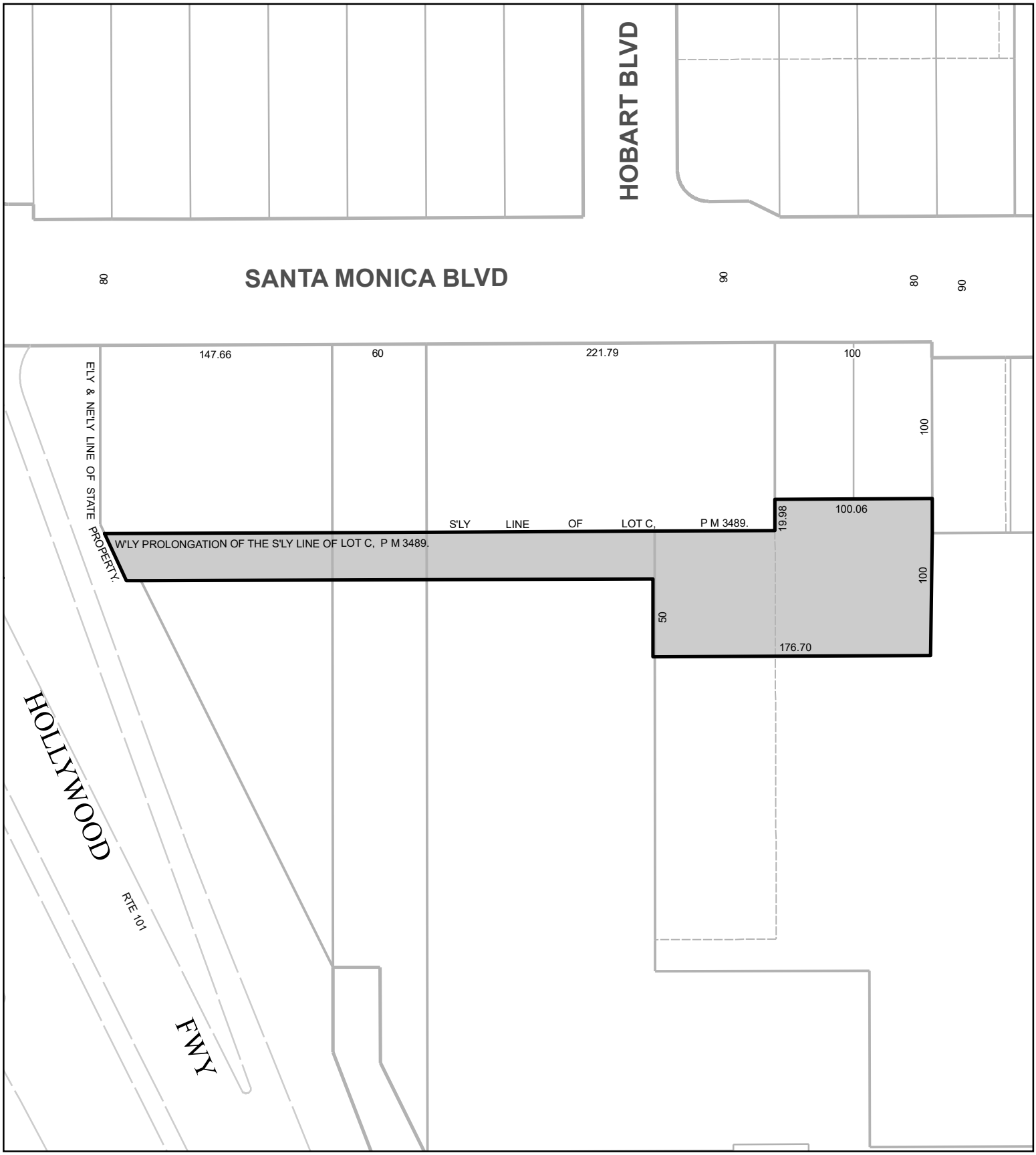
C.M. 144 B 193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 42:3

021921

Data Sources: Department of City Planning, Bureau of Engineering



GENERAL COMMERCIAL

NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

C.M. 144B193	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 42:4

022321

Data Sources: Department of City Planning, Bureau of Engineering



GENERAL COMMERCIAL

NORTH

0 50 100 200 Feet

C.M. 141 B 193, 141 B 197	CPC-2016-1450-CPU

LH/Cf

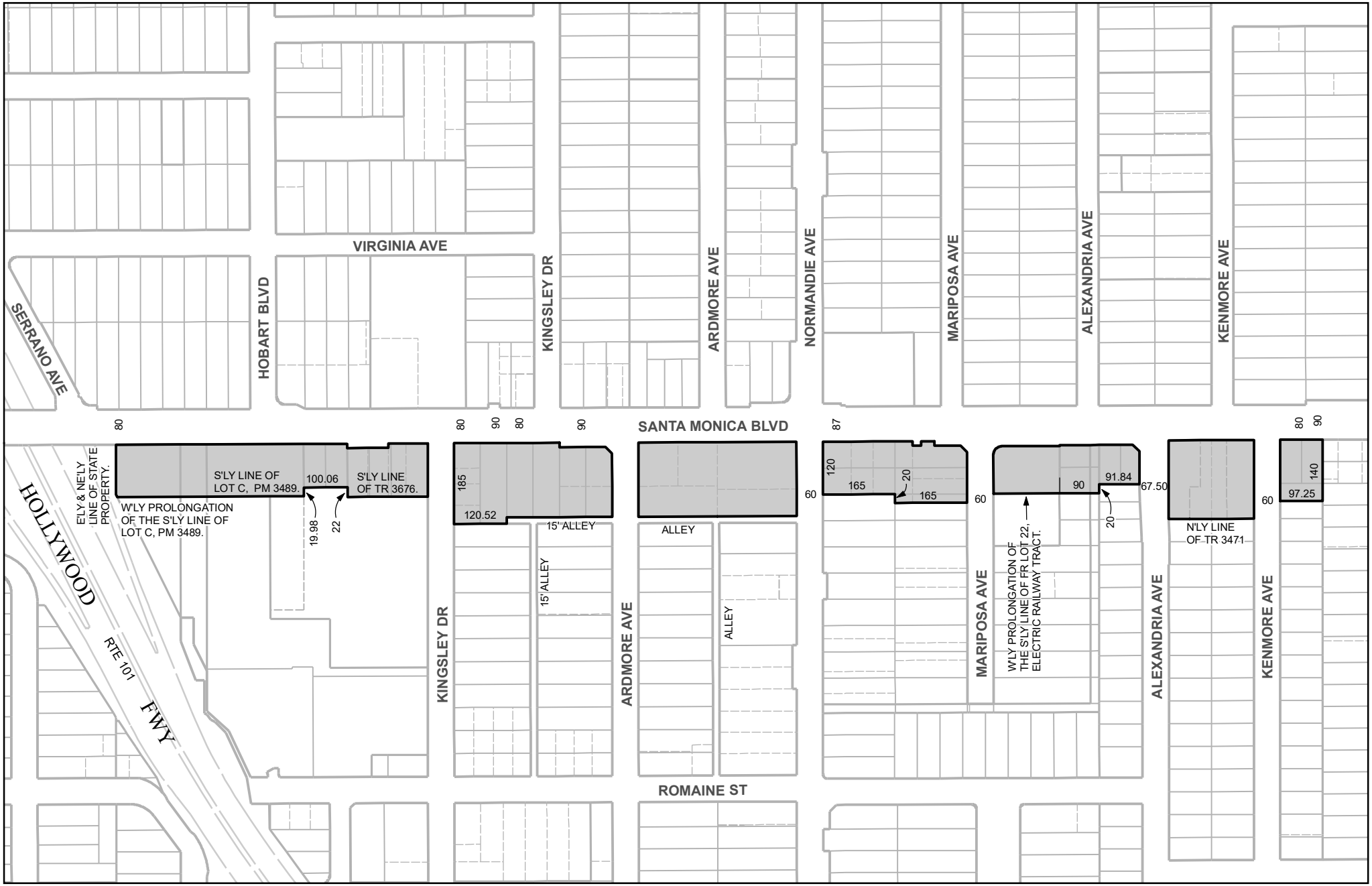
HOLLYWOOD CPU, SA 43:1

021721

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 120 240 480 Feet

C.M. 144 B 193 144 B 197	CPC-2016-1450-CPU

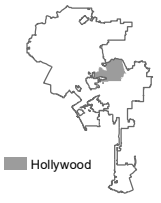
LH/Cf

HOLLYWOOD CPU, SA 44

021721

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles



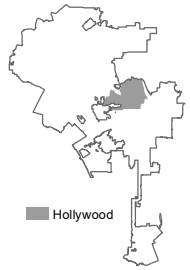


GENERAL COMMERCIAL

NORTH

0 30 60 120 Feet

City of Los Angeles



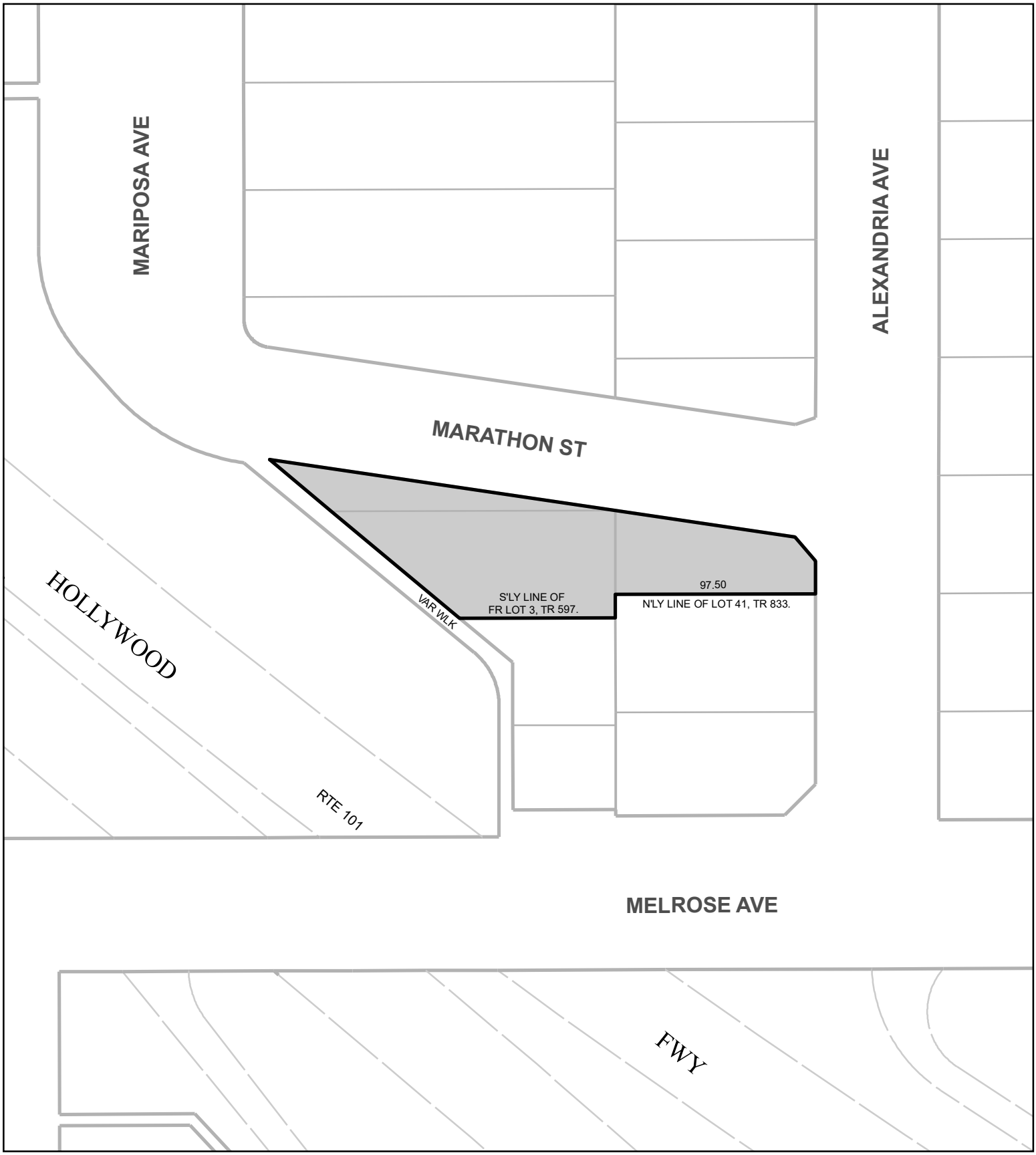
C.M. 141B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 45

022321

Data Sources: Department of City Planning, Bureau of Engineering

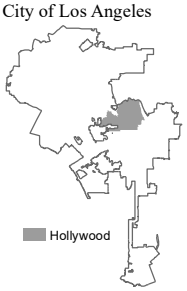


GENERAL COMMERCIAL

NORTH

0 20 40 80 Feet

City of Los Angeles



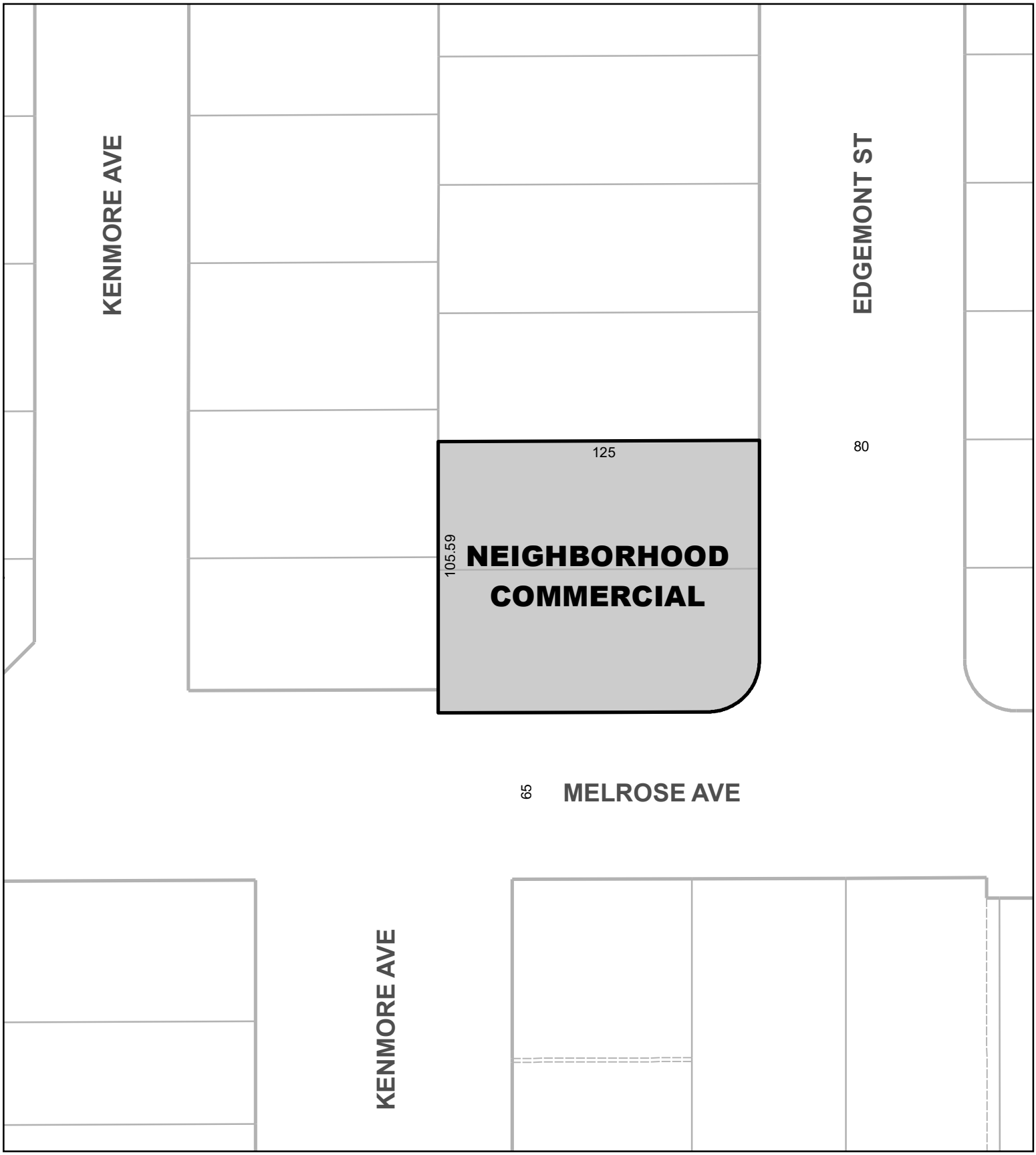
C.M. 141B197	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 45:1

022321

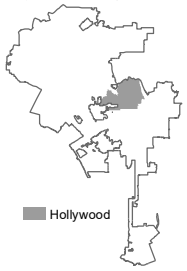
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 20 40 80 Feet

City of Los Angeles



C.M. 141B197	CPC-2016-1450-CPU

LH/Cf

021621

HOLLYWOOD CPU, SA 45:2

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

City of Los Angeles

Hollywood

C.M. 141B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 46

021621

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

NORTH

0 75 150 300 Feet

C.M. 144 B 197	CPC-2016-1450-CPU

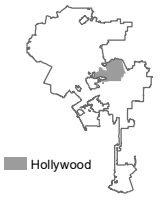
LH/Cf

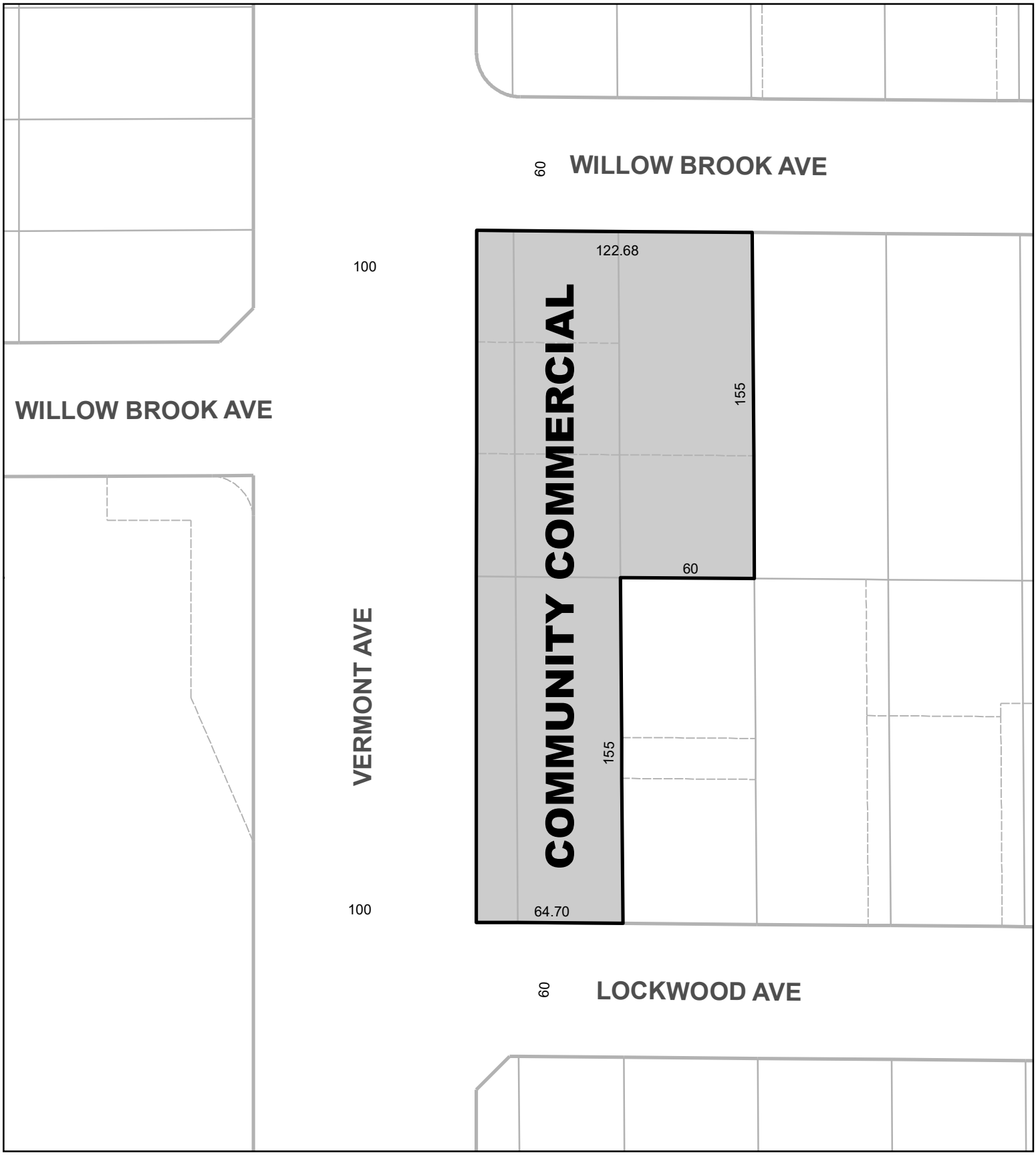
HOLLYWOOD CPU, SA 47:1

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

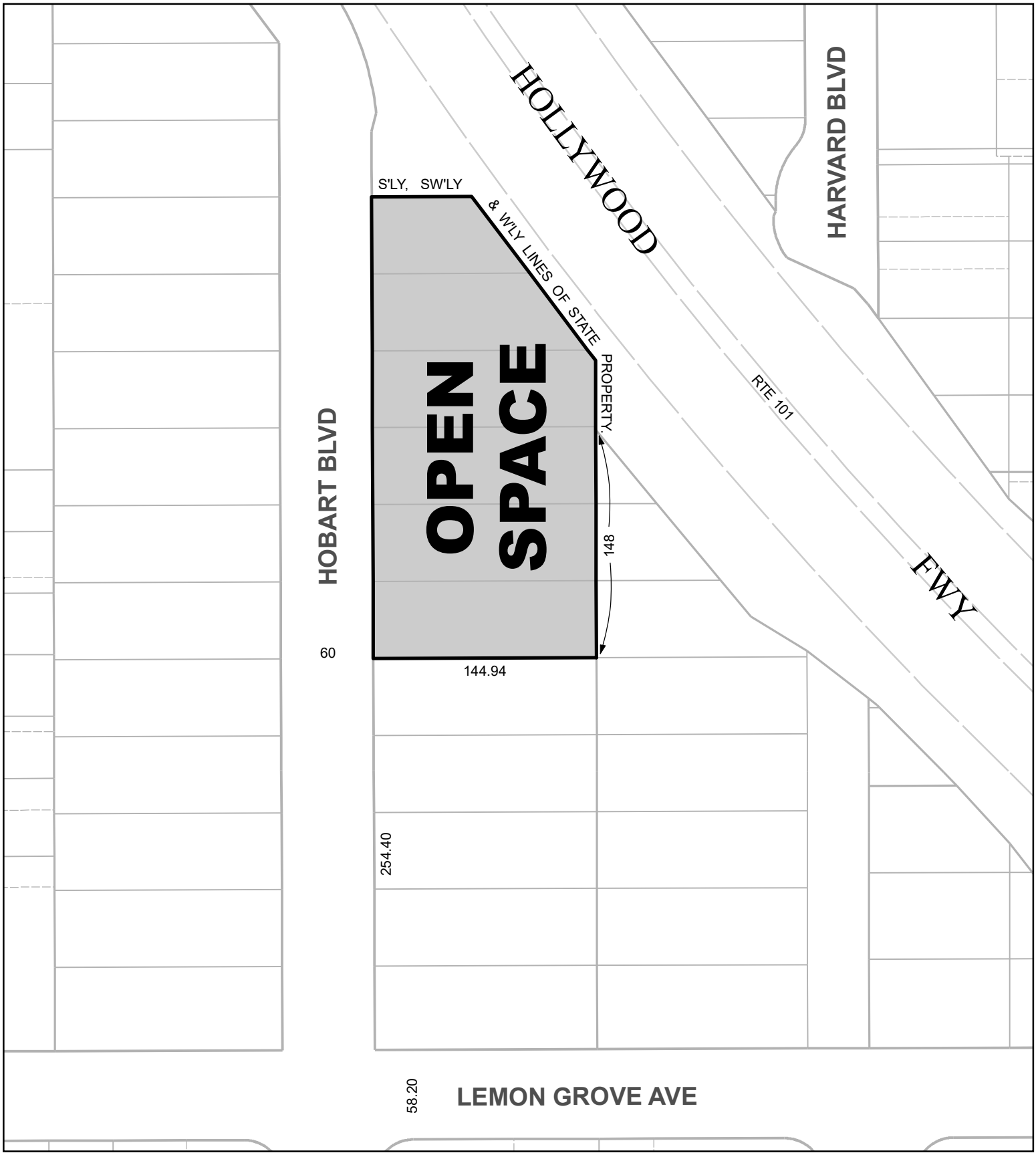
C.M. 144B197	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 48

021821

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

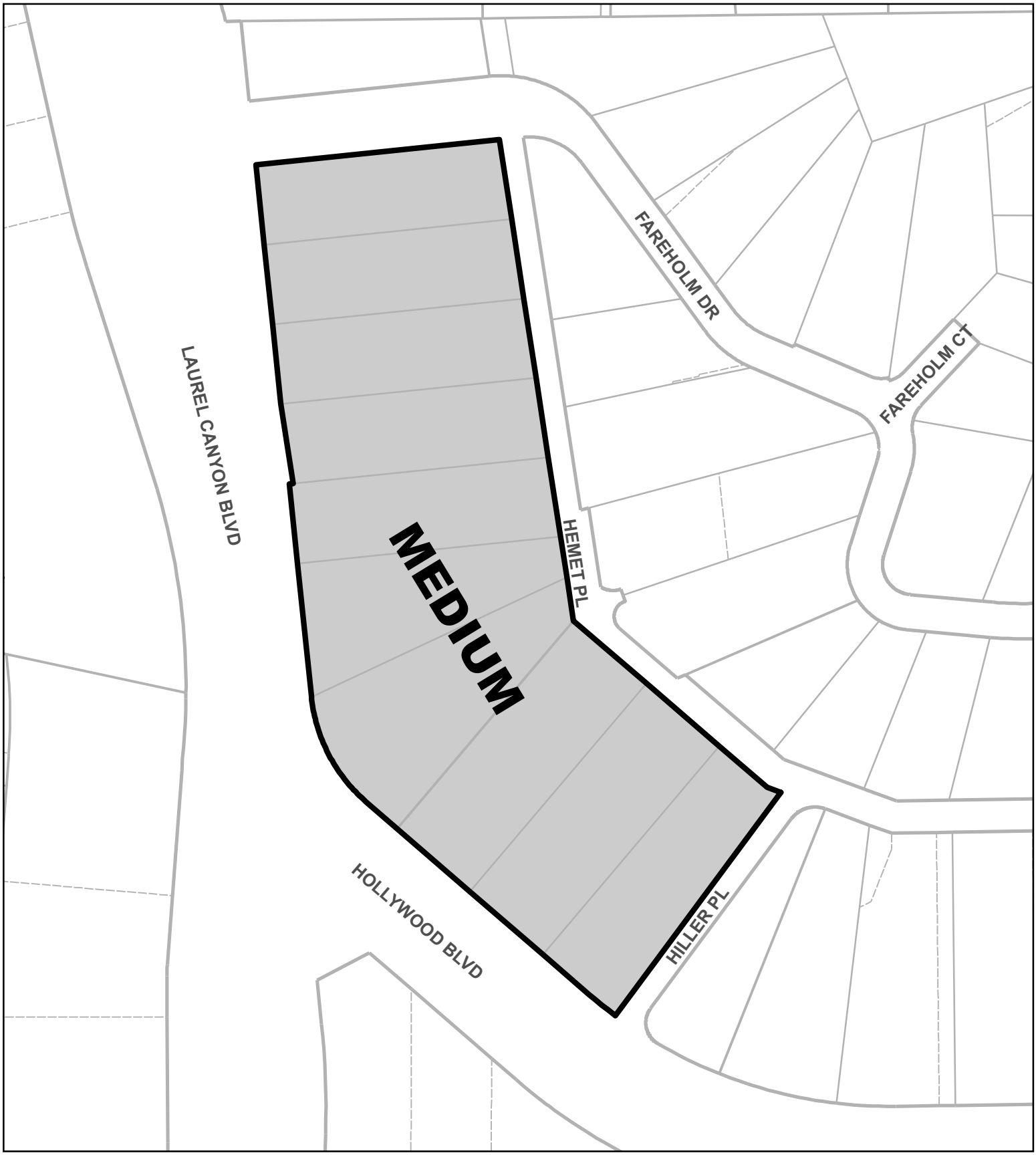
C.M. 144 B 193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 50

021121

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

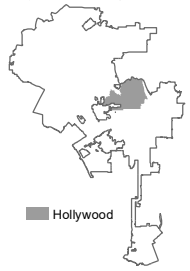
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LH/Cf

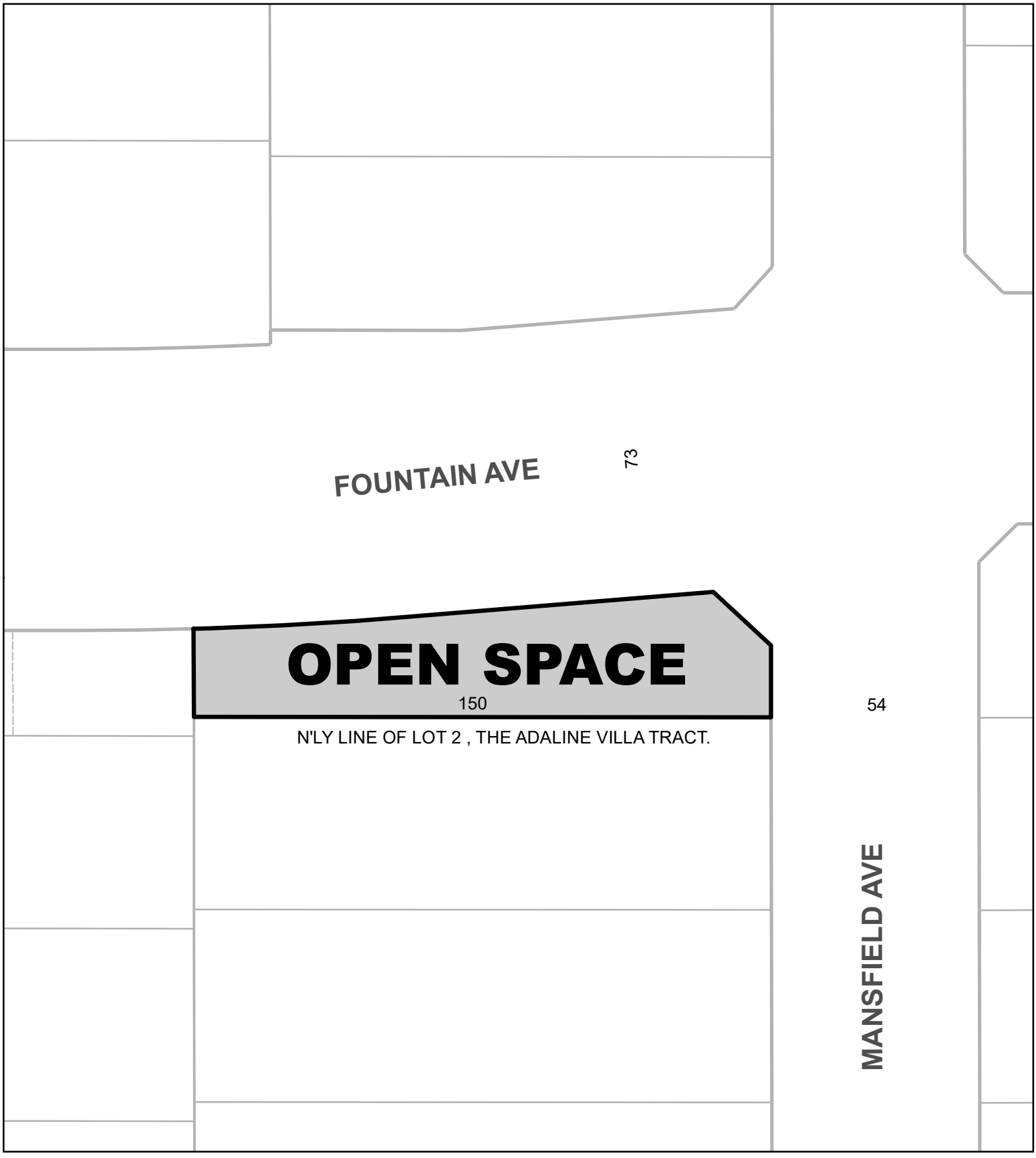
HOLLYWOOD CPU, SA 60

021821

City of Los Angeles



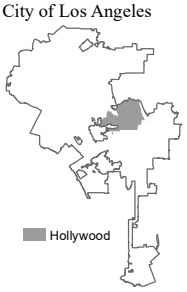
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 10 20 40 Feet

City of Los Angeles



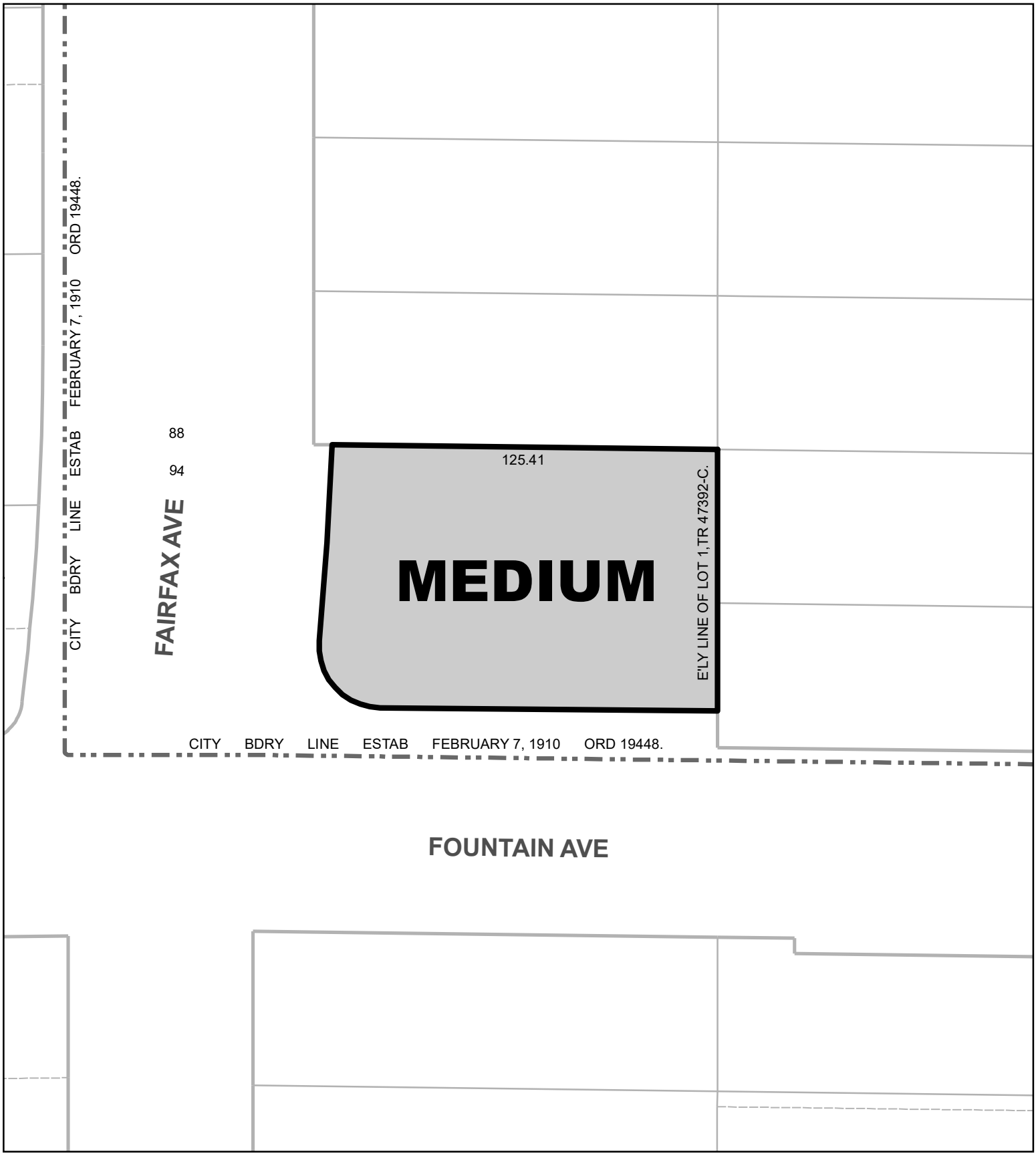
C.M. 144B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 61

021121

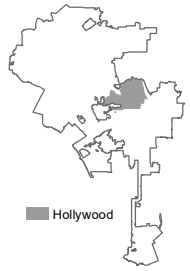
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

City of Los Angeles



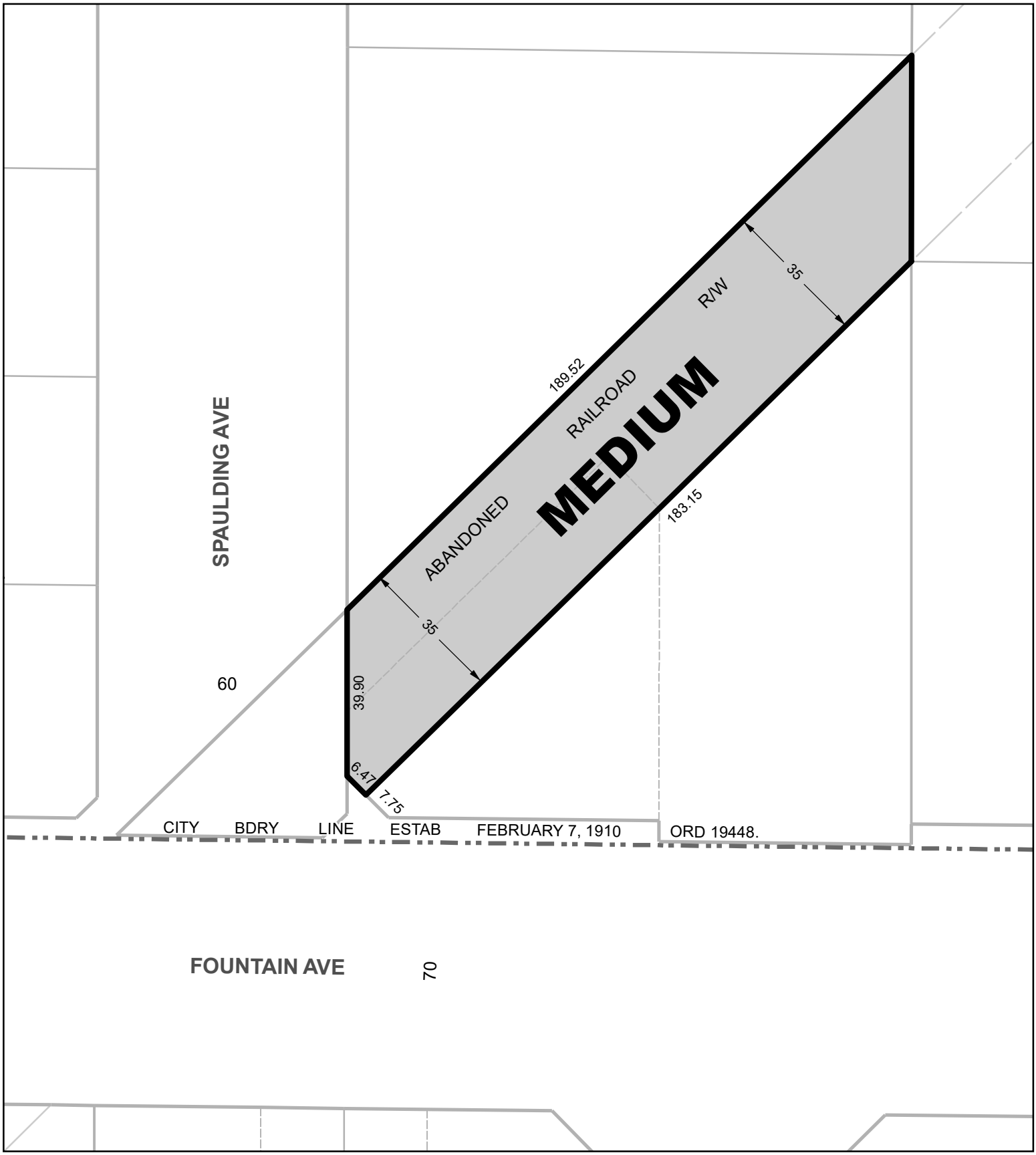
C.M. 144B177	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 62

021721

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

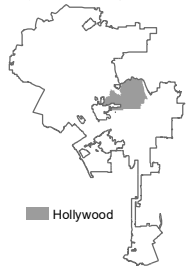
C.M. 144B177	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 63

021721

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering





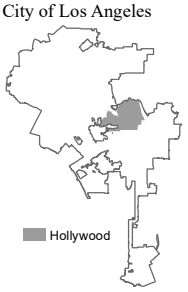
0 12.5 25 50 Feet

C.M. 144B185	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 64

021121



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

C.M. 141B181	CPC-2016-1450-CPU

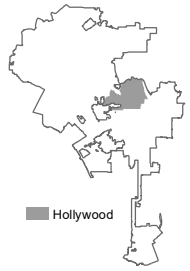
LH/Cf

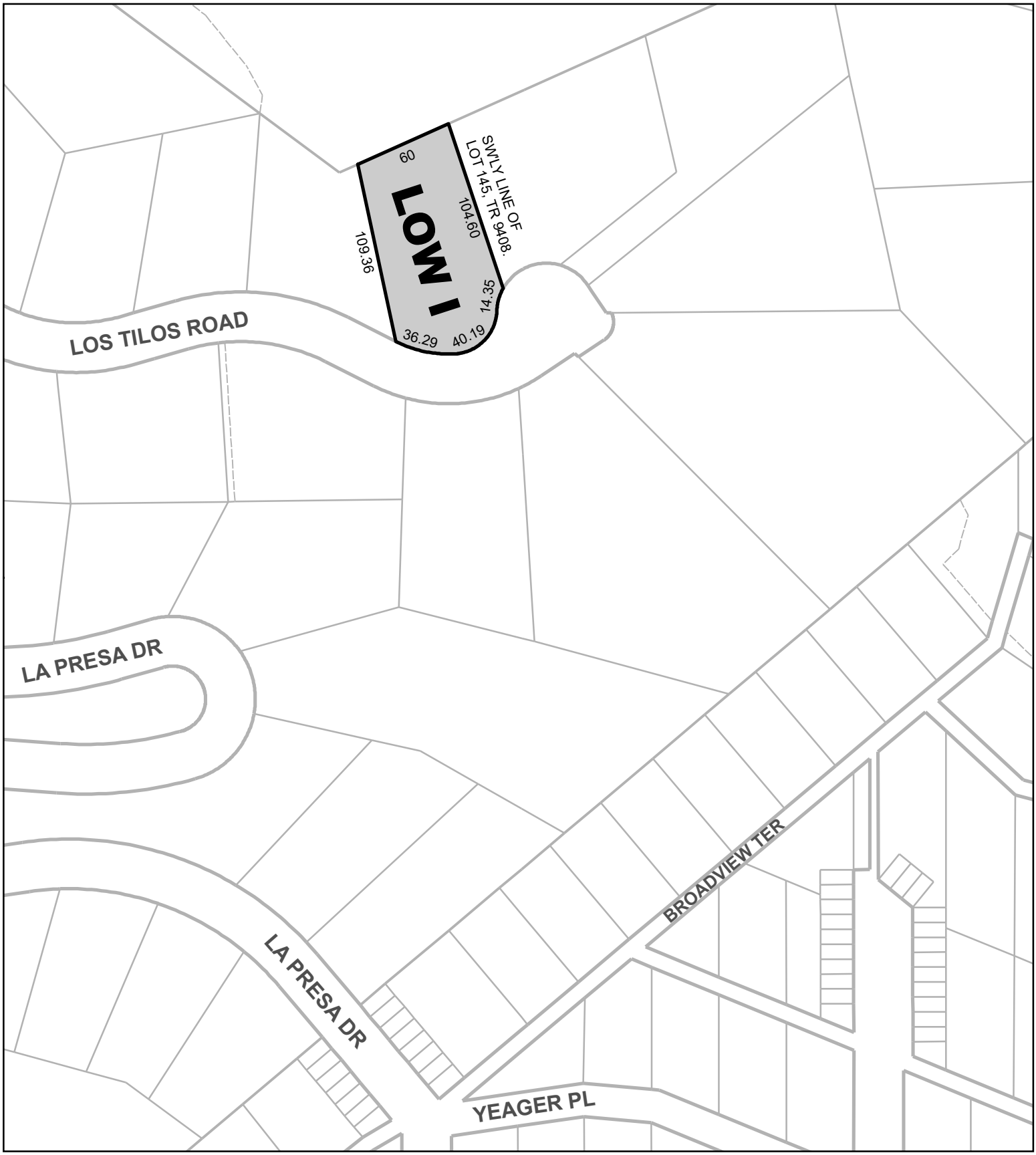
HOLLYWOOD CPU, SA 65

021821

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

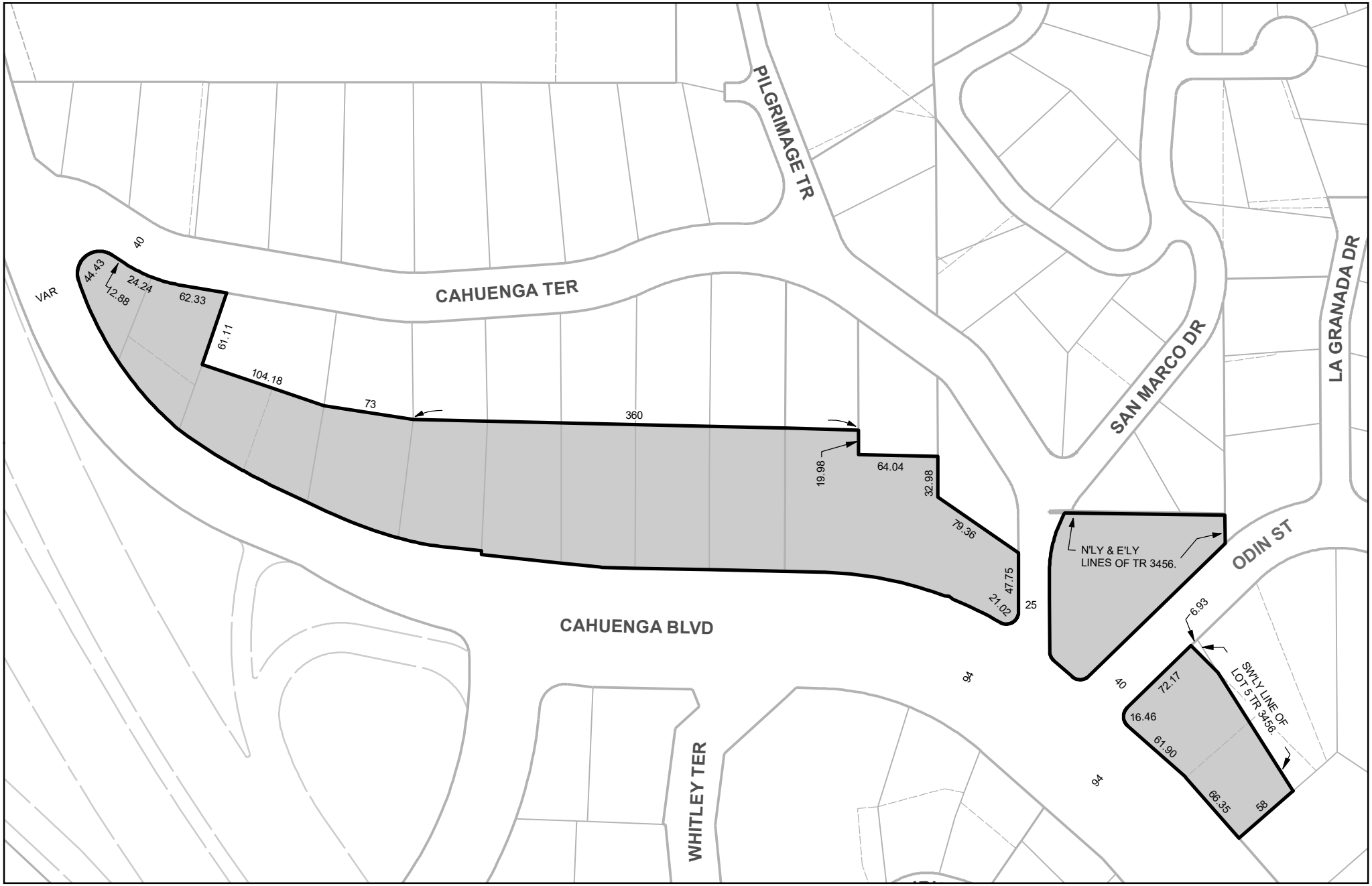
C.M. 150B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 66

021821

Data Sources: Department of City Planning, Bureau of Engineering



LOW MEDIUM II

NORTH

0 40 80 160 Feet

C.M.	151-5 A185 153 A 185 151-5 A187 153 A 187	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 67

022521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NORTH

0 12.5 25 50 Feet

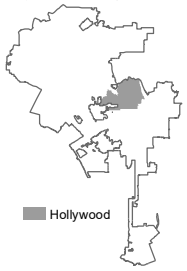
C.M. 141B185	CPC-2016-1450-CPU

LH/Cf

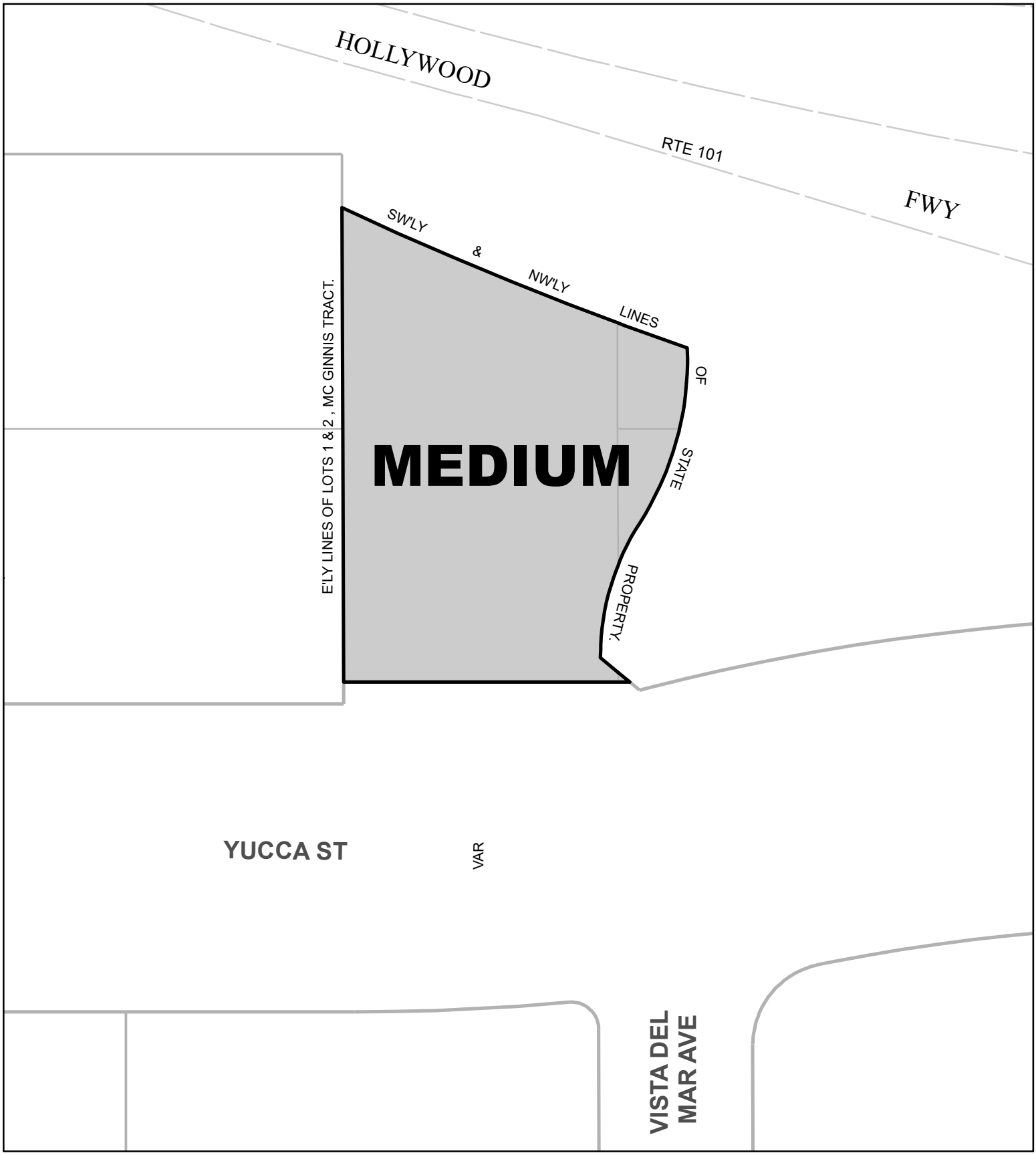
HOLLYWOOD CPU, SA 68

021821

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

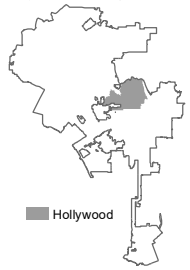
C.M. 150A189	CPC-2016-1450-CPU

LH/Cf

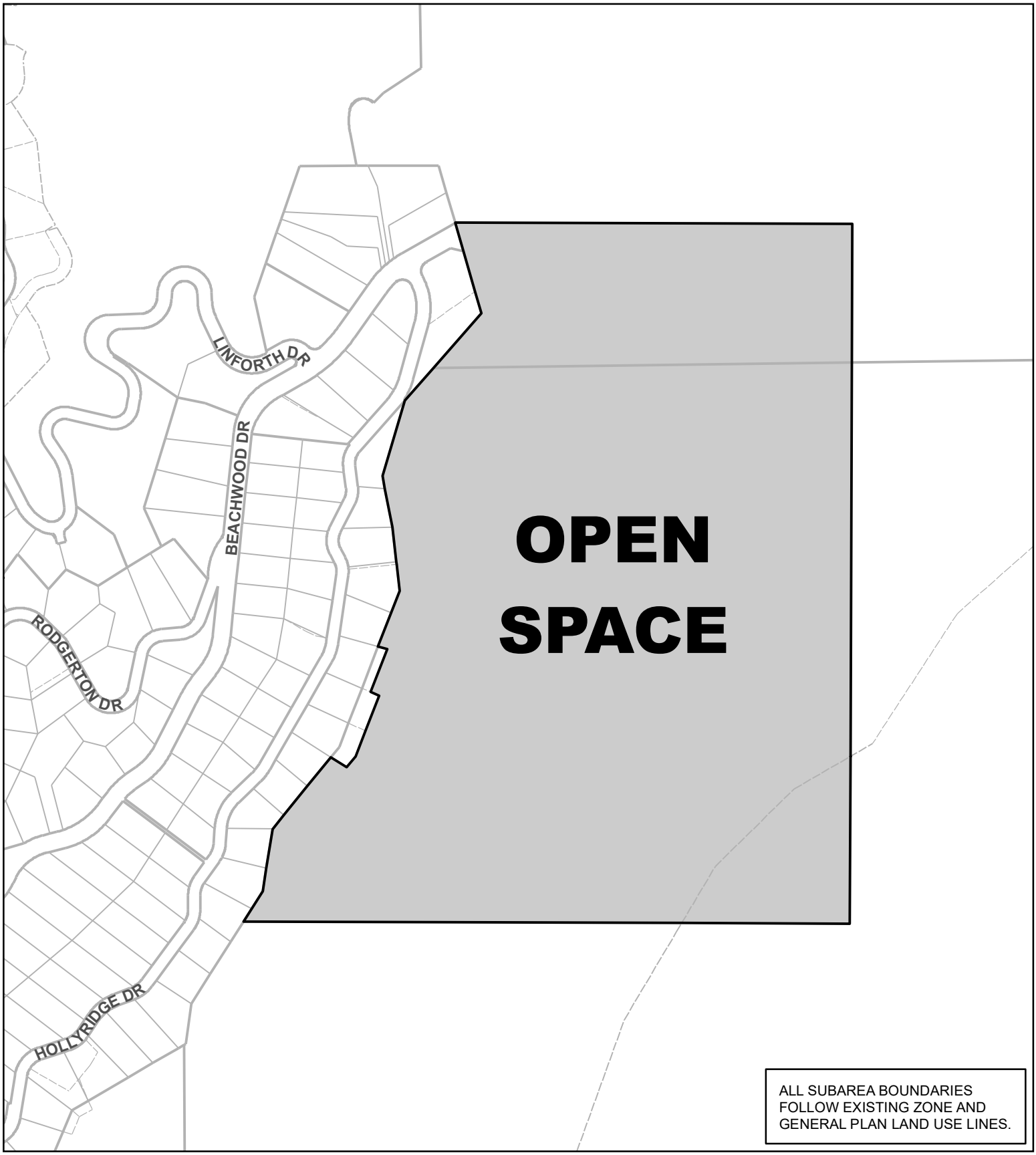
HOLLYWOOD CPU, SA 69

021821

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



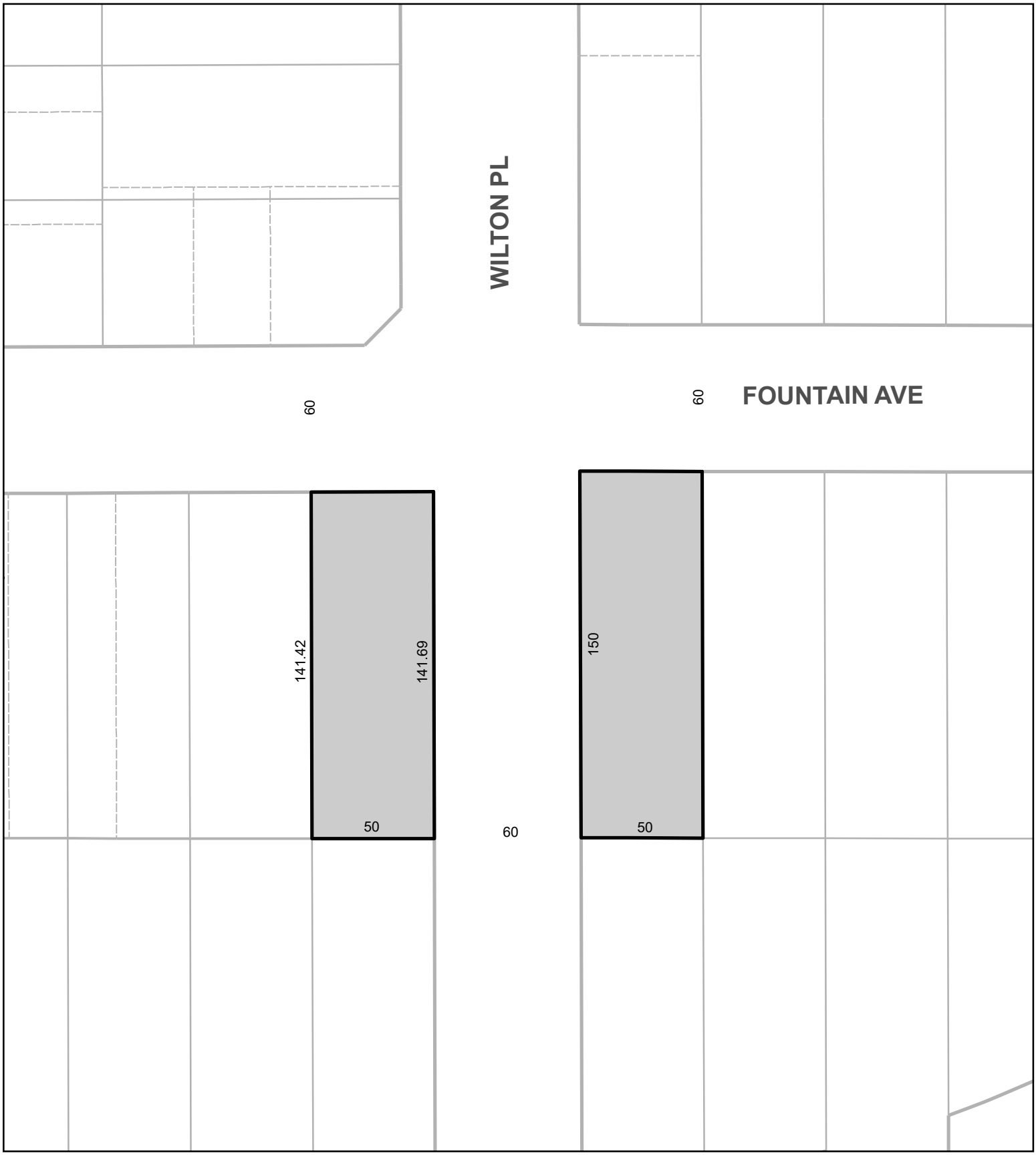
C.M. 157-5A191	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 70

021921

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

NORTH

0 15 30 60 Feet

C.M. 144B189 144B193	CPC-2016-1450-CPU

LH/cf

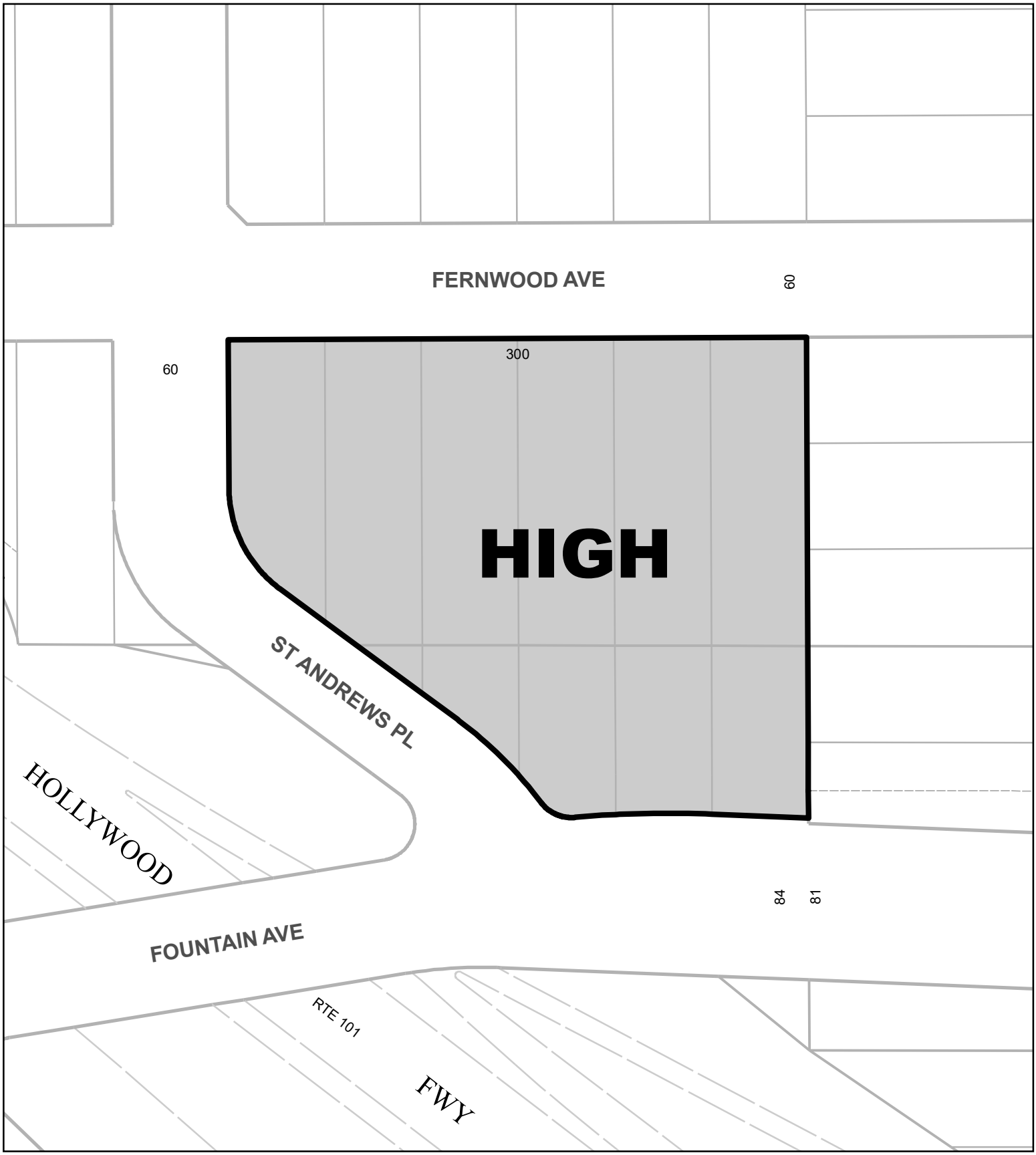
HOLLYWOOD CPU, SA 71

021921

City of Los Angeles

Hollywood

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

City of Los Angeles

Hollywood

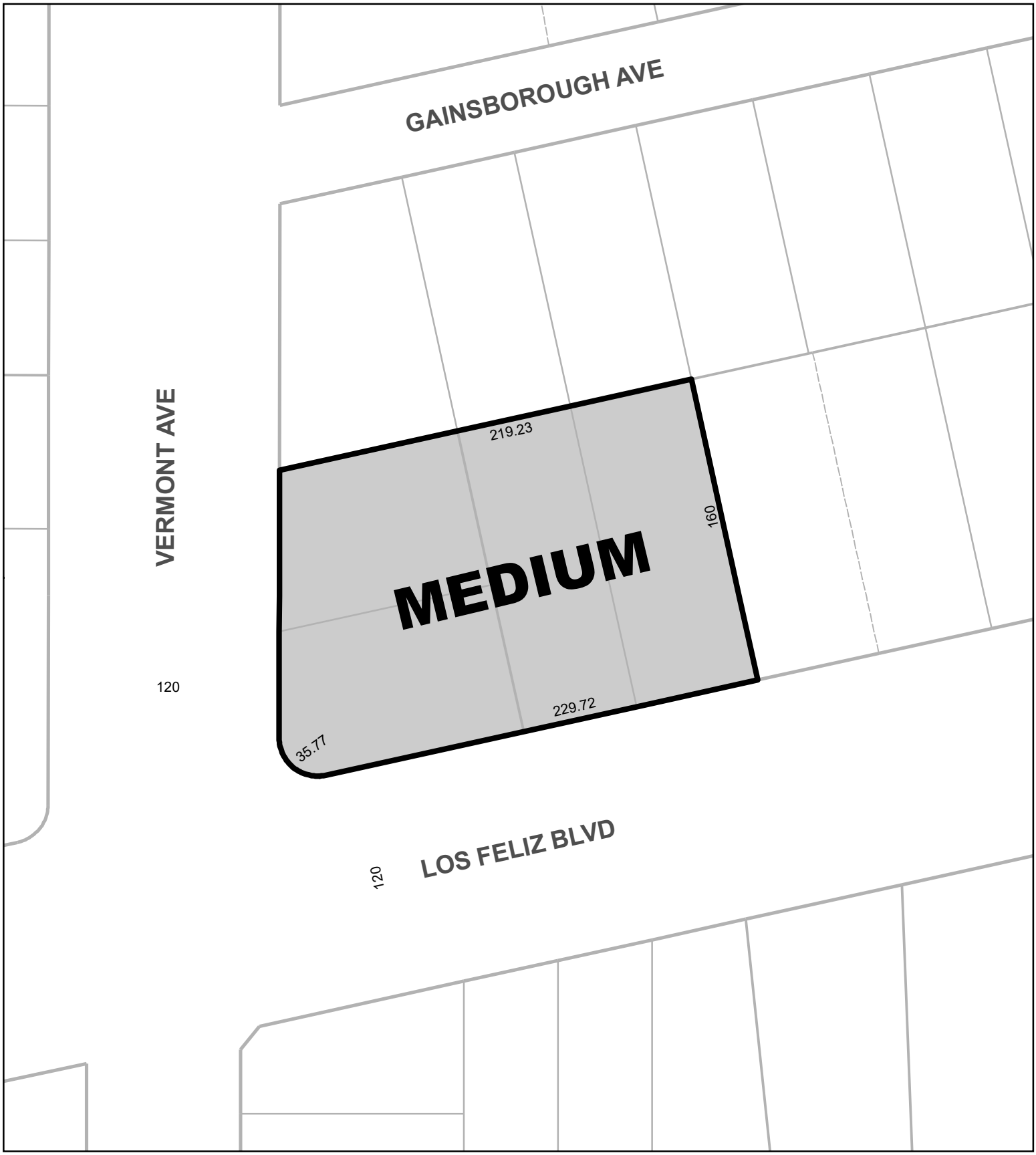
C.M. 144B193 147A193	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 72

021721

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

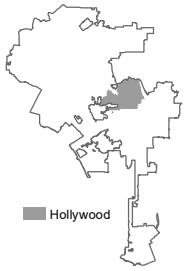
C.M. 150B197 153B197	CPC-2016-1450-CPU

LH/Cf

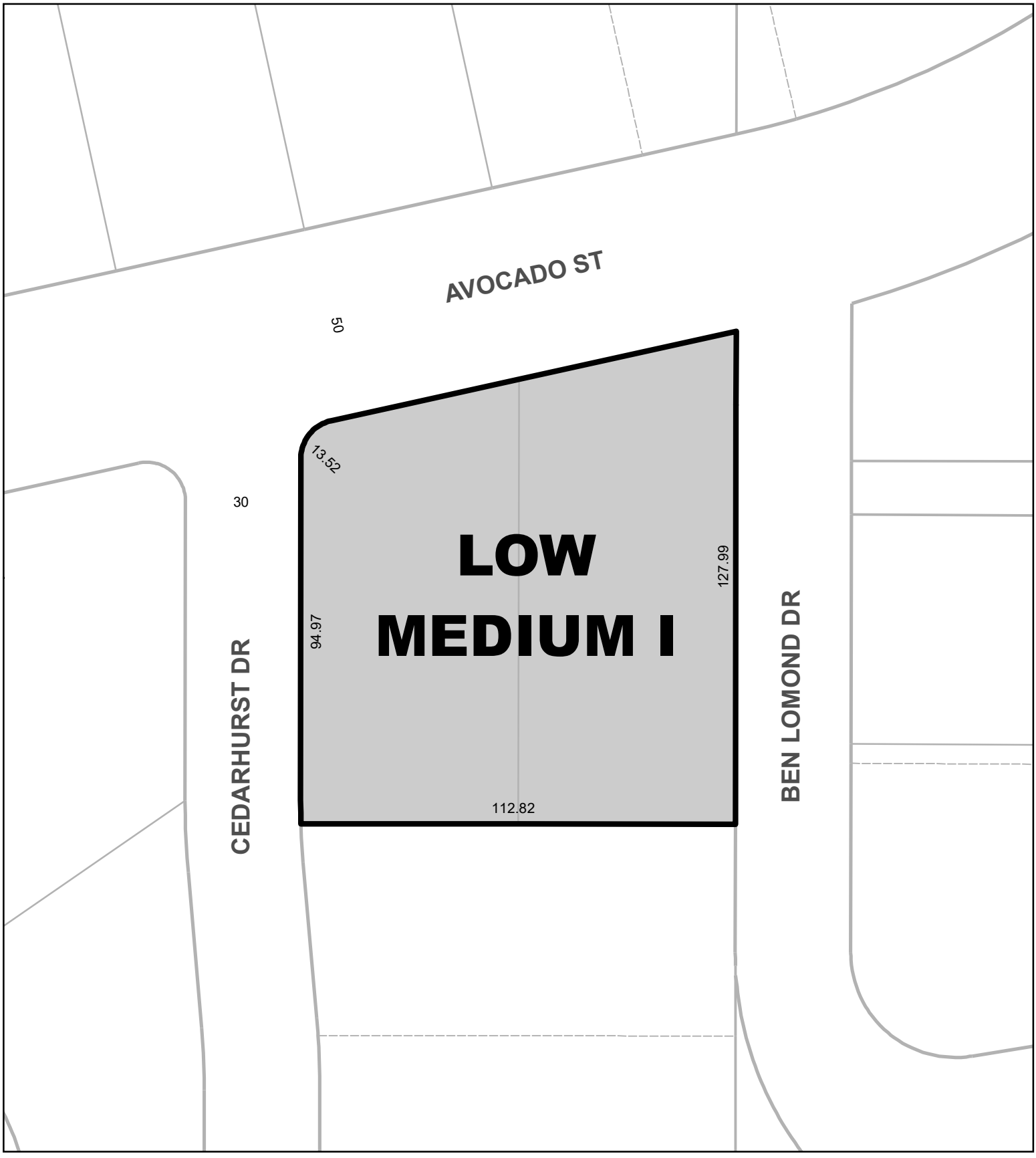
HOLLYWOOD CPU, SA 73

021821

City of Los Angeles



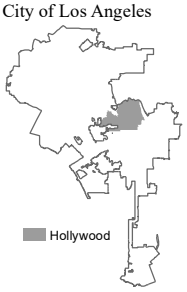
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

City of Los Angeles



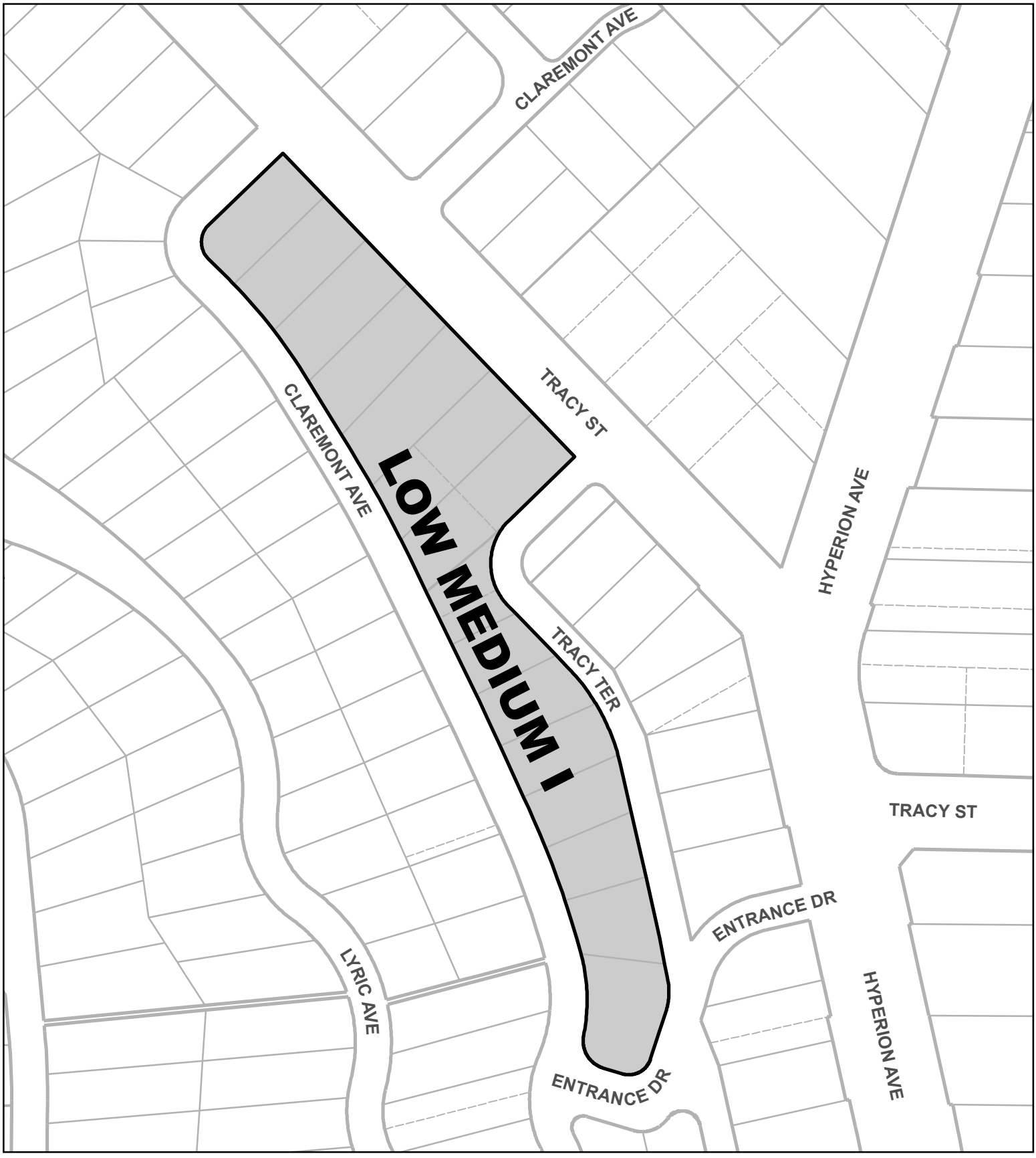
C.M. 150B201 153A201	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 74

021821

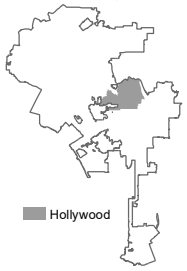
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 37.5 75 150 Feet

City of Los Angeles



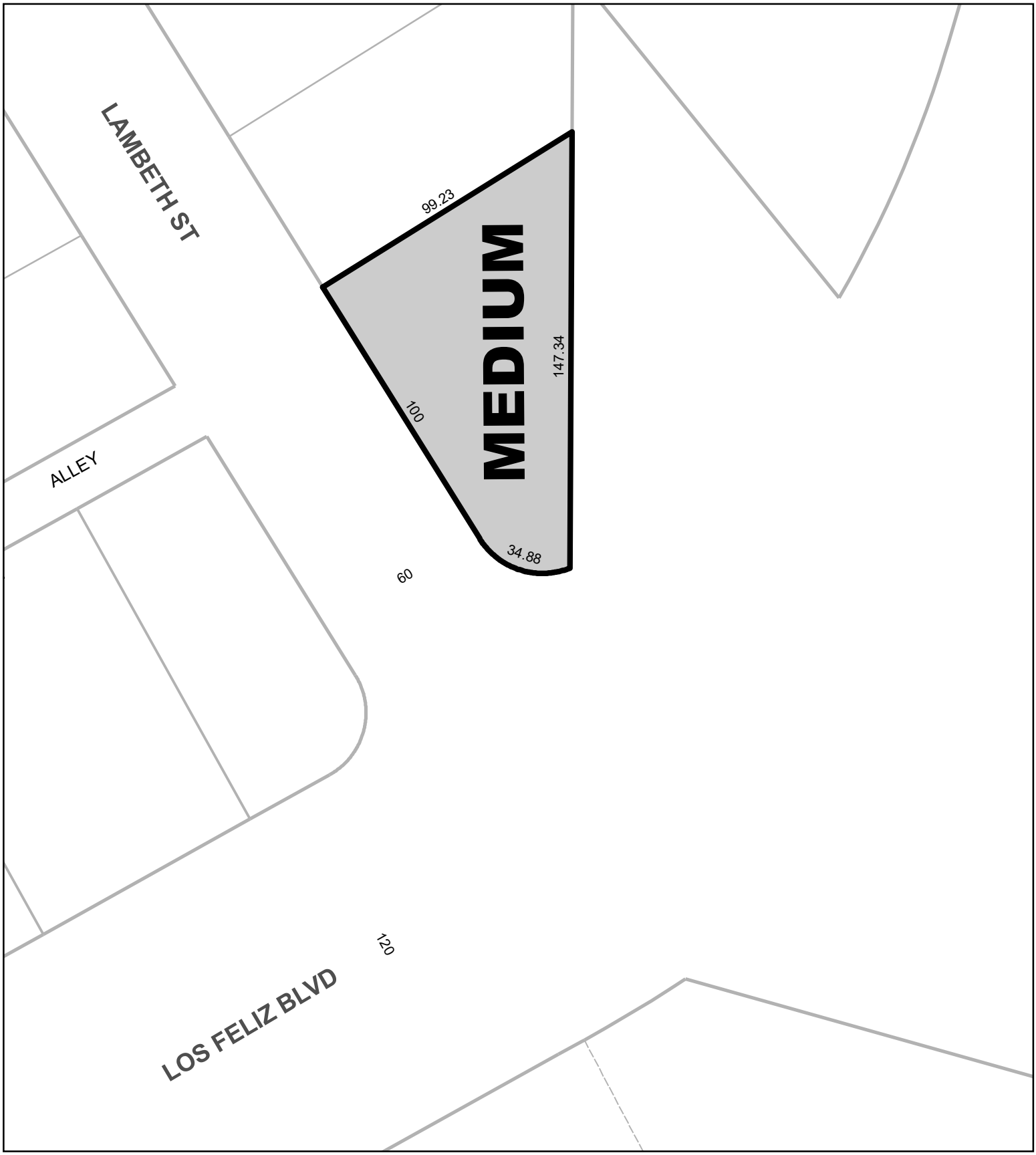
C.M.	148-5A203 150A205 148-5A205 150B201	CPC-2016-1450-CPU

Data Sources: Department of City Planning, Bureau of Engineering

LH/cf

HOLLYWOOD CPU, SA 75

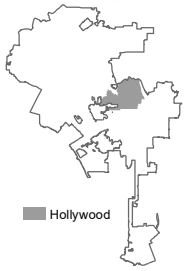
021821



NORTH

0 12.5 25 50 Feet

City of Los Angeles



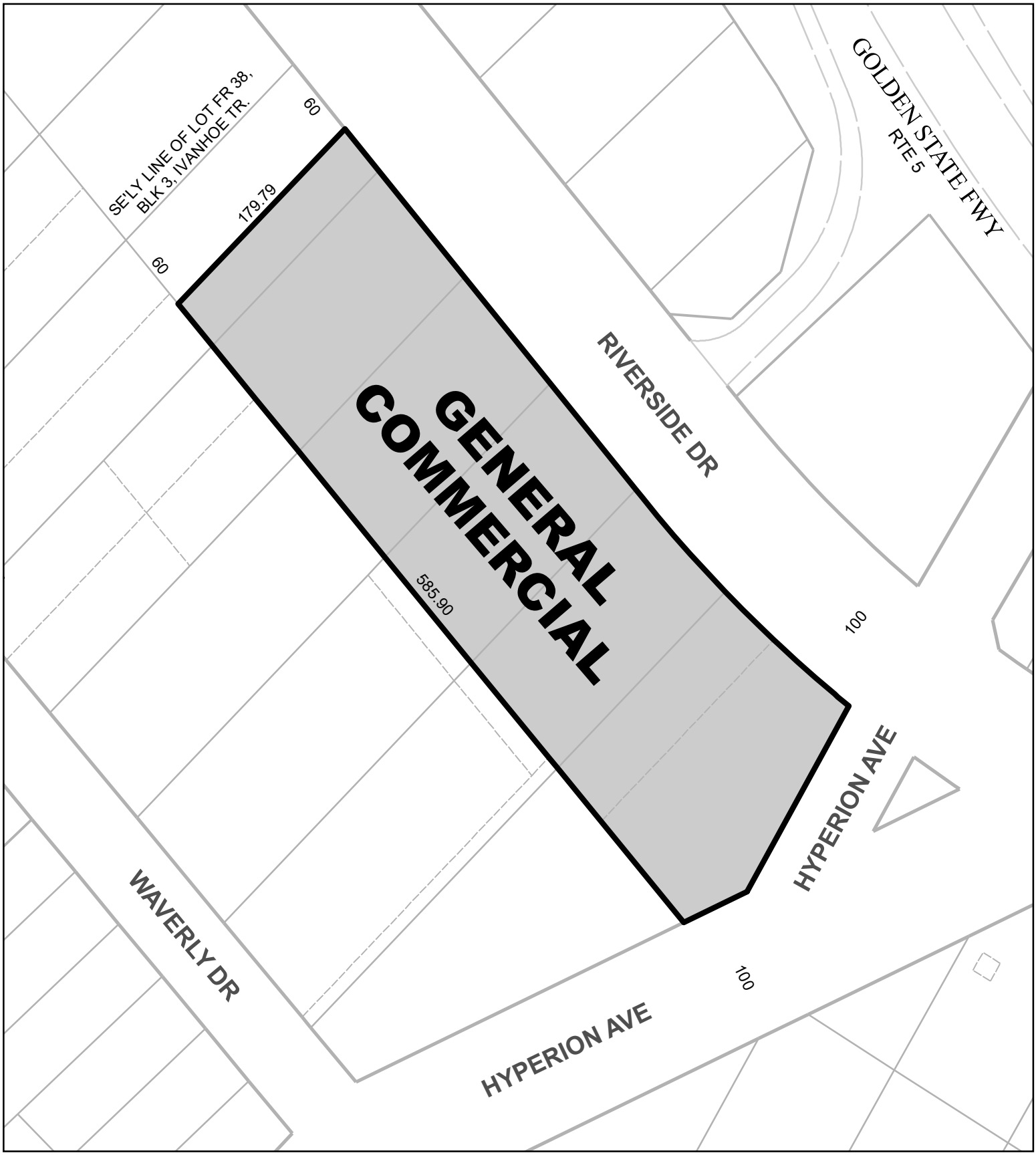
C.M. 154-5A205	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 76

021821

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 30 60 120 Feet

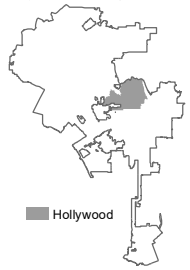
C.M. 153A205	CPC-2016-1450-CPU

LH/cf

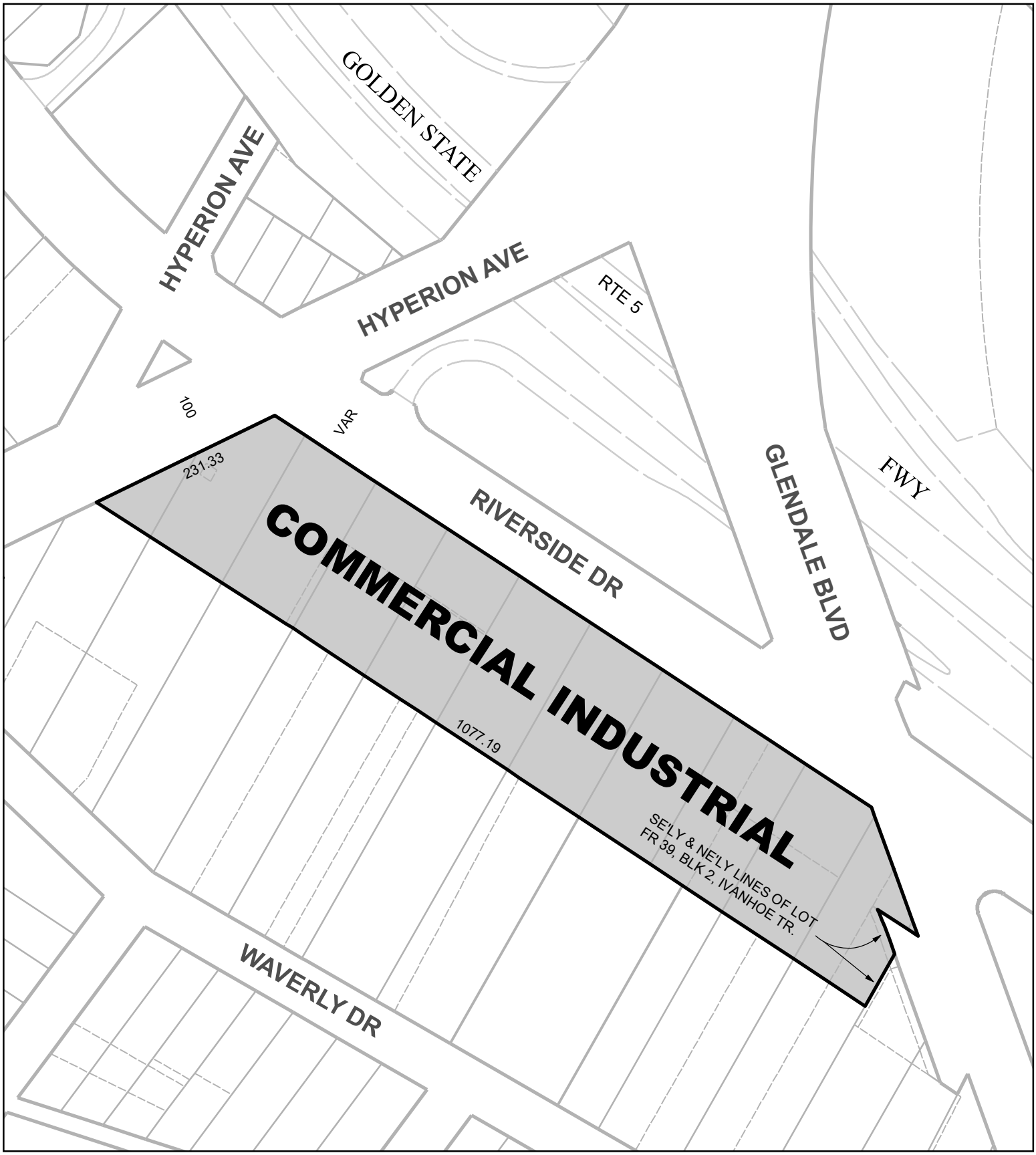
HOLLYWOOD CPU, SA 77

021621

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 50 100 200 Feet

C.M.	151-5A205 153A205 151-5A207 153A207	CPC-2016-1450-CPU

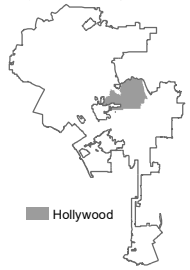
LH/cf

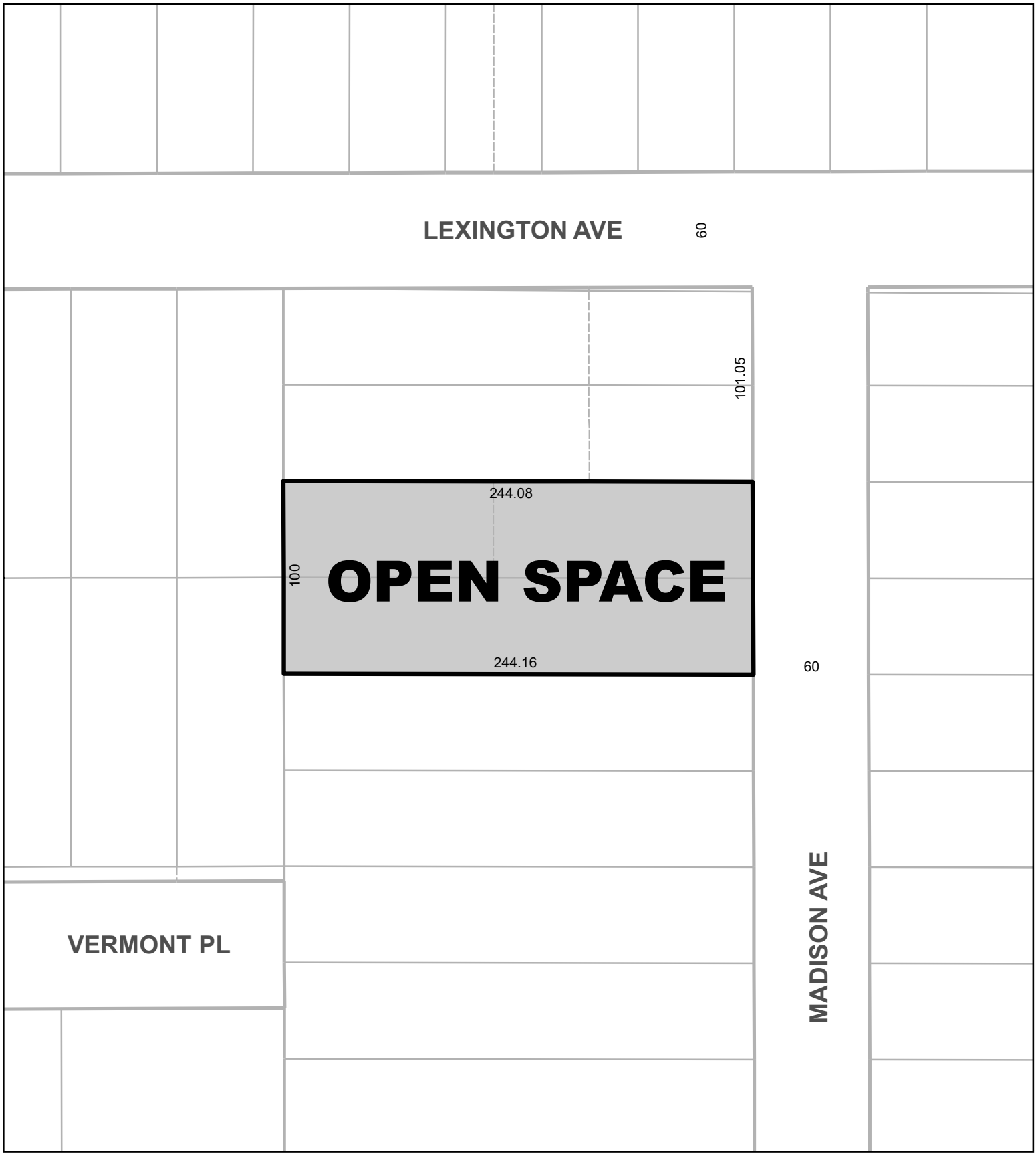
061721

HOLLYWOOD CPU, SA 78

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 25 50 100 Feet

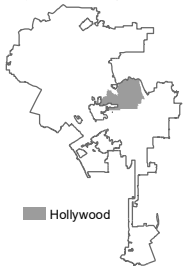
C.M. 144B197	CPC-2016-1450-CPU

LH/Cf

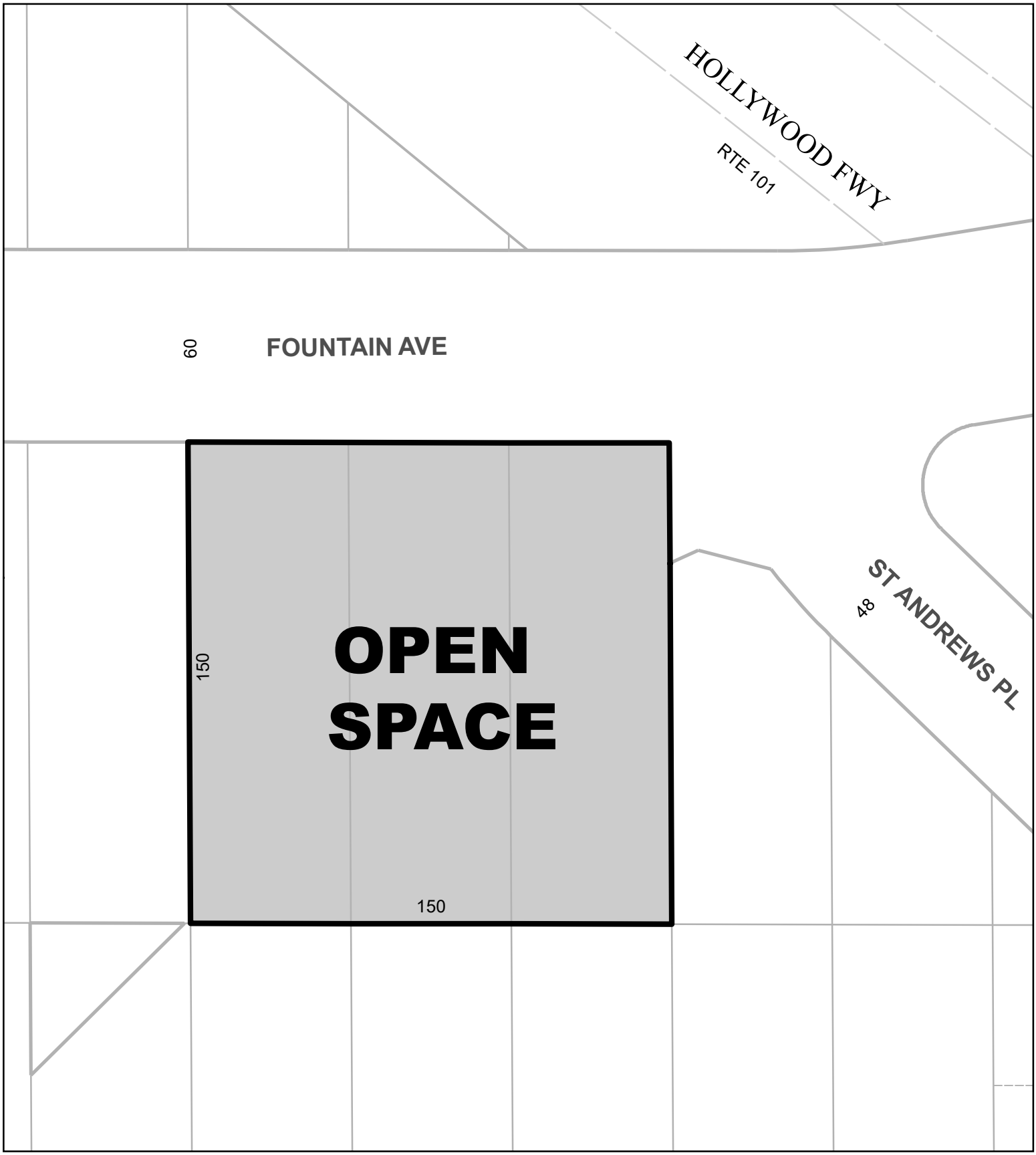
HOLLYWOOD CPU, SA 87

021121

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

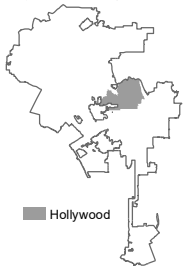
C.M. 144B193	CPC-2016-1450-CPU

LH/Cf

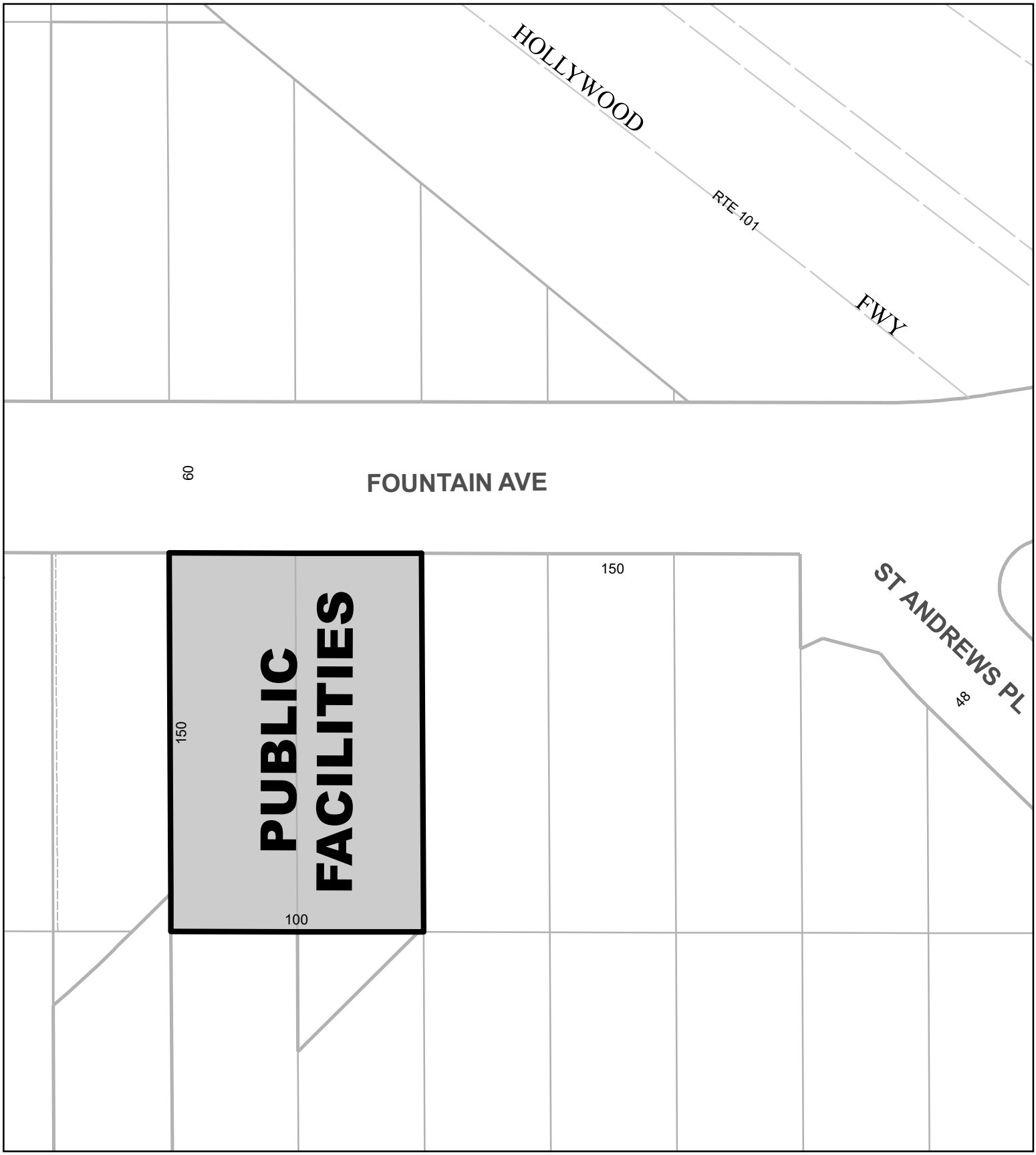
HOLLYWOOD CPU, SA 88

021121

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

C.M. 144B193	CPC-2016-1450-CPU

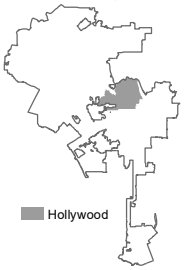
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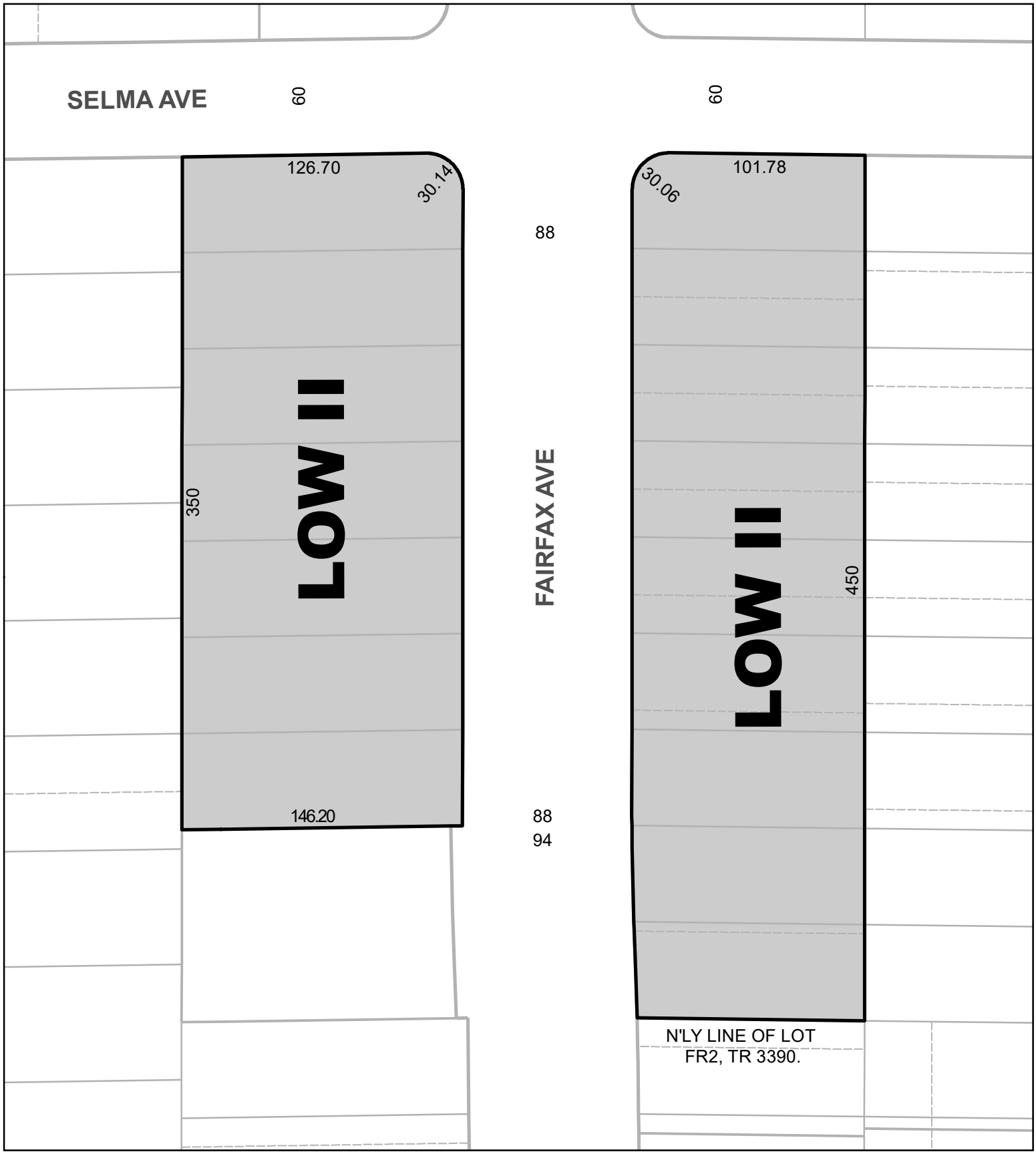
HOLLYWOOD CPU, SA 89

021021

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 37.5 75 150 Feet

City of Los Angeles

Hollywood

C.M. 147B177	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 90

021821

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 25 50 100 Feet

C.M. 147B177 147B181	CPC-2016-1450-CPU

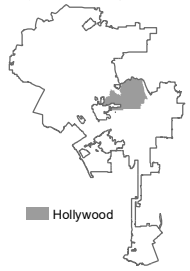
LH/Cf

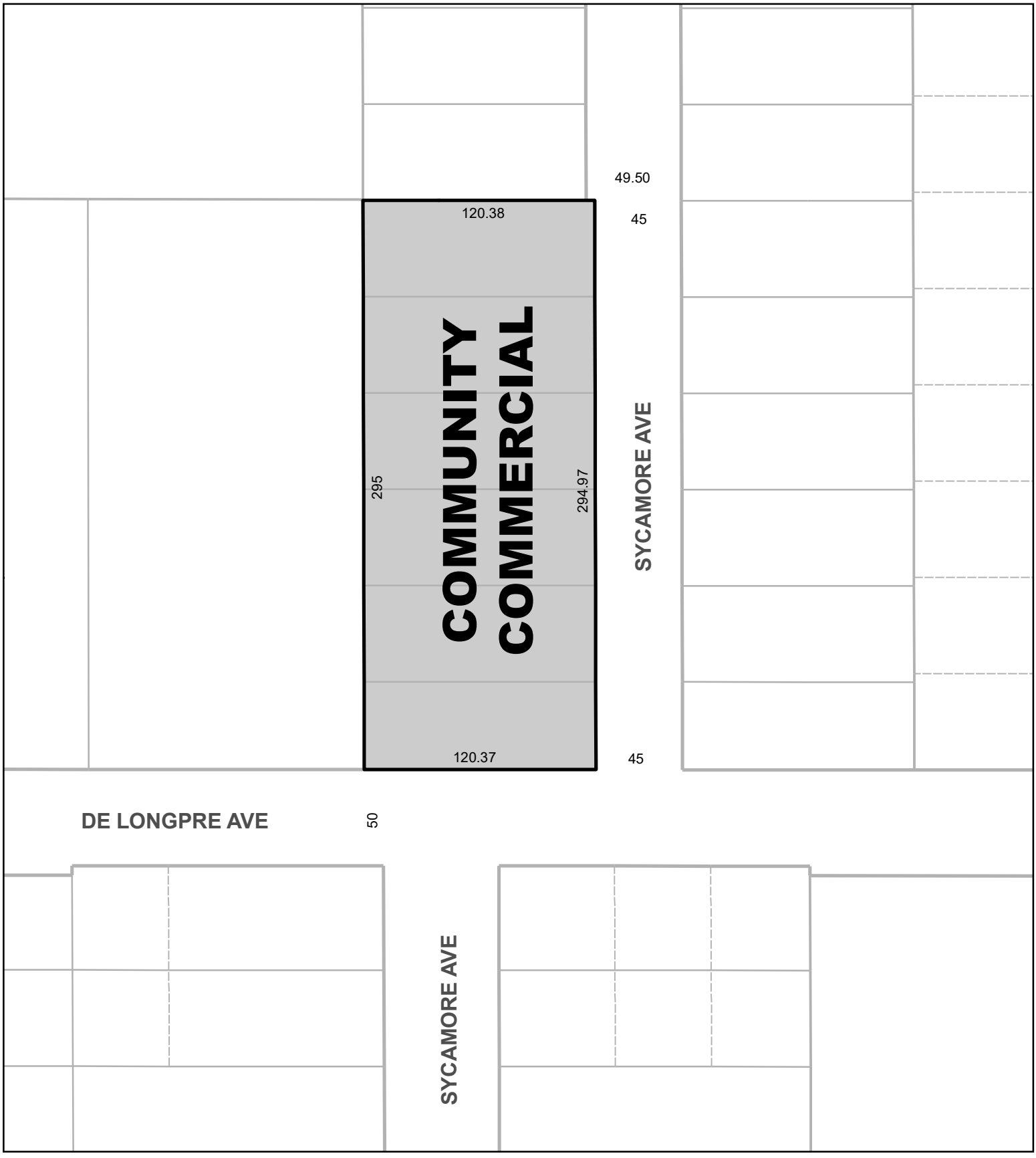
HOLLYWOOD CPU, SA 91

021821

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 25 50 100 Feet

C.M. 147B181	CPC-2016-1450-CPU

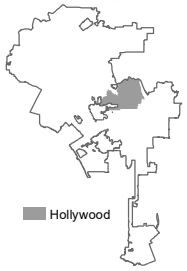
LH/cf

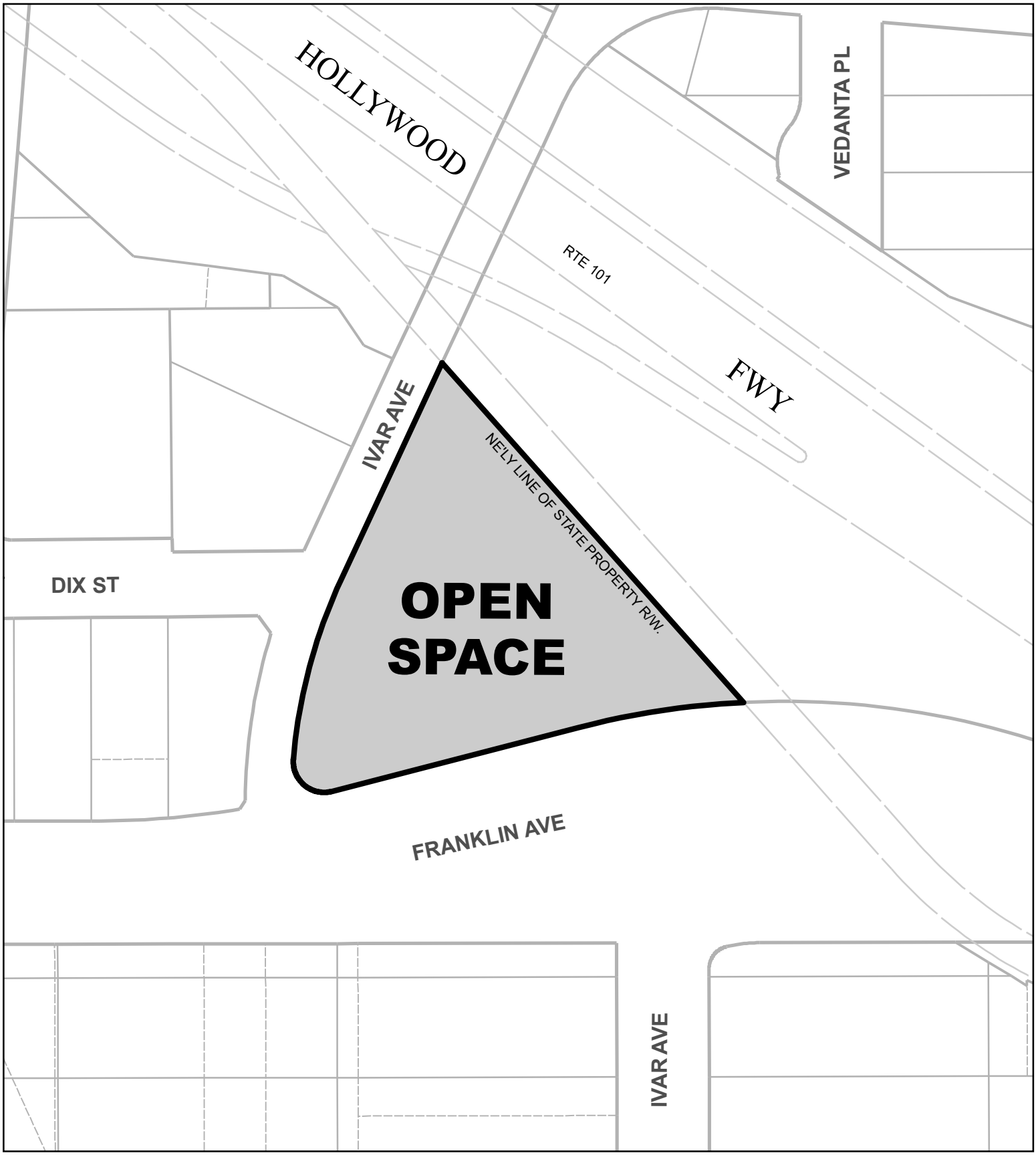
HOLLYWOOD CPU, SA 93

021921

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 30 60 120 Feet

C.M. 150A187	CPC-2016-1450-CPU

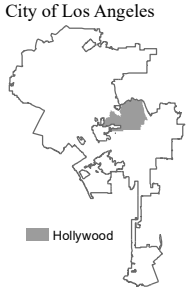
LH/cf

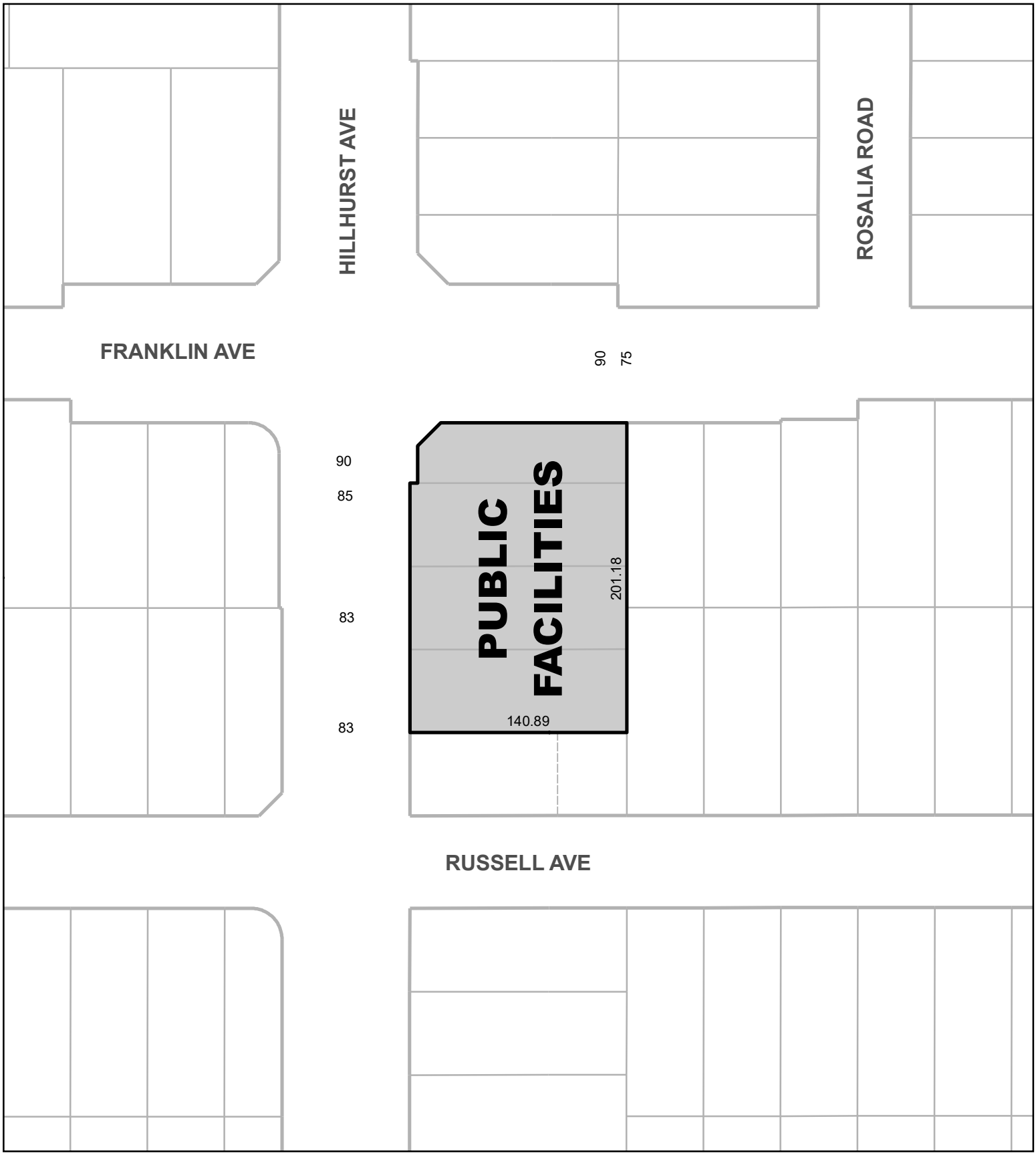
HOLLYWOOD CPU, SA 96

021621

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 30 60 120 Feet

C.M. 150B197 150B201	CPC-2016-1450-CPU

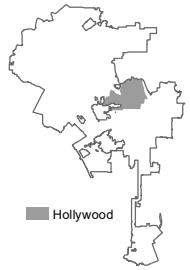
LH/Cf

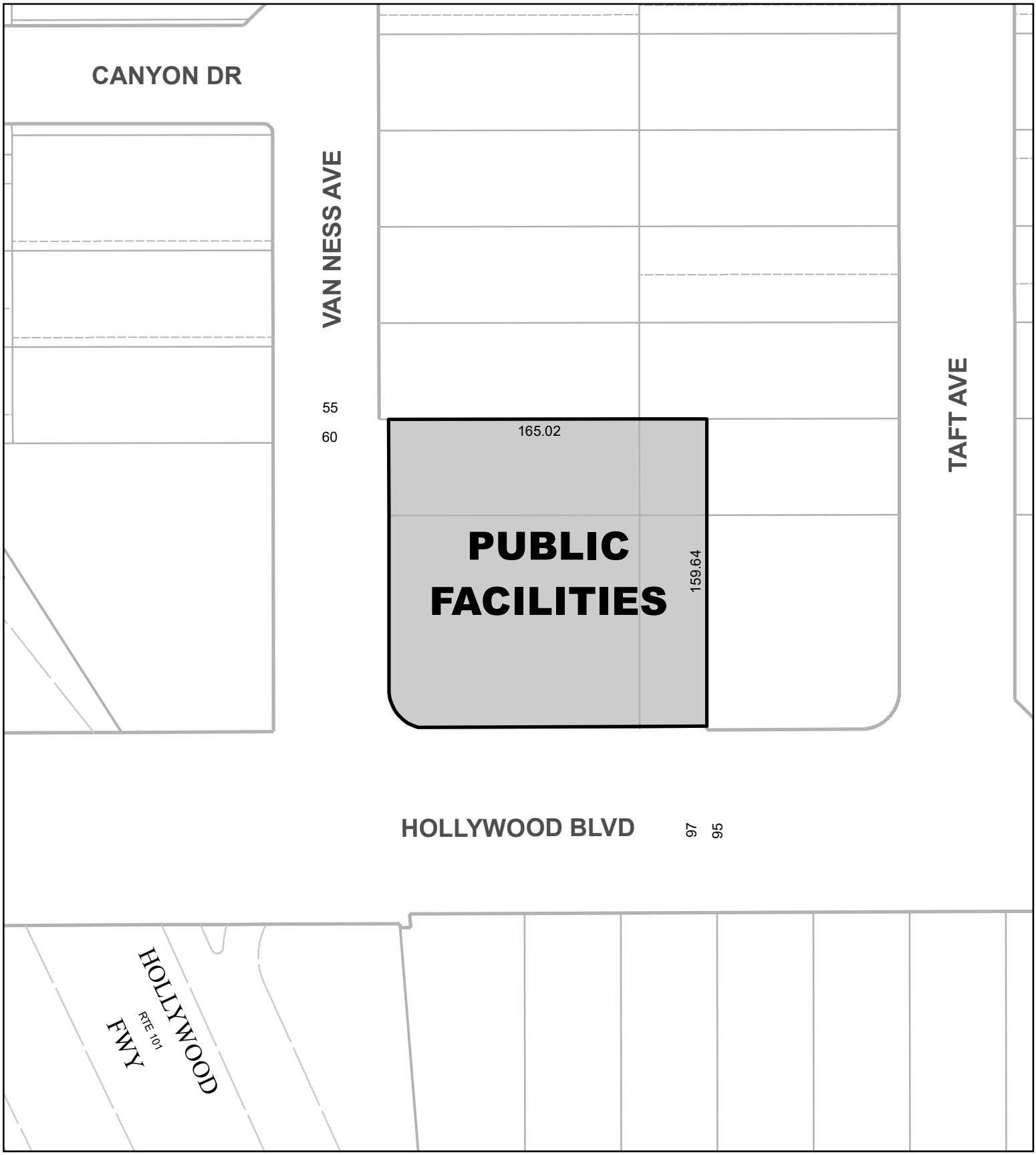
021621

HOLLYWOOD CPU, SA 97

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NORTH

0 20 40 80 Feet

City of Los Angeles

Hollywood

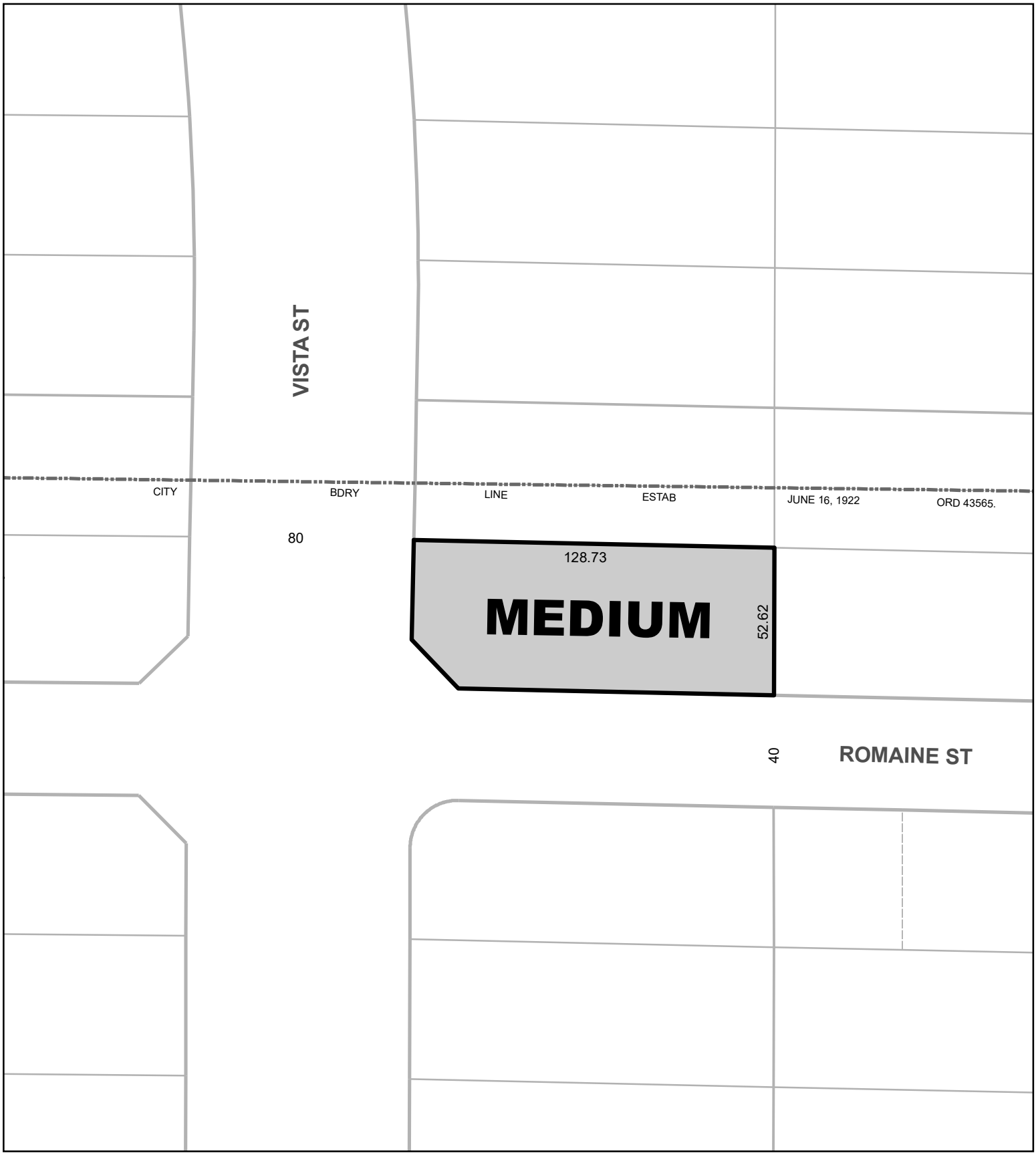
C.M. 148-5A191	CPC-2016-1450-CPU

LH/Cf

021621

HOLLYWOOD CPU, SA 98

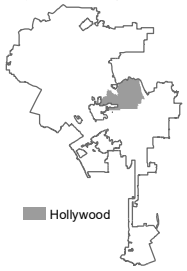
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 15 30 60 Feet

City of Los Angeles



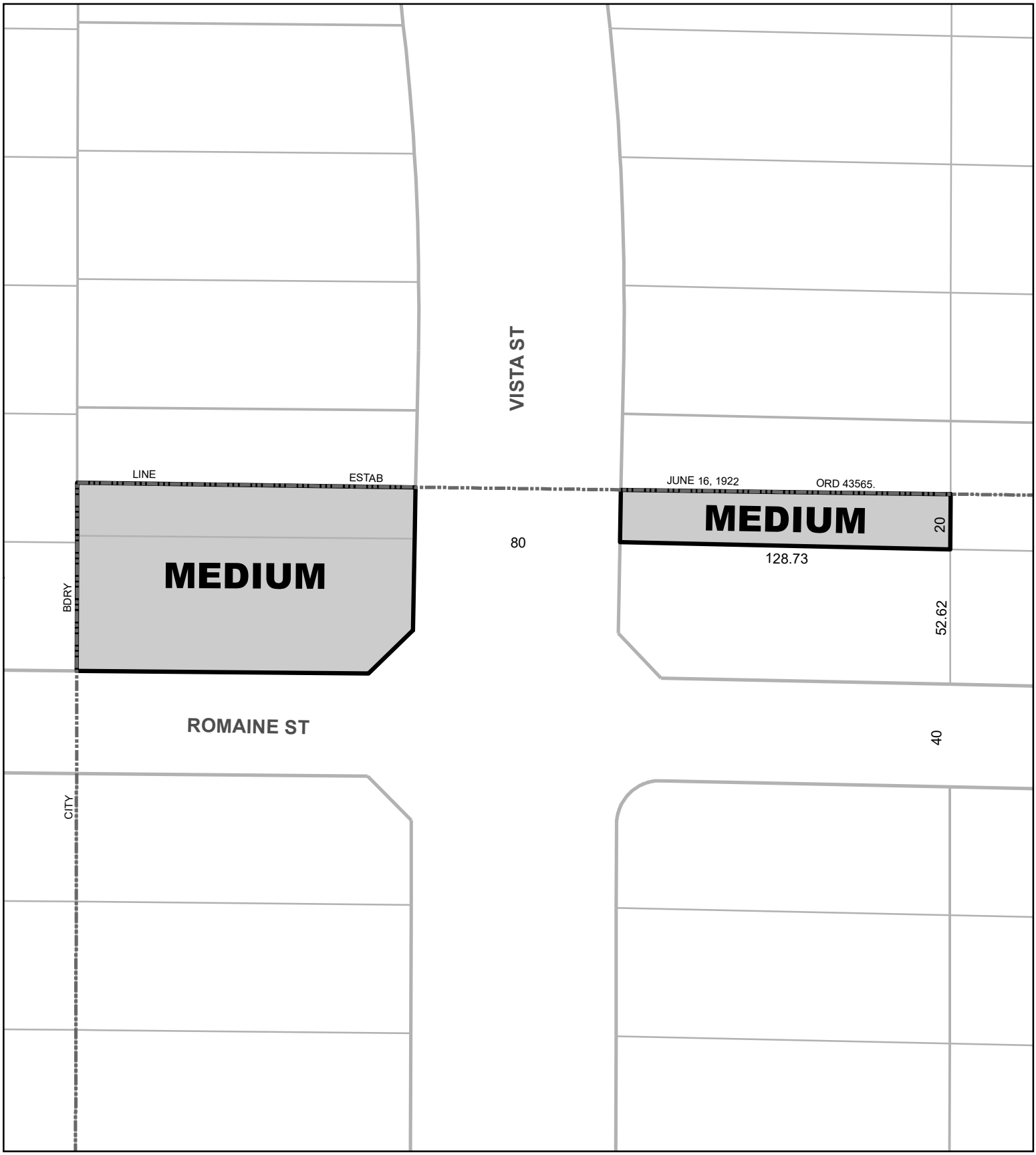
C.M. 144B181	CPC-2016-1450-CPU

LH

HOLLYWOOD CPU, SA 99

021621

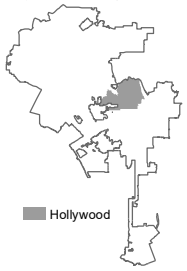
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 15 30 60 Feet

City of Los Angeles



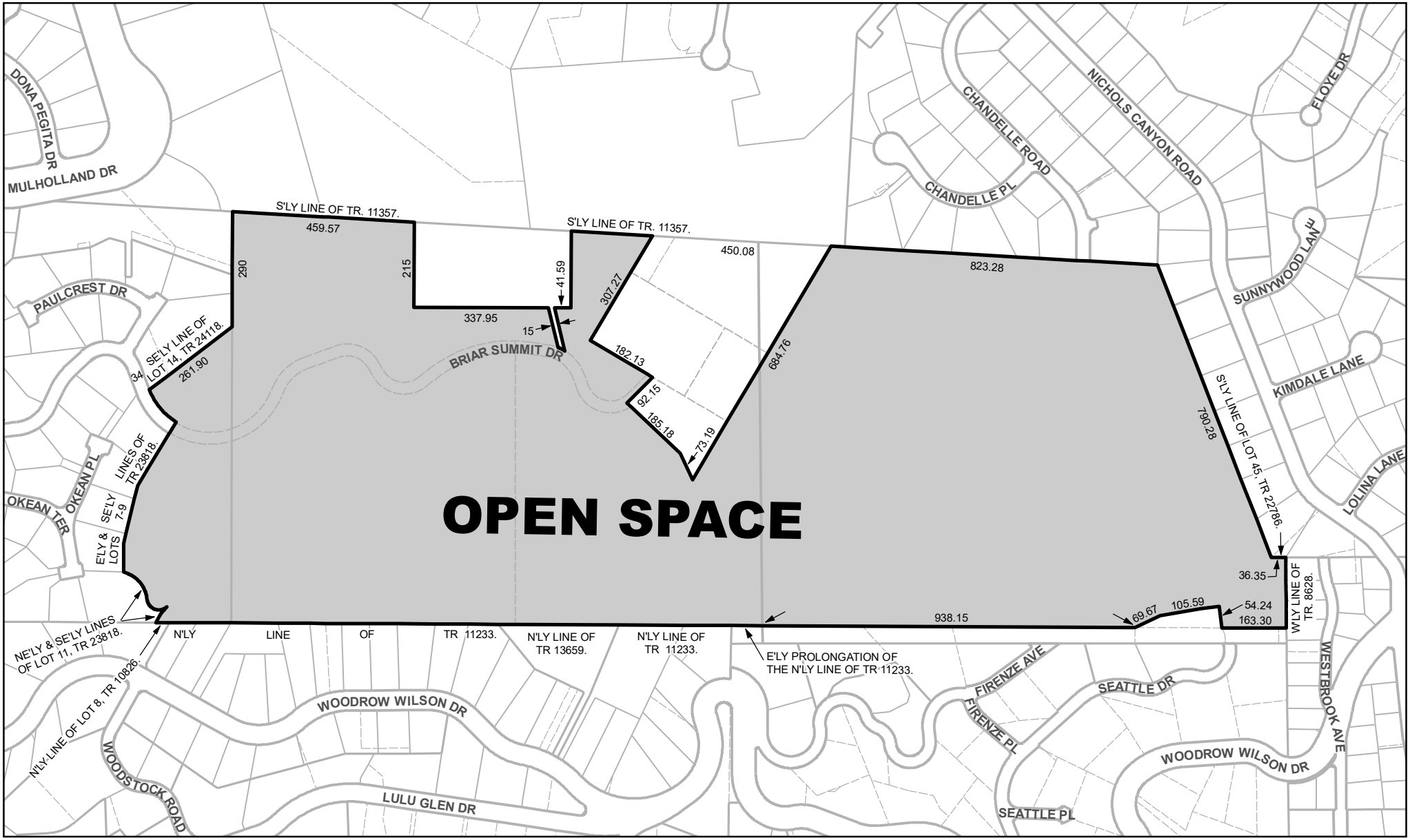
C.M. 144B181	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 100

021621

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 200 400 Feet

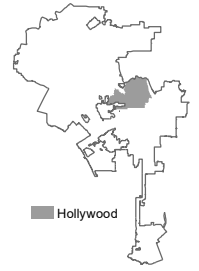
C.M. 156B173 156B177	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 101

021621

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering

OPEN SPACE

NORTH

0 150 300 Feet

C.M. 150B177, 153B177	CPC-2016-1450-CPU

LH/cf

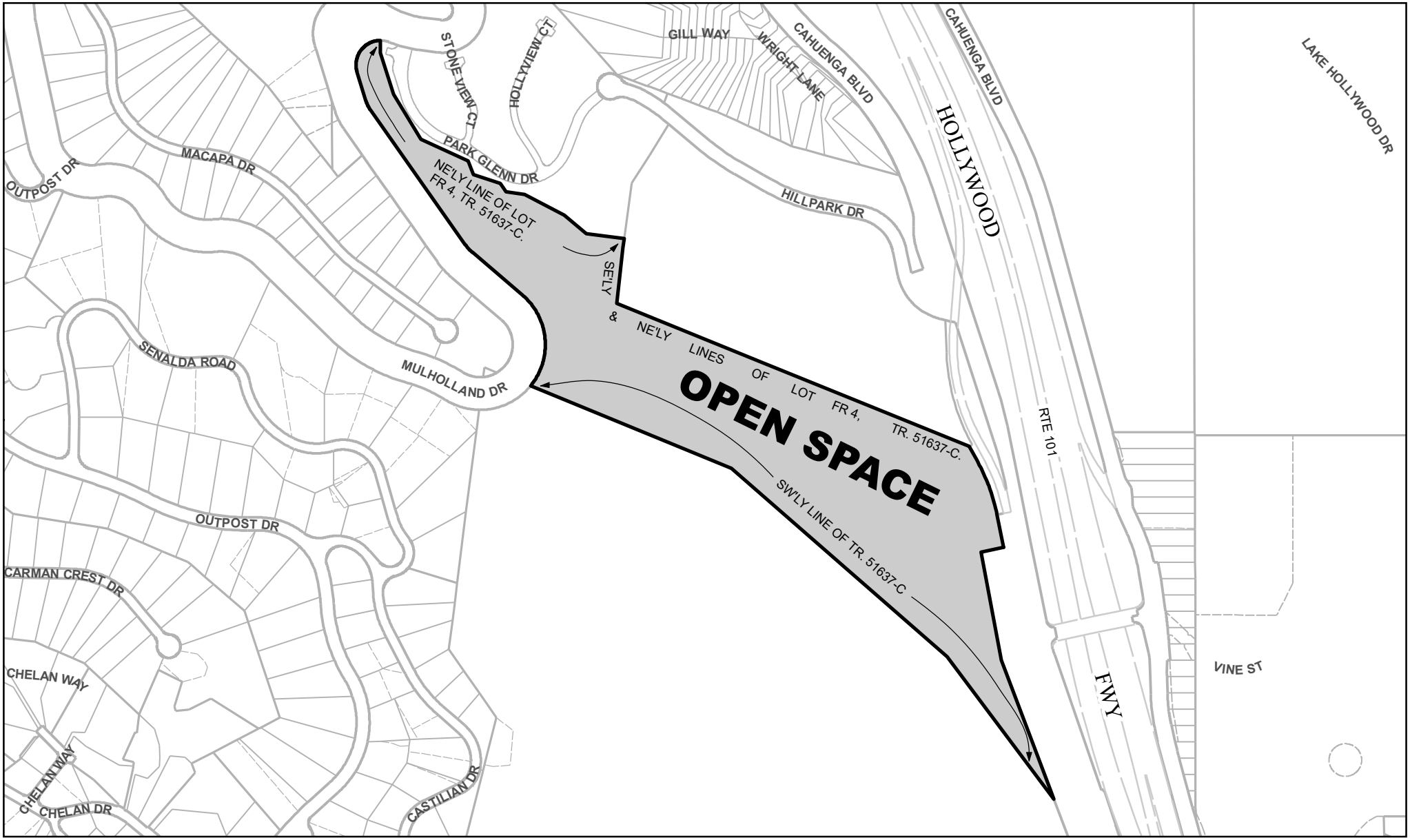
HOLLYWOOD CPU, SA 102

052521

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Hollywood



NORTH

0 200 400 Feet

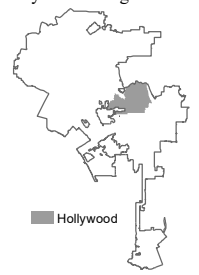
C.M.	153A185 154-5A185 153B181	CPC-2016-1450-CPU

LH/Cf

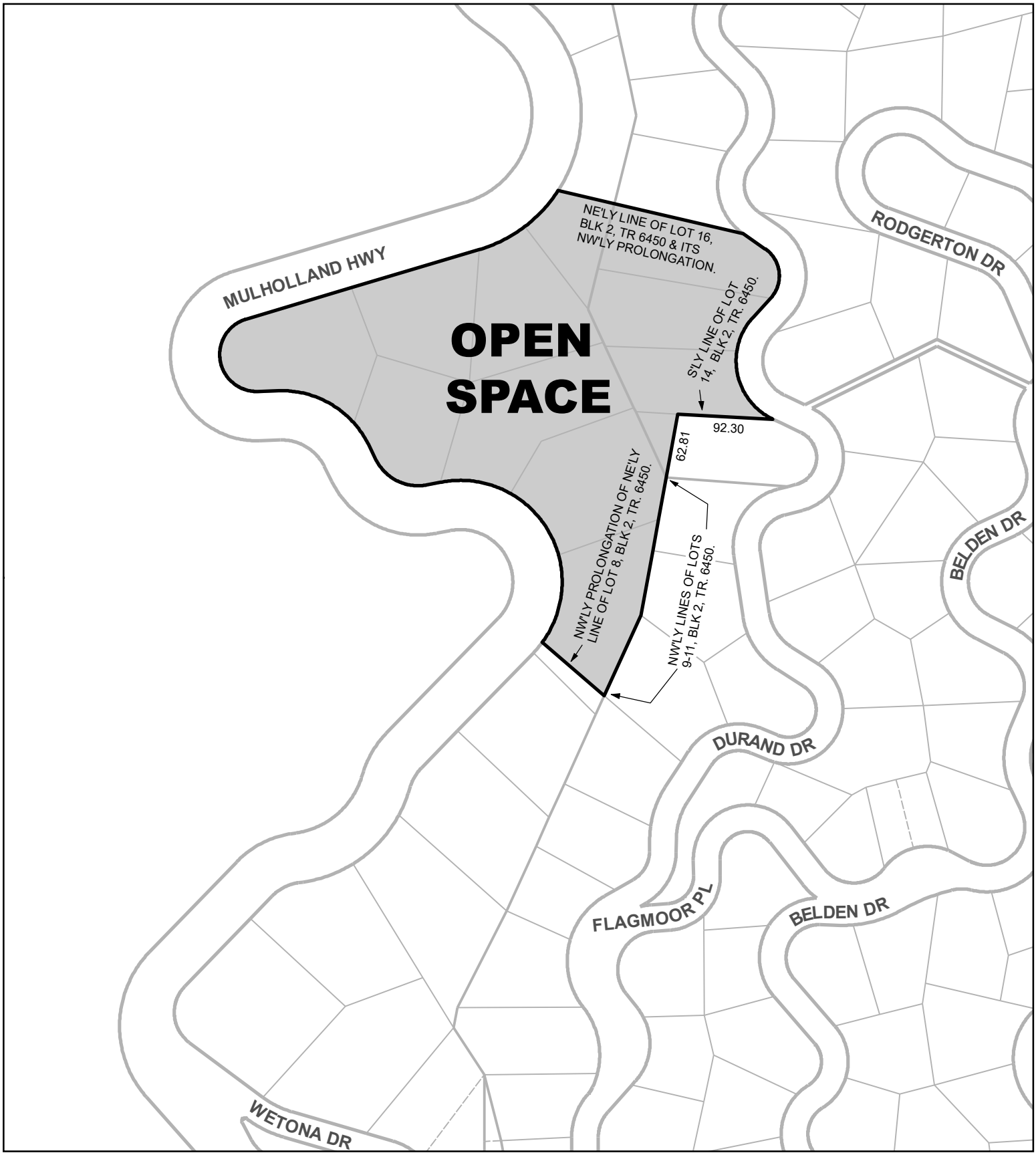
HOLLYWOOD CPU, SA 103

021621

City of Los Angeles



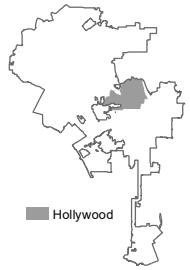
Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 45 90 180 Feet

City of Los Angeles



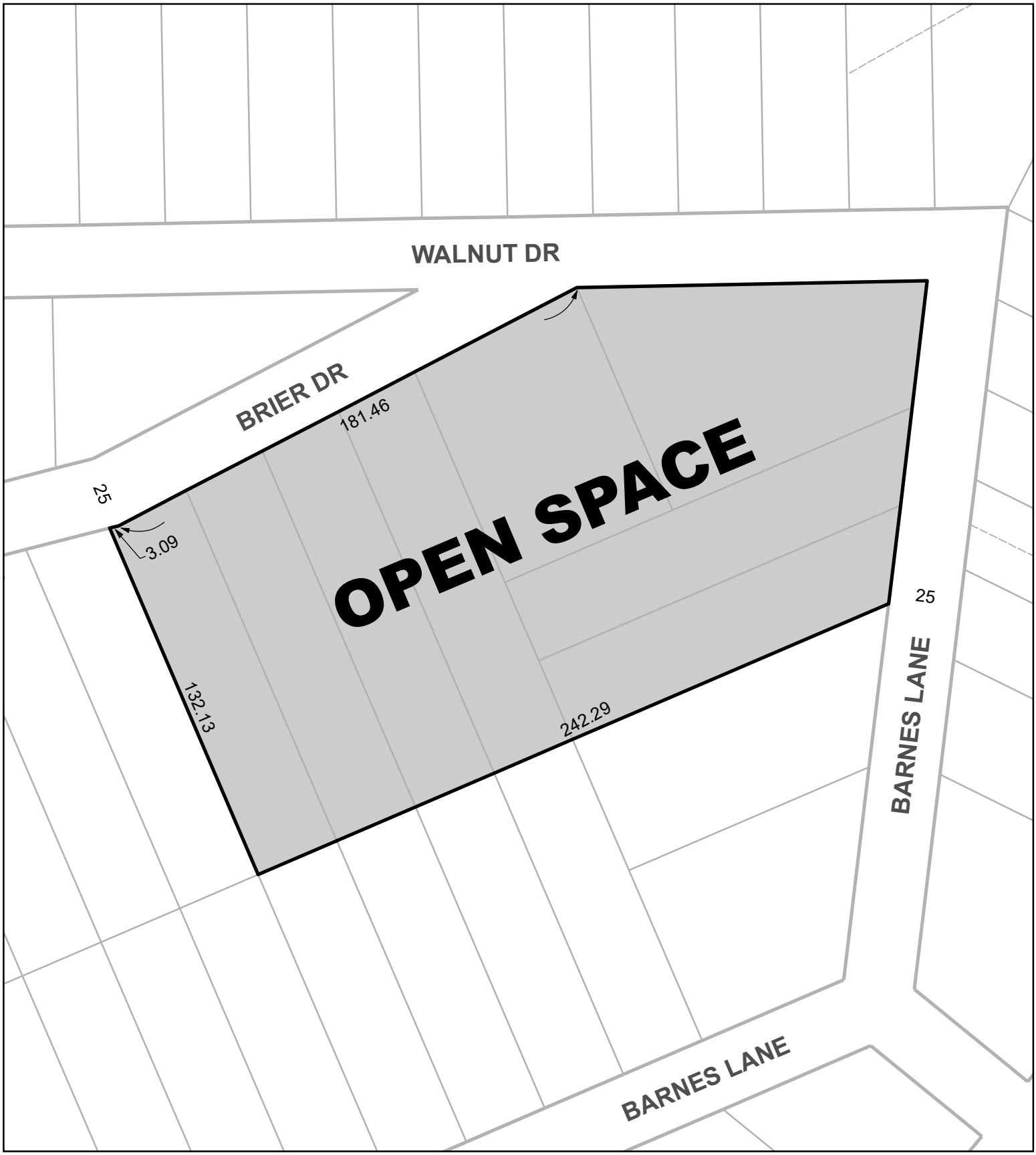
C.M. 156A189	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 104

021621

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 15 30 60 Feet

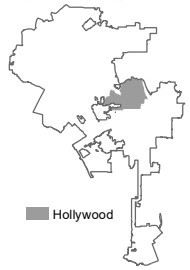
C.M. 150A173	CPC-2016-1450-CPU

LH/Cf

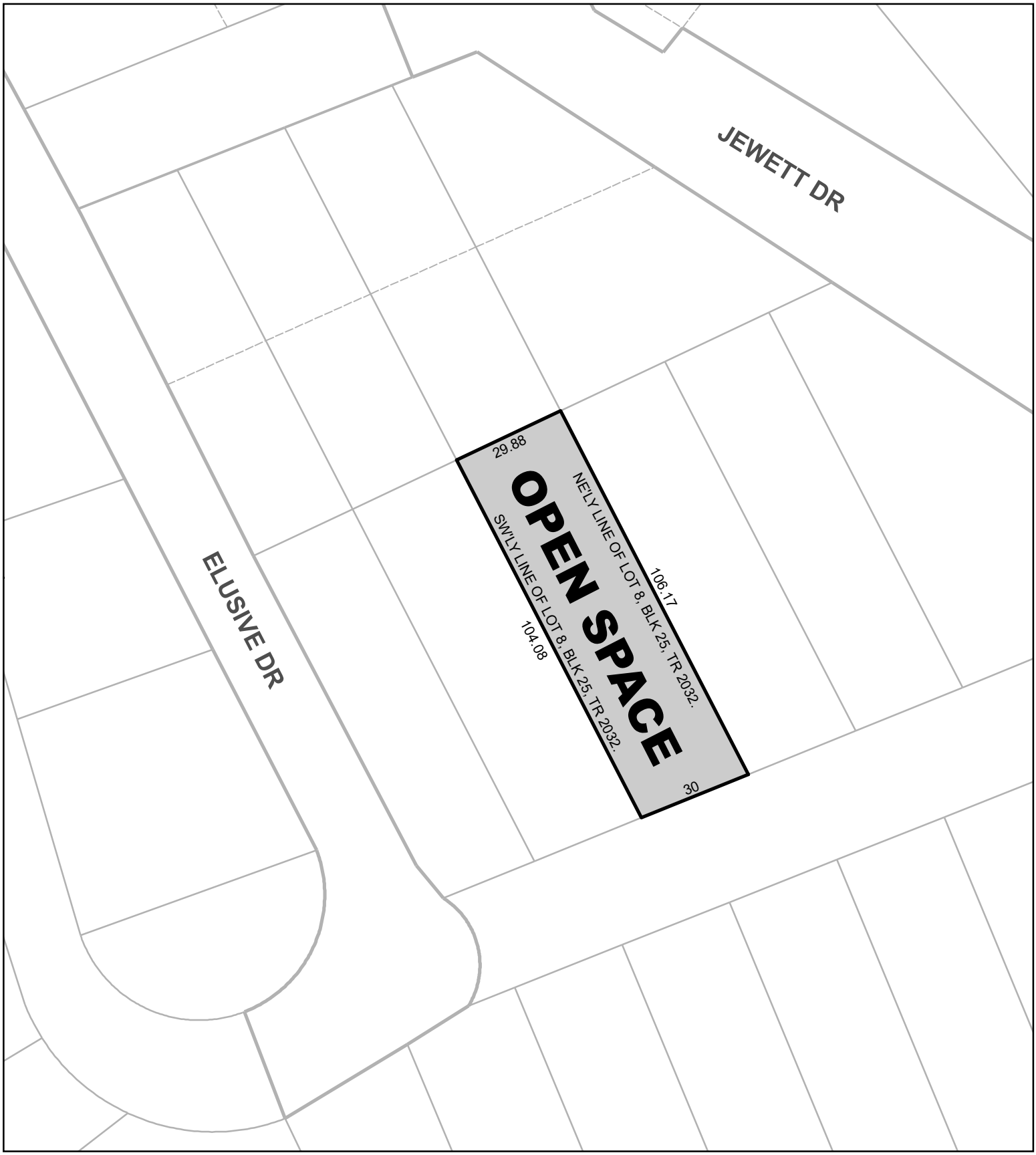
HOLLYWOOD CPU, SA 106

021021

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 10 20 40 Feet

City of Los Angeles

Hollywood

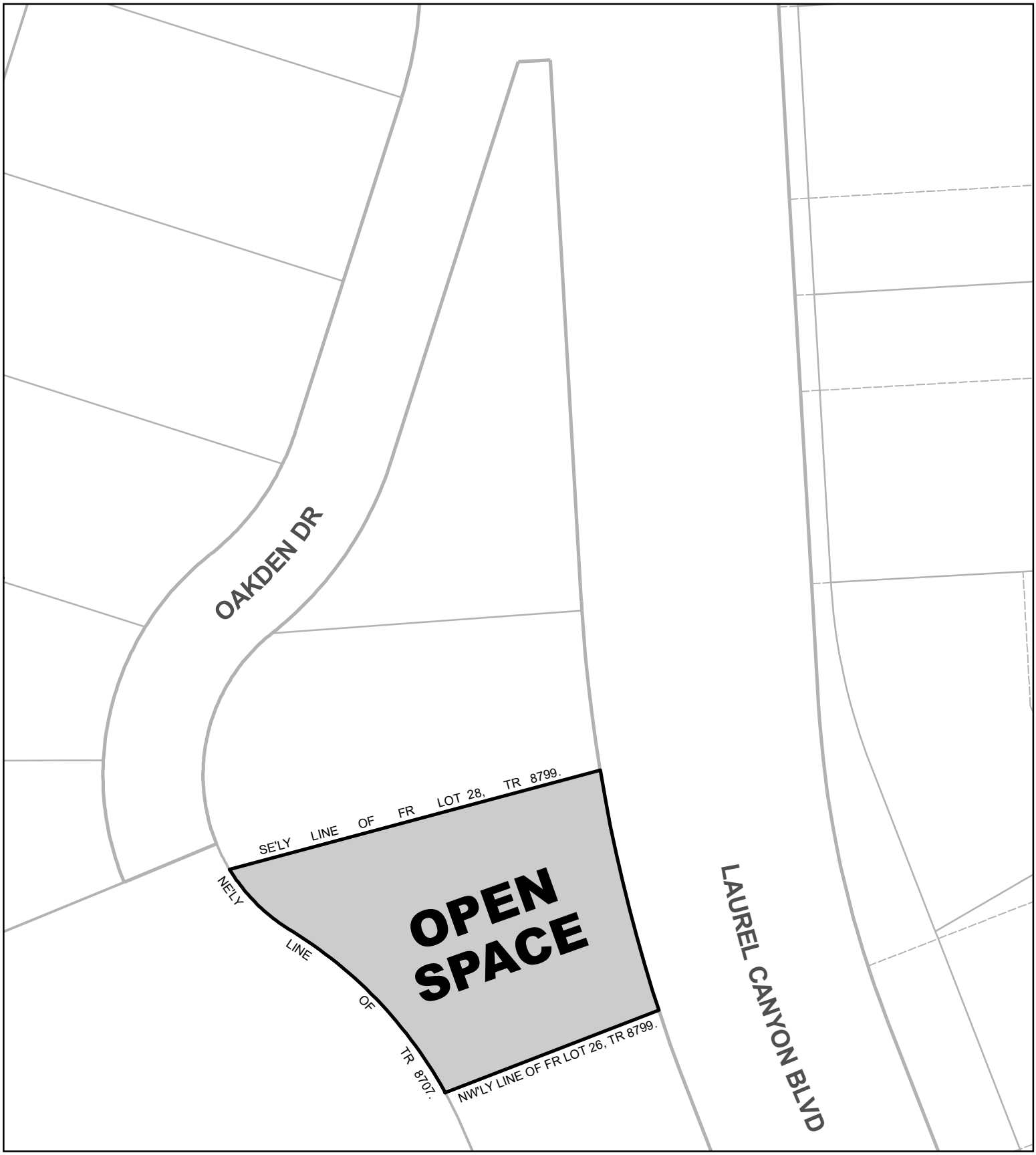
C.M. 150A173	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 107

021021

Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 10 20 40 Feet

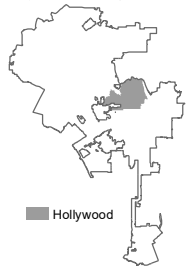
C.M. 151-5A173	CPC-2016-1450-CPU

LH/Cf

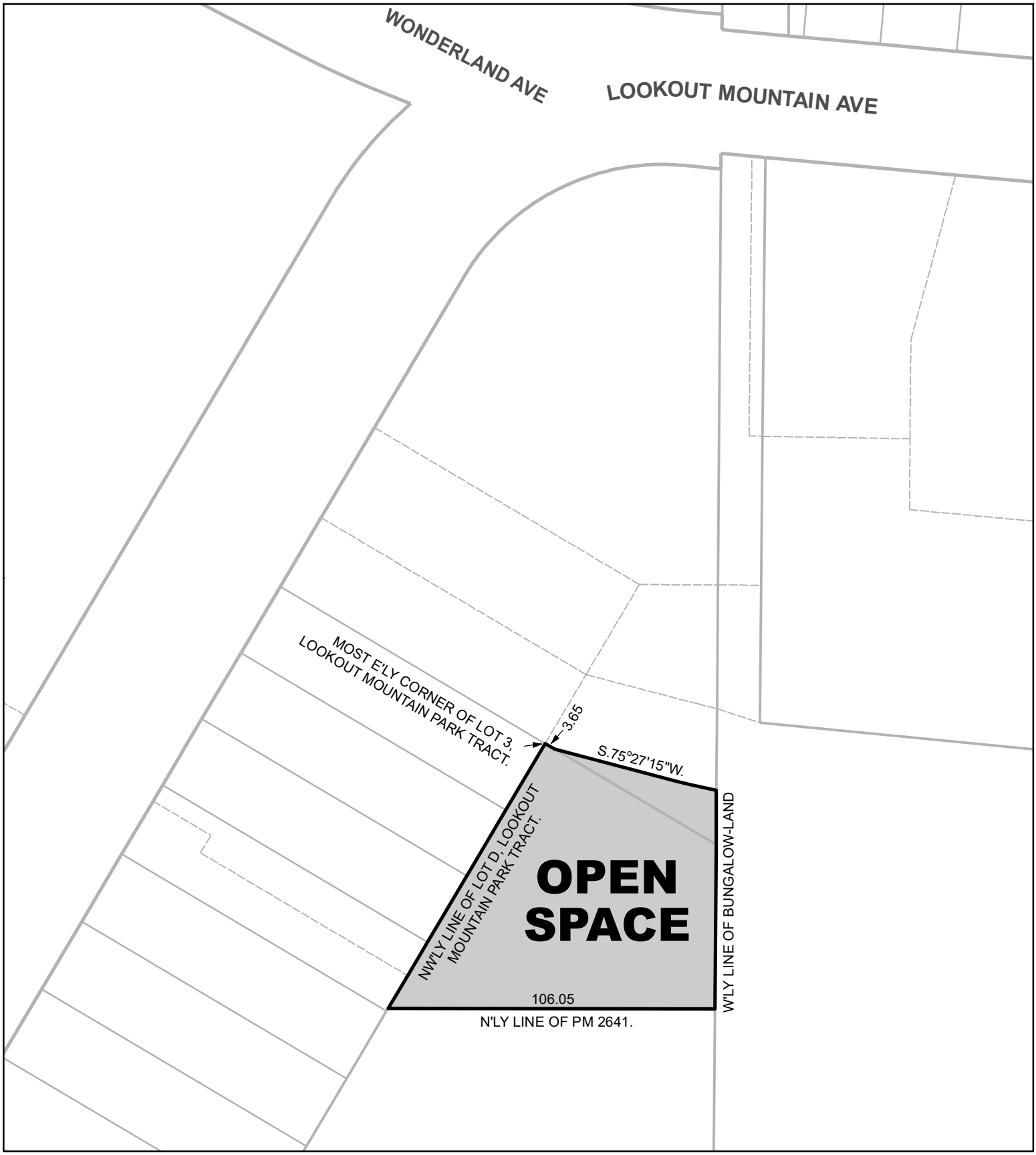
HOLLYWOOD CPU, SA 108

042021

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NORTH

0 12.5 25 50 Feet

City of Los Angeles

Hollywood

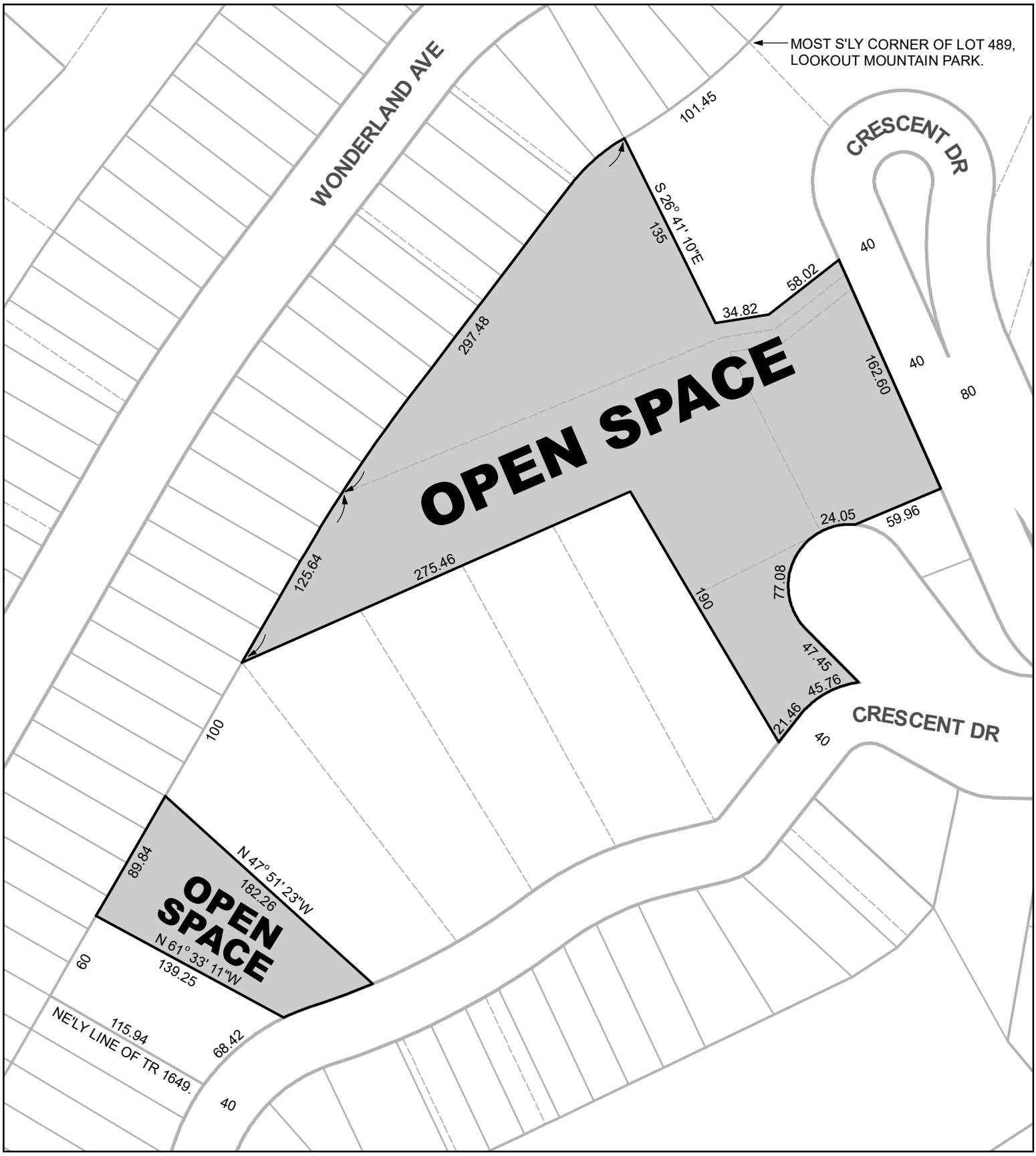
C.M. 153B173	CPC-2016-1450-CPU

LH/cf

HOLLYWOOD CPU, SA 109

021021

Data Sources: Department of City Planning, Bureau of Engineering



C.M. 150B169, 153B169	CPC-2016-1450-CPU

LH/Cf

HOLLYWOOD CPU, SA 110

021021

Data Sources: Department of City Planning, Bureau of Engineering