

EXHIBIT A: Staff Recommendation Report

Hollywood Community Plan

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

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

Contents:

- *March 18, 2021 City Planning Commission Public Hearing Item No. 6*

August 2021



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 18, 2021
Time: After 8:30 a.m.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be entirely conducted telephonically by Zoom [<https://zoom.us/>]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at: <https://planning.lacity.org/about/commission-boards-hearings> and/or by contacting cpc@lacity.org.

Public Hearing: Limited Public Hearing Required.
Initial Public Hearing held on December 9, 2020

Appeal Status: Not Applicable

Case No. CPC-2016-1450-CPU
CEQA No.: ENV-2016-1451-EIR
Incidental Cases: None
Related Cases: None
Council No.: 4 (Raman), 5 (Koretz), 13 (O'Farrell)
Plan Area: Hollywood
Specific Plans: Hollywoodland Specific Plan, Mulholland Scenic Parkway Specific Plan, Paramount Pictures Specific Plan, and the Western/Vermont Transit Oriented District Specific Plan.

Certified NC: Bel Air - Beverly Crest, Central Hollywood, East Hollywood, Greater Wilshire, Hollywood Hills West, Hollywood Studio District, Hollywood United, Los Feliz, and Mid City West.

GPLU: Various
Zone: Various

Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION: **Hollywood Community Plan Area (CPA).** The Hollywood Community Plan Area (CPA) is located within the incorporated City of Los Angeles and contains approximately 13,961 acres or 21.8 square miles. The CPA extends roughly south of the Cities of Burbank and Glendale and the Ventura Freeway (State Route 134), west of the Golden State Freeway (Interstate 5)

and portions of Hyperion Avenue and Hoover Street, north of Melrose Avenue and south of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including land south of the City of West Hollywood, and north of Rosewood Avenue between La Cienega and June Street.

PROPOSED PROJECT:

The project includes amending both the policy document and the land use map of the Hollywood Community Plan (Proposed Plan). The project will also adopt several zoning ordinances to implement the updates to the community plan, including changes for certain portions of the Community Plan Area to allow specific uses, development standards (including height, Floor Area Ratio, and massing) and design standards. These zoning ordinances will take a number of different forms, including amendments to the Zoning Map for zone and height district changes under LAMC Section 12.32, the adoption of a Community Plan Implementation Overlay (CPIO) District under LAMC Section 13.14, and the adoption of a Hillside Construction Regulation (HCR) District under LAMC Section 13.20. Also, to ensure consistency between the updated community plan and other City plans and ordinances, the project will include amendments to the Western/Vermont Transit Oriented District Specific Plan, the Framework and Mobility (Mobility Plan 2035) Elements of the General Plan, and the Hollywood Redevelopment Plan, and others as necessary. All of the above actions are hereafter collectively referred to as "Proposed Project" unless otherwise specified.

REQUESTED ACTION:

1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 amend the Hollywood Community Plan as part of the General Plan of the City of Los Angeles, as modified in the attached Hollywood Community Plan Resolution, the Policy Document of the Community Plan, the Land Use and Zoning Change Matrices and Maps, the General Plan Land Use Map inclusive of changes in Community Plan Area boundaries, Symbols, Footnotes, Corresponding Zone and Land Use Nomenclature (Exhibits A, B and E).
2. Pursuant to Section 12.32 of the Municipal Code and City Charter Section 558, adopt rezoning actions to effect changes of zone as identified on the Land Use and Zone Change Map, and Land Use and Zone Change Matrices (Exhibit E).
3. Pursuant to Section 13.14.C, 12.32, and 12.04 of the Municipal Code and City Charter Section 558, adopt the Hollywood CPIO District, as shown in the proposed CPIO Ordinance (Exhibit D).
4. Pursuant to Section 12.04 and Section 12.32 S of the Municipal Code and City Charter Section 558, adopt the Hillside Construction Regulation District, as shown in the proposed HCR Ordinance (Exhibit G).
5. Pursuant to Section 11.5.7 of the Municipal Code and City Charter Section 558 amend the Vermont/Western Transit Oriented District Specific Plan, as shown in the proposed Specific Plan Amendment (Exhibit F).
6. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555, amend the Mobility Map of the Mobility Element (Mobility Plan 2035) of the General Plan to reclassify selected streets and networks within the Hollywood CPA as shown on the Street and Enhanced Network Reclassification Matrix (Exhibit E).
7. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555, amend the Citywide General Plan Framework Element as shown on the proposed Long Range Land Use Diagram Framework Map and the proposed change to Chapter 1 (Exhibit C).

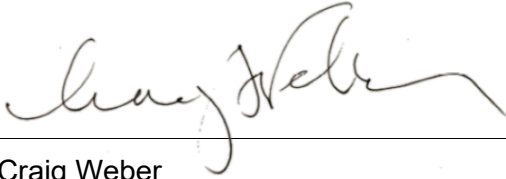
8. Pursuant to the procedures set forth in Sections 11.5.14 D.8 and 12.32 of the Municipal Code, amend the Hollywood Redevelopment Plan to clarify its relationship to the Hollywood Community Plan and its implementing provisions and ordinances (Exhibit I).

**RECOMMENDED
ACTIONS:**

1. **Conduct** a limited public hearing on the Proposed Project as described in this Staff Recommendation Report.
2. **Approve** the Staff Recommendation Report as the Commission Report.
3. **Approve** and **Recommend** that the City Council adopt the Findings in the Staff Recommendation Report, and direct staff to prepare EIR Findings, a Statement of Overriding Considerations and a Mitigation Monitoring Program for City Council consideration.
4. **Find** the City Planning Commission has reviewed the Draft EIR and the Recirculated Draft EIR (City EIR No. ENV-2016-1451-EIR and State Clearinghouse No. 2016041093), as shown in Exhibit H.
5. **Recommend** the City Council adopt the Resolution in Exhibit A to certify the EIR, adopt EIR Findings and a Statement of Overriding Considerations, and adopt a Mitigation Monitoring Program.
6. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached Resolution in Exhibit A to amend the General Plan as follows:
 - A. Amend the Hollywood Community Plan, including the Policy Document and the General Plan Land Use Map, as shown in Exhibits B, C and E.
 - B. Amend the Mobility Plan 2035 to reclassify selected streets and Enhanced Networks, as shown in Exhibit E (Street and Enhanced Networks Reclassification Matrix).
 - C. Amend the Citywide General Plan Framework Element, as shown in Exhibit C (Proposed General Plan Framework Map and Proposed Change to Chapter 1).
7. **Approve** and **Recommend** that the City Council **Adopt** the zone and height district changes as shown in Exhibit E Land Use and Zone Change Subarea Maps and the Land Use and Zone Change Subarea Matrices.
8. **Approve** and **Recommend** that the City Council **Adopt** the proposed Hollywood Community Plan Implementation Overlay (CPIO) District Ordinance as shown in Exhibit D.
9. **Approve** and **Recommend** that the City Council **Adopt** the proposed Hillside Construction Regulation (HCR) District Ordinance as shown in Exhibit G.
10. **Approve** and **Recommend** that the City Council **Adopt** the proposed ordinance to amend the Vermont/Western Transit Oriented District Specific Plan as shown in Exhibit F.
11. **Approve** and **Recommend** that the City Council **Adopt** the proposed ordinance to amend the Hollywood Redevelopment Plan as shown in Exhibit I.

12. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibit A, B, C, and E) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the proposed zoning ordinances (Exhibits E, D, G, F and I) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.


VINCENT P. BERTONI, AICP
Director of Planning



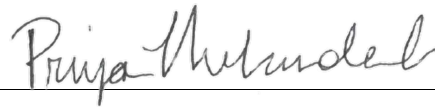
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PROJECT ANALYSIS

Project Summary

The Proposed Project is a comprehensive update to the Hollywood Community Plan (Proposed Plan), last updated in 1988, and the zoning ordinances that implement the policies and goals of the Proposed Plan (Zoning Actions), as well as amendments to other General Plan elements to ensure consistency (collectively, Proposed Project) between the Community Plan and the other General Plan Elements. The Proposed Project was developed through an outreach process over the last five years with the Hollywood community. This includes updates to the community plan Policy Document and changes in General Plan land use designations and zones in certain areas that, in addition to planning for and accommodating foreseeable growth in the Hollywood Community Plan Area (CPA), are intended to achieve the following overarching objectives.

Plan Objectives/Community Themes

Provide a Range of Housing and Employment Opportunities. The Proposed 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.

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 proposes 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. Thus, 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 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.

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 establishes 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.

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.

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.

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.

With the adoption and implementation of the Proposed Project, a range of new housing and employment opportunities would be created mostly in mixed-use commercial areas near transit stations and bus lines, in accordance with the Framework Element's policy to focus growth in higher-intensity commercial centers close to transportation and services. Established industrial areas that support Hollywood's media and entertainment industries would continue to be preserved for future industrial use to bolster employment and revenue to the CPA. Certain industrial areas would be incentivized to allow additional employment generating square footage. The Proposed Project also establishes policies and regulations to protect low-density neighborhoods, hillsides, and historic resources. New development would be directed away from low-density neighborhoods and hillsides and towards transit-oriented districts and corridors. The features and character of certain historic districts would be protected through additional protections and regulations for development projects involving historic resources. The commercial areas of the Community Plan Area would support new development that accommodates a variety of regional and neighborhood uses and improves the function and design of neighborhoods, creating a pedestrian-oriented environment.

The Hollywood Community Plan Update, Zoning Actions and amendments to the plan and zoning that are for consistency, which are all collectively known as the Proposed Project, is composed of several interrelated components, described in more detail in the following sections:

- Community Plan Amendments
 - New Policy Document and
 - Amendments to the General Plan Land Use Map
- Zoning Actions
 - Zone and Height District Changes (as shown on Land Use Designation, Zone and Height District Change Matrices)
 - New Community Plan Implementation Overlay (CPIO) District
 - New Hillside Construction Regulation (HCR) District
 - Amendments to the Western/Vermont Transit Oriented District Specific Plan,
 - Hollywood Redevelopment Plan
- General Plan Amendments for Consistency with Community Plan
 - Reclassifications of Streets and Enhanced Networks in the Mobility Plan 2035
 - Amendments to the Framework Element Long-Range Land Use Diagram and proposed change to Chapter 1

Background

Regional Context

The Hollywood Community Plan Area (CPA) is located within the incorporated City of Los Angeles and contains approximately 13,962 acres or 21.8 square miles, with an estimated 2016 population of approximately 206,000 persons. The intention of the Proposed Project is to accommodate future anticipated growth around transit infrastructure, increase housing supply, preserve lower-scale neighborhoods, hillsides, and open space, protect historic resources, and promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry.

The Community Plan Area is a diverse and vibrant community with distinct residential neighborhoods in the hillsides and flatlands, commercial boulevards near transit infrastructure, light industrial areas used widely for entertainment and media-related industries and supporting uses, and a large regional park (Griffith Park). The Hollywood CPA also has a high concentration of historic resources, including well-known sites, such as the Griffith Observatory, the Hollyhock House (a UNESCO World Heritage site), and the Hollywood Boulevard Commercial and

Entertainment District, which is listed in the National Register of Historic Places. Located northwest of Downtown Los Angeles, the Community Plan Area is served by five stations of the Metro B Line (formerly known as the Red Line), as well as many Metro bus lines, providing connections to Downtown Los Angeles, the San Fernando Valley, Santa Monica, and destinations throughout the greater Los Angeles region.

The Hollywood Community Plan is one of the City's 35 community plans, which comprise the Land Use Element of the City's General Plan. The Land Use Element is one of the eight state-mandated elements of the General Plan. Community Plans provide a long-term vision for the diverse geographies of the City, accommodate the growth anticipated in the City by the Southern California Association of Governments (SCAG), and guide the physical development of neighborhoods through goals, policies, and implementation. SCAG, the nation's largest metropolitan planning organization representing six counties in Southern California, produces population, housing, and employment projections and many municipalities and government agencies rely on the data for purposes of planning. The Department of City Planning like many other local governments uses SCAG's demographic projections as a benchmark, to determine the level of reasonably expected development that is needed to accommodate future growth.

Community Plan updates aim at a minimum to meet SCAG projections for the City and each Community Plan Area, and in some cases may exceed those projections for certain CPAs depending on development trends, the availability of transit infrastructure, and consistency with the General Plan Framework and the goals and policies of the Community Plan. For the Hollywood CPA, the City has envisioned since the 1970s that this community would be a center of employment, commerce and entertainment, and significant transportation infrastructure, including five Metro rail stations, has been directed to Hollywood to serve this purpose. For decades, Hollywood has been a regional center in the City and will continue to be one in the future. Therefore, the Plan update exceeds SCAG's projections for anticipated increases in population, employment and housing.

In recent years, investment in Hollywood has 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 Metro B Line stations. Affordable housing as well as transit and mobility options will be key components of future development, supporting the growth of Hollywood as a place of residence, work, and entertainment.

Over the past year, the Covid-19 pandemic has altered almost every aspect of our daily lives and has greatly impacted the health, safety, and jobs for a significant number of Los Angeles residents. The preexisting socio-economic, racial, and environmental disparities have led to higher incidences of COVID-19 in Black and Latinx communities in Los Angeles and in the nation. A number of issues have contributed to the disparities in COVID-19 impacts, including a higher percentage of essential and frontline jobs, as well as less access to health care and higher rates of underlying health conditions, which are often the result of historic planning practices. Other factors include living far away from jobs, or in overcrowded and multi-generation households due to housing affordability. Accommodating growth and encouraging housing development reflects some of the primary goals of the Hollywood Community Plan Update, and it plans for a horizon year of 2040. The housing crisis pre-dated the pandemic, however the need for housing, and affordable housing in particular, has become even more apparent. The need is both a short and long-term challenge that can be addressed through land use planning, and specifically through planning for additional multi-family housing.

Community Plan Updates

The State of California requires every city to adopt a General Plan that covers various topics in sections called Elements, such as the Land Use Element, the Housing Element, and the

Circulation Element. The Land Use Element of the City's General Plan consists of 35 Community Plans. The Community Plans function as a guide for future growth and adaptation in neighborhoods, providing specific policies and strategies to achieve each community's vision and the broader objectives of the General Plan and State law. Through the Community Plan update process, the Department of City Planning works with community stakeholders to develop a vision for future growth in each area, based on current and anticipated conditions related to land use, housing, employment, transportation, climate change, and other factors.

Update Process

The Hollywood Community Plan was initially adopted in 1973 and was then updated in 1988. From 2005 to 2012, City Planning prepared an update of the Hollywood Community Plan, which was adopted in 2012. Subsequently, the 2012 Plan's EIR was legally challenged and as the result of a court decision in 2014, the City Council rescinded the 2012 Hollywood Community Plan Update, and the City reverted to the 1988 Hollywood Community Plan and the land use designations and zoning immediately prior to the adoption of the 2012 Plan. In 2016, City Planning released a Notice of Preparation (NOP) of a Draft EIR to announce the preparation of a new proposed update of the Hollywood Community Plan (Proposed Plan).

As previously mentioned, the current plan update or Proposed Project includes a number of components, including: 1) updates to the Community Plan Policy Document; 2) updates to the General Plan Land Use Map for the Community Plan Area; and 3) Zone Changes to implement the zone and height district changes for the Community Plan Area, adopt two new zoning overlays--a Community Plan Implementation Overlay (CPIO) District and a new Hillside Construction Regulations (HCR) district--and (4) amendments to other zoning ordinances and plans for consistency, including amendments to the Vermont/Western Transit Oriented District Specific Plan (SNAP), the Hollywood Redevelopment Plan, the General Plan Framework Element, and the General Plan Mobility Element street and enhanced network classifications. The Proposed Project is intended to guide development through 2040.

The Department implemented a comprehensive community plan update process that included the following four phases:

Phase I - Information Gathering. During this phase of the process, planners gathered information to better understand the built environment, land uses, and zoning in Hollywood. To that end, planners reviewed existing plans, policies, and maps; conducted site visits; researched past plans and other relevant plans, including the Hollywood Redevelopment Plan; and gathered development activity case filings and entitlements.

Phase II - Public Outreach. Development of the Draft Policy Document and draft general plan land use designations and zoning regulations involved an ongoing process engaging numerous community stakeholders, advocacy and constituent groups, the nine Certified Neighborhood Councils serving the Community Plan Area, as well as ongoing coordination with Department and City staff and the Council Offices. Numerous public engagement opportunities were held in person in Hollywood between 2016 through 2019, including multiple community-wide meetings, tabling at community events and farmers markets, and presentations to Neighborhood Councils and other stakeholder groups; online webinars were introduced for the first time in 2018. In 2020, during the COVID-19 pandemic and physical distancing requirements, outreach shifted to virtual office hours, online meetings with Neighborhood Councils and stakeholder groups, and webinars. In addition, staff has always been responsive to numerous email and telephone inquiries throughout the Plan update process. The input obtained from these meetings and events was used to help shape the policy plan and zoning, including the two proposed overlay districts, and to identify and address new and evolving community concerns and priorities, such as affordable housing.

Full drafts of the Policy Document and draft zoning regulations were first shared online in 2017 through the Proposed Plan's new project website and e-blasts were sent to stakeholders; the community-wide meetings were also posted on the project website and announced via e-blasts. An interactive map showing the proposed zoning regulations was also released to help explain the draft changes. Five community-wide meetings were held in Hollywood to present the draft policies and zoning in June and July of 2017. More than 100 stakeholders representing community groups, business groups, and neighborhood councils, as well as residents and development representatives, attended the meetings and provided feedback, and requested various changes.

In 2018, staff was invited to present updates to various community groups, including Neighborhood Councils, and held two online webinars. The webinars were then posted online. In November 2018, an updated draft of the Draft Community Plan, draft zoning, and concepts for the Hollywood Community Plan Implementation Overlay (CPIO) District were released for public input, and released in conjunction with the Notice of Availability for the Draft Environmental Impact Report. The website was also updated with the latest information. In 2019, staff visited farmers markets and CicLaVia to pass out informational flyers and answer questions, and continued to present updates upon request from various community groups. Simultaneously, the project website and interactive map was refreshed when new updates became available to keep the public informed. Additional flyers and explainer videos were shared online in 2018 and 2019.

As a result of COVID-19, in-person engagement became infeasible in 2020 but the department continued to have public outreach and dialogue. Staff developed additional digital resources for the website, including flyers and explainer videos, to provide online access to all of the information and materials of the Proposed Project. Some materials were also translated into Spanish. In August 2020, revised or updated drafts of the following were released online: Draft Community Plan Policy Document, draft zoning, and draft Community Plan Implementation Overlay (CPIO) District. These new drafts integrated numerous written comments received from the community. In October, a proposed Hillside Construction Regulation (HCR) district to cover a large portion of the Hollywood hillsides was introduced in response to a motion from Council District 4 and community input. The department continued to provide discussion and engagement opportunities to address Community Plan update goals such as affordable housing, historic preservation, and urban design through the CPIO zoning tool. Opportunities for stakeholders to discuss and comment were offered in the form of virtual office hours and webinars from September to November; one webinar was available in Spanish.

Phase III - Plan Development/Technical Reports. Following the 2017 community-wide meetings, staff began to update the Community Plan Policy Document and zoning, as well as coordinate with the transportation and environmental consultants preparing the Draft Environmental Impact Report (Draft EIR or DEIR) for the Proposed Plan. The updated draft of the Community Plan Policy Document, proposed land use map and zoning regulations, and the Draft EIR were published on November 15, 2018. In 2019, the new CEQA guidelines for transportation impacts in response to Senate Bill 743 were certified by the Natural Resources Agency and the City of Los Angeles adopted new transportation thresholds for CEQA. On October 31, 2019 a portion of the Draft EIR was recirculated (RDEIR) to address these updates; the recirculated portions were Section 4.15 Transportation and Chapter 5.0 Alternatives, and a new Appendix N (Air Quality and Health Effects) was also released.

Phase IV - Adoption Phase. Following the release of the DEIR and the RDEIR, an open house/public hearing was held on December 9, 2020 to review the Proposed Project with the community and receive public testimony regarding recommendations on the Project. The public hearing was conducted virtually through the Zoom online platform. Written comments were accepted via email and hardcopy through December 16, 2020. A summary of the public hearing

testimony is in the Public Hearing and Communications section of this report. A second limited Public Hearing will be held at the City Planning Commission (CPC) on February 18, 2021 to allow consideration of additionally proposed changes to the Proposed Project that are brought forward in response to input received during the initial hearing in December. Additional steps in the adoption phase include presenting the Proposed Project to the CPC in February 2021, then the Planning and Land Use Management Committee (PLUM), and City Council.

Discussion of Key Issues

The Hollywood Community Plan Area has cultural and economic significance in both the City and the region, and is an international entertainment and visitor destination. Hollywood also consists of diverse residential and non-residential neighborhoods with various land use and quality of life issues. Extensive public engagement throughout the duration of the plan update process helped identify a number of key issues informing the policies and land use recommendations of the Proposed Plan. These challenges include the following:

Housing Needs

Housing is a significant issue within the Hollywood Community Plan Area. Throughout the public outreach process, residents and community members have commented on the need for more housing options, including affordable housing and mixed-income housing projects that incorporate both affordable and market rate units near transit systems and employment areas. Some stakeholders have advocated for less restrictive development regulations on density and height limits, in order to allow denser and taller multi-family residential buildings. Community members voiced the need to protect rent-stabilized housing units and maintain older housing stock for affordable rents. Some stakeholders have expressed concern about the conversion of older multi-family residential buildings into hotels. The provision of affordable housing and housing in general is a pressing concern Citywide and in Hollywood as the cost of housing continues to rise. Other community members voiced the need to preserve low-scale and low-density residential neighborhoods, some of which are in Historic Preservation Overlay Zones (HPOZs), hillside Specific Plan areas, and other hillside areas, from mansionization.

By directing growth and infill development opportunities to transit-accessible areas, such as the Regional Center in central Hollywood, commercial corridors served by bus lines, and employment centers, the Proposed Project supports citywide goals of increasing housing development, improving sustainable growth, minimizing environmental impacts and enhancing the quality of life. The Proposed Project prioritizes strategic growth located near transit systems, including Metro B Line stations and Metro Rapid bus lines, which provides opportunities for housing, affordable housing, jobs, mobility, and amenities for residents, employees, and visitors.

Community Plan Implementation Overlay (CPIO) District. The Proposed Project has policies and zoning tools, including a CPIO District, that would implement housing development in strategic areas, while protecting other low-scale and historical neighborhoods. The CPIO District establishes a tiered incentive structure tailored to the context of each CPIO District subarea to support the development of mixed-income and 100 percent affordable housing projects, especially around transit systems in order to encourage mobility options, reduce greenhouse gas emissions, and improve the public transportation access of lower income and transit dependent residents who need to commute to work and needed services.

Consistency with Affordable Housing Incentive Program. The Transit-Oriented Communities (TOC) Guidelines were adopted in 2017 as the implementation of Measure JJJ, which was approved by Los Angeles voters on November 8, 2016. As required by Measure JJJ, the Department of City Planning developed affordable housing incentives for housing developments five units or greater located within one-half mile radius of a major transit stop. The TOC Guidelines expire in 2027. The proposed CPIO District includes an affordable housing incentive program that

meets or exceeds the eligibility requirements of the TOC Guidelines, and is therefore consistent with these guidelines. Measure JJJ expressly allowed Community Plan Updates to make adjustments to TOC Incentives, and to make these incentives permanent. The Hollywood CPIO District's affordable housing incentive structure replaces the TOC Guidelines for the CPIO subareas. This is consistent with the requirement that percentages for affordable housing not be reduced below the percentages set forth in Measure JJJ (see page A-29 for further discussion).

Rent-Stabilization Ordinance (RSO) Units Protection. In addition to state measures and City ordinances that already protect RSO units and tenants, the Proposed Plan has affordable housing policies and programs that encourage more affordable housing and senior housing near transit, support the preservation of rent stabilized units and minimizing displacement, and support tenants' rights of return and a no net loss program that ensures there is no loss of covenanted affordable rental housing.

Low-Scale Multi-Family Residential. A new low-scale multi-family residential section has been added in the Community Plan with policies to encourage well designed and livable neighborhoods and contextual height transitions.

Single-Family Residential and Hillside. As mentioned above, the preservation of single-family residential areas in the hillsides and flatlands has led to the addition of new policies and programs in the Community Plan. The new policies and programs include preserving stable single-family zoned residential neighborhoods by preventing out of scale development, providing height transitions, encouraging the development of a Ridgeline Protection Ordinance, and considering design standards to protect hillside neighborhoods from over-sized development.

Hotel Conversion. Although Hollywood is a tourism center in Los Angeles, community members have commented on the importance of balancing tourism and the needs of residents. Many community members are concerned about the conversion of residential units into hotels, which worsens the housing shortage and increases the potential for displacement. Based on this feedback the proposed CPIO District prohibits new hotels in the Multi-family subareas in order to prioritize housing. In addition, a new conditional use permit is required for hotel projects that remove existing residential units in the Regional Center subareas.

Higher-Density Housing. Housing development opportunities are directed to selected areas that allow higher density residential uses through the CPIO District's affordable housing incentive system. Hollywood has a number of multi-family residential neighborhoods near the Metro B Line stations or bus lines and job centers. It is in these specific areas, which have apartment buildings that are generally low to mid scale, where density, floor area, and/or height may be increased through the provision of affordable housing.

Regional Center/Commercial Corridors

Commercial uses are concentrated in central Hollywood in the Regional Center and along commercial corridors, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, La Cienega Boulevard, Melrose Avenue, La Brea Avenue, Vine Street, Western Avenue, and Vermont Avenue. Accommodation of population and employment growth is one of the key issues in the community, especially in these commercial areas that are served by transit infrastructure. Housing is allowed in commercial areas, and more areas have seen the development of mixed-use projects, such as in the Regional Center near the Metro B Line stations and along major corridors. Many stakeholders have commented on the need to increase floor area ratio (FAR) for more development opportunities near transit, particularly affordable housing and employment, better pedestrian-friendly design, and the need for more neighborhood amenities and local jobs. The limitations that the existing C4 zoning has on the types of businesses that are permitted on the ground floor in the Regional Center was another concern

raised by stakeholders. They noted that a wider variety of uses would help with the continued viability of ground floor commercial to provide goods and services to residents, employees, and visitors and that greater flexibility as to use will assist in future economic efforts. Other stakeholders also voiced concerns about rooftop bars and restaurants as a source of noise disturbance for nearby residential uses. Stakeholders also commented on the need to maintain scale in commercial areas adjacent to low-scale residential areas.

The Regional Center is currently the most intensively developed commercial area in Hollywood, with a mix of residential and commercial uses, tall office buildings, and visitor-serving uses. The Proposed Project directs future growth to this area, which has two Metro B Line stations, Hollywood/Highland and Hollywood/Vine. Zone changes carried forward by the Proposed Project would allow additional square footage for transit-oriented development, including development incentives for projects that provide affordable housing and/or publicly accessible open space. In addition, the Plan Update is proposing to extend the Regional Center boundary east along Hollywood and Sunset Boulevards from Gower Street to just west of the 101 Freeway. Due to the historic pattern of development, the Regional Center also has a concentration of historic resources, especially along Hollywood Boulevard, which is a National Register Historic District. The Plan would maintain scale in certain areas of the Regional Center by maintaining or setting height limits to address compatibility in low-scale and historical areas.

Major commercial corridors in Hollywood are generally served by Metro Rapid bus lines and local lines. The Proposed Project promotes transit-oriented development through proposed zoning that would direct development opportunities for housing, mixed-use, and employment to the major corridors. The Project also proposes room for growth along selected corridors at a scale compatible to the existing area by generally adding height limits, such as on Hillhurst Avenue, or restrictions on uses, such as auto-related uses along Hyperion Avenue. The Proposed Project seeks to bolster the role some commercial corridors, such as Melrose Avenue and westerly Sunset Boulevard, play in providing needed commercial and neighborhood serving uses by moderating housing incentives, and on Melrose Avenue, establishing tenant size limitations. In effort to better facilitate the re-use of existing buildings, and better promote small business opportunities, the plan also proposes the elimination of parking requirements for commercial changes-of-use within existing buildings.

The Proposed Project focuses growth around transit systems to help expand mobility choices to support more walkable communities with pedestrian-oriented design regulations in many portions of the CPA. These include standards that address minimum building transparency, pedestrian entrances, ground floor height, active ground floor and street wall requirements. These design standards, in addition to Plan policies that support street trees, bicycle lanes, bus shelters, and crosswalks, encourage greater accessibility in the Regional Center and along commercial, and promote improved public health and sustainability.

Historic Preservation

The Hollywood Community Plan Area has one of the highest concentrations of significant historical buildings in the City, and the City's first UNESCO World Heritage site, the Hollyhock House. The Plan Area includes more than 200 City-designated Historic-Cultural Monuments. Many of the historic resources within Hollywood are internationally recognized. A number of comments stated the need to preserve both designated and eligible historic resources in the CPA, explore expanded Historic Preservation Overlay Zones (HPOZ) around Melrose Hill and create new ones in Los Feliz, and promote adaptive reuse of historic buildings.

The Proposed Plan, which has a Preservation chapter (Chapter 5), recognizes the significance of Hollywood's history, architecture, and resources and includes policies and programs to protect historic buildings, and promote the preservation and adaptive reuse of designated and eligible historic resources. Policies and programs support the future study of a potential HPOZ expansion

around the Melrose Hill HPOZ, and the creation of new HPOZs in Los Feliz. The CPIO District includes a review process for projects involving certain eligible and designated historic resources, as well as regulatory protections from demolitions and alterations for certain eligible historic resources that have been identified in surveys prepared or accepted by the City. The CPIO District also promotes compatibility within certain eligible and designated historic districts by implementing in-fill development standards in the CPIO District, and preserving height limits on the Hollywood Boulevard National Register District to maintain scale. The CPIO District has a Transfer of Development Rights (TDR) program to facilitate the preservation of historic resources while enabling development on more appropriate sites within the Regional Center.

Media Preservation and Expansion

Hollywood is world-renowned for its media and entertainment industry, and the industrially zoned areas in Hollywood permit the type of supportive uses that have a critical role in media and film, such as media production facilities, prop storage, and studio-equipment manufacturing. The preservation of industrially-zoned land and the promotion of new production, studio, and office space, as well as other emerging uses were widely heard concerns during the outreach process. The Proposed Project retains the light industrial land, and continues to prohibit residential uses that could impact job-producing uses. The Proposed Project also includes a floor area incentive for projects that provide new studio and media related uses in the Media District area to support the creation of and access to local jobs. Selected areas in the Media District area will also be permitted to have limited ground floor retail and restaurant uses, which will provide additional amenities for employees in the area; such uses are not currently allowed. The Proposed Project also creates a hybrid industrial (industrial and residential) area along the north side of Santa Monica Boulevard between McCadden Place and Seward Street that would allow residential development if a minimum FAR is allocated to media-related uses.

Media and entertainment uses are also predominant, and growing, within the Regional Center, and tend to avail of large scale buildings. Accordingly, the Proposed Project's CPIO District proposes floor area bonus incentives that would allow such uses to exceed prescribed base floor area rights when publicly accessible open space is provided onsite.

Stakeholders also noted the need to preserve "Theatre Row," a stretch of equity-waiver theaters with 99 seats or fewer seats along Santa Monica Boulevard from McCadden Place to El Centro Avenue. These live theaters showcase musicals and plays, and contribute to the vibrant arts culture. The Plan includes a provision to exempt additional off-street parking for change of use permits to this type of theater use.

Hillsides/Open Space Preservation

During the outreach process, stakeholders commented on the need to preserve the hillsides from oversized development, and the need to preserve vacant hillsides areas for conservation purposes by redesignating the land use and zone as open space. They also noted concerns about traffic and construction, and safety and access issues in the narrow hillside streets.

In response to concerns over the impact of hillside subdivisions on ridgelines, open space, and access, the Proposed Plan clarifies the application of the slope density calculation in Section 17.05 of the Municipal Code. The Proposed Plan requires all subdivision applications for new single-family projects on sites that have natural slopes in excess of 15 percent to use the Slope Density calculation, which raises a zone's minimum lot size based on the parcel's topography. The Plan also incorporates policies and programs that support the mapping of ridgelines and paper streets, consider design standards to protect neighborhoods from oversized development, and consider improvements to the existing Hillside Construction Regulations (HCR). The Plan proposes to establish a new HCR District east of the Bird Streets and Laurel Canyon neighborhoods, which are currently in HCR districts. The HCR District includes single-family

hillside areas extending from the existing HCR districts east to Fern Dell Drive near Griffith Park, and includes Hollywoodland, the Oaks, and portions of Los Feliz. The expansion area would receive additional protections from construction-related impacts. The HCR has more restrictive grading limits, establishes hauling truck operation standards and limits construction operation hours. In addition to these HCR restrictions that help address safety and access issues in the hillsides, the Plan also includes a policy to consider feasible secondary access connections, including street extensions, completions, and connections of existing street networks for improved public safety in the hillsides.

The Plan incorporates policies and programs to encourage open space preservation in the hillsides areas, including the reuse of City surplus sites in the hillsides for open space and wildlife habitat preservation, and policies to support the rezoning of paper streets for open space easements to connect trails and access recreational uses. The Proposed Project redesignates and rezones more than 300 acres of various hillside residential land use and zoning to open space for preservation including a large portion of land owned by the Santa Monica Mountains Conservancy, and parcels recently acquired by the Laurel Canyon Land Trust.

Parks

Although Hollywood includes Griffith Park, which is one of the largest urban parks in the nation, a number of issues regarding the amount and access to neighborhood parks were raised by community stakeholders. In recent years small parks have been added, such as the Carlton Way Park and the Madison Avenue Park, but more are needed. The need for increased access to parks has become all the more apparent during the COVID-19 pandemic, when parks and open space provide a place for safer outdoor activities and social interaction. The Proposed Plan supports creative solutions to growing park resources in Hollywood such as ongoing plans for a park over the Hollywood Freeway (known as Hollywood Central Park). The Plan incorporates policies that support the establishment of the Hollywood Central Park, as well as policies that support the conversion of powerline rights-of-way into public open space, and establishment of parks, walking paths, and trails in areas including along the Los Angeles River. In addition, the Plan incorporates policies and programs to acquire vacant land for open space, support joint-use agreements with other public and private entities to increase recreational opportunities, improve accessibility, and support the connection of neighborhoods to parks with public transit and bicycle facilities. To enhance public open space in central Hollywood, the CPIO District also proposes an incentive for non-residential projects to provide publicly accessible open space in exchange for greater development potential. This mechanism aims to create additional options for public open space in the higher-density areas of Hollywood.

Mobility and Circulation

Over the years, many stakeholders have expressed concern with congestion increasing or cut-through traffic in some neighborhoods as a result of general growth or development and in some cases, tourist activity. Congestion was measured in environmental review by a delay-based Level of Service (LOS) rating but this metric was removed with the updated CEQA Guidelines for transportation in 2019.

In 2013, SB 743 directed the state's Office of Planning and Research to revise the CEQA Guidelines to replace delay-based Level of Service (LOS) with a substitute metric to evaluate transportation impacts for projects under CEQA. As a result, cities are now required to use the metric of Vehicle Miles Traveled (VMT). Using the delay-based LOS metric at signalized intersections or roadway segments measures traffic impacts that favor sprawl instead of encouraging more walkable neighborhoods, whereas the VMT metric considers the transportation system's impact on the climate, environment, and human health. Projects that have lower VMT have better access to jobs, housing, and services.

One of the main goals of the Proposed Plan is to direct future housing and job growth to areas that are served by transit systems to reduce driving and overall VMT to help meet city, regional, and state goals to reduce greenhouse gas emissions. Selected commercial areas near the Metro B Line stations and along bus lines would serve as centers for surrounding neighborhoods by supporting future development that has a variety of uses that encourage pedestrian and multi-modal transportation options.

The Proposed Plan also includes policies to encourage sustainable mobility options, support expansion of shuttle and shared ride services, improve mobility hubs in the five existing Metro Rail stations, manage existing parking supply efficiently, and encourage the sharing of parking resources.

Other General Comments

The Department received comments on a wide range of issues that are noted as important community concerns. These include concerns about the rise of homelessness and the lack of adequate services to help unhoused individuals, vacancy rates for both commercial tenant spaces and residential units, and declining public transportation ridership. Many residents feel that there are insufficient city services, such as street cleaning, code enforcement, and street and sidewalk maintenance. Many also stated a need for more street trees and better maintenance of existing trees to improve the overall tree canopy in the CPA to better address the urban heat island effect.

Components of the Proposed Project

The Proposed Project is composed of several interrelated components:

- Amendments to the COMMUNITY PLAN (GENERAL PLAN LAND USE ELEMENT)
 - Community Plan Policy Document
 - General Plan Land Use Map – includes footnotes and informational symbols
- ZONE CHANGES
 - Zone and Height District Change Matrices
 - Zoning Map
 - Adoption of a Community Plan Implementation Overlay (CPIO) District
 - Adoption of a Hillside Construction Regulation (HCR) District
 - Amendment to the Vermont/Western Transit Oriented District Specific Plan (SNAP)
 - Amendment to the Hollywood Redevelopment Plan
- Adoption of a COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICT
- Adoption of a HILLSIDE CONSTRUCTION REGULATION (HCR) DISTRICT
- GENERAL PLAN AMENDMENTS to achieve consistency with the Proposed Project:
 - Mobility Plan 2035 amendments
 - Framework Element – Long Range Land Use Diagram amendment to Chapter 1 and proposed change to Chapter 1

Community Plan Policy Document

The Community Plan Policy Document guides future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2040, the horizon year of the Plan. The Plan Policy Document is composed of the following:

- **Chapter 1, Introduction** to the Plan.
- **Chapter 2, Community Background** on historic development and land uses.
- **Chapter 3, Land Use and Urban Form** expresses the community's vision for the future, outlining specific goals and policies that address the range of land uses in the Community Plan, including single-family and multi-family residential, commercial, and industrial land uses, as well as other special districts.
- **Chapter 4, Public Realm, Parks, and Open Space** describes the goals and policies to improve the public realm with pedestrian-friendly design, and access to parks and open space.
- **Chapter 5, Preservation** describes the historic setting of the community, identifies notable historic and cultural districts and features, and outlines preservation goals and policies.
- **Chapter 6, Mobility and Connectivity** defines goals and policies for the community's circulation system, focusing on enhancing mobility and access for all system users.
- **Chapter 7, Implementation** describes the process for implementing the Plan's policies through a variety of implementation programs. Programs are divided into two phases of implementation: 1) short term programs and 2) long term programs. The long-range implementation programs of the Community Plan seek to link Plan policies to ongoing Department Programs and promote collaboration with other agencies.

General Plan Land Use Map

Land Use Designations. The Community Plan includes a Land Use Map, which is a map identifying General Plan Land Use Designations for all properties within the community plan area. Land use designations are tools that help guide development by establishing the general location and intensity of different uses of land, such as residential, commercial, industrial and open space. The map has three primary categories of land uses (Residential, Commercial, and Industrial) in addition to Open Space and Public Facility designations. The map further identifies general intensities and densities through gradients of these designations, such as Single-Family Residential, Low Medium II Residential, and Medium Residential, etc. Each designation includes a range of corresponding zones that may be used in that area. For example, the Medium Residential land use designation permits the R3 multiple family residential zone, while use of the R4 multiple family residential zone (a higher density zone) is not permitted in the Medium Residential designation. In this manner, the Community Plan provides the overall framework for zoning in Hollywood.

Under the Proposed Plan, the majority of land use designations in the CPA would retain the existing General Plan land use designations. The Proposed Plan generally seeks to

accommodate growth in central Hollywood near the Metro B Line stations and bus-served corridors and directs growth away from low-density neighborhoods, consistent with Framework principles, and therefore the Proposed Plan would preserve existing single-family residential and low-scale multi-family residential land use designations. Nomenclature changes to existing General Plan land use designations are described in a different section below.

Although most of the parcels in the CPA would retain their existing land use designations under the Proposed Plan, some designations would change. As part of the Proposed Plan, certain areas of the CPA are proposed to undergo General Plan Land Use amendments (GPAs), described in further detail in the following section. Land use designations in targeted commercial and residential areas near transit stations, along major bus routes, or near employment centers would be changed to allow for increased development potential and to create opportunities for more jobs and housing near transit. In addition, the land use designation of some parcels have been updated to Open Space or Public Facilities to reflect newer parks, public schools and other public facilities. Certain parcels in the Vermont/Western Station Neighborhood Area Plan (SNAP) have also been updated to reflect the existing SNAP regulations.

The General Plan Land Use Map (Plan Map) includes a list of administrative and plan-related footnotes as well as symbols that denote the location of major facilities or key places in the CPA. The Proposed Plan includes revisions to these footnotes and symbols, as needed.

Land Use Designation, Zoning and Height District Changes

Implementation of the Proposed Plan includes targeted changes to General Plan Land Use designations, zone changes, and the application of the proposed CPIO District that seek to achieve many of the goals of the Community Plan. The General Plan amendments (land use designation changes) and zone changes are shown geographically in the Proposed Land Use and Zone Change Area Maps (Exhibit E) and detailed in the Proposed Land Use and Zone Change Area Matrix (Exhibit E) as “subareas.” Each subarea is listed in the change matrix by number, followed by existing and proposed plan land use and zoning information. The types of changes proposed are described below.

Administrative Consistency. On all properties, parcel-level zoning must be consistent with the land use designations shown on the General Plan Land Use Map. Technical corrections to land use designation and/or zoning are proposed where inconsistencies between the existing use of land, General Plan Land Use designation, and/or zoning currently occur. These changes consist of 1) AB 283 parcels, 2) open space and public facilities parcels and 3) other selected parcels. AB 283 was a state law enacted in the late 1970s that directed charter cities with a population of 2.5 million or more to bring zoning and general plan into consistency. Through the City’s AB 283 General Plan/Zoning Consistency Program that started in the 1980s, known inconsistencies between land use designations and zoning were corrected. However, technological improvements to the City’s mapping programs over the past decades have identified further necessary corrections of parcels affected by incorrect parcel boundaries, omissions of parcels, and other errors from the 1980s correction effort. Other proposed corrections are intended to change the land use designation and/or zoning to reflect existing uses and scale of buildings on the selected parcels, which are already developed with buildings such as housing, schools, and parks. These changes are intended to better reflect existing uses that currently exist in the CPA.

Nomenclature Changes. Nomenclature changes are also proposed to revise certain land use categories consistent with updated General Plan Framework categories. These changes are in name only and do not result in a change in development potential and are not represented by subareas. For example, three nomenclature changes are proposed for the CPA: 1) Neighborhood Office Commercial would be updated to Neighborhood Commercial, 2) Highway Oriented

Commercial would be updated to Community Commercial or General Commercial, and 3) Limited Manufacturing would be updated to Limited Industrial.

Q Conditions. The CPA currently has an extensive network of existing [Q] Qualified zoning conditions in many areas, which were established through numerous different zone change ordinances over a time period of more than 30 years. These regulations can be antiquated, complicated, and are often difficult to research by the public. The draft zone change ordinances included with the Proposed Project are intended to replace some of the current [Q] conditions with a new set of regulations included in a single ordinance through the CPIO District to facilitate their implementation.

CPIO Suffix. All properties proposed to be located within a CPIO Subarea will have a “-CPIO” added to their zoning (e.g., C2-1VL-CPIO). This will indicate that the property is subject to the additional CPIO regulations (as described in more detail below).

Active Changes. Active changes consist of a combination of General Plan land use amendments and/or zone changes that allow or may allow for an increase in development density, height limits, and/or uses other than what currently exists. Active Change Areas are categorized into three types: Land Use Designation and Zone Changes, Industrial Preservation/Incentive, and SNAP Consistency. Proposed Land Use Designation and Zone Changes primarily include intensity increases for development near transit areas and mixed-use development along transit corridors, and density increases in multi-family residential areas near employment centers. Industrial Preservation/Incentive changes would allow a zone change that would promote existing light industrial areas for continued employment use in the future, especially for entertainment and media-related jobs. SNAP Consistency changes will update the underlying land use designation and/or zone of parcels in East Hollywood to reflect the already approved Vermont/Western Transit Oriented District Specific Plan, in effect since 2001.

Community Plan Implementation Overlay District. The Community Plan Implementation Overlay District, or CPIO District, is a zoning tool that is intended for adoption along with the Hollywood Community Plan. The CPIO District is shown in the Proposed CPIO District Map (Exhibit D) and the CPIO Ordinance is provided in (Exhibit D). The CPIO District contains regulations for development that build upon zoning regulations in order to implement some of the goals and policies of the Proposed Plan. The CPIO District strives to facilitate the production of mixed income and 100% affordable housing near transit, safeguard historic resources and improve urban design, particularly pedestrian-oriented design.

The proposed CPIO District establishes subareas with tailored mixed income and 100% affordable housing incentives, and varying development standards based on the CPIO subarea. Regulations and incentives are tailored to the specific needs of each CPIO subarea. The CPIO Subareas consist of the Regional Center Subareas (RC1A, RC1B, RC2, and RC3); Corridors Subareas (Corridor 1 through Corridor 5); Multi-family Residential Subareas (MF1, MF2, and MF3), and the Character Residential Subarea as described below.

Regional Center Subareas. The Regional Center Subareas seek to foster continued investment in central Hollywood, a focal point of regional commerce, identity, and activity. The Regional Center has historic theaters, tourist attractions, the Walk of Fame, Metro stations, apartments, hotels, office buildings, and retail. The Proposed Project continues to support these types of uses and seeks to direct and accommodate growth to this transit-accessible area. The tailored affordable housing incentive program would increase density and floor area and remove residential parking space requirements for projects that include the required percentage of affordable housing on site. Other possible incentives depend on the level of affordable housing provided, Bonus, Additional, or 100 percent Affordable Housing. The Transfer of Development Rights program would protect historic resources by allowing the transfer of unused floor area from

donor sites to receiver sites. Non-residential projects in the Regional Center Subareas can receive FAR and height incentives if they provide on-site publicly accessible outdoor amenity space. Development standards include pedestrian-oriented design features, a height transition along a portion of Sunset Boulevard next to parcels with low-scale residential zoning, and eliminating additional on-site parking for changes of use. The Regional Center Subareas are RC1A, RC1B, RC2, and RC3. Parcels in the Regional Center Subarea RC1B are eligible to participate in a two-tier public benefits incentive system.

Corridors Subareas. The Corridors Subareas seek to foster continued investment in the various corridors outside of the Regional Center and are generally served by bus lines. The tailored affordable housing incentive program would increase density and floor area and reduce residential parking space requirements for projects that include the required percentage of onsite affordable housing. Other incentives are possible depending on the level of affordable housing provided, Bonus, Additional, or 100 percent Affordable Housing. Portions of selected corridors do not have height incentives in order to maintain the established neighborhood scale, and to prioritize neighborhood-serving commercial uses. Development standards include pedestrian-oriented design features and no additional parking for changes of use. The Corridors Subareas consist of Corridor 1, Corridor 2, Corridor 3, Corridor 4, and Corridor 5.

Multi-family Subareas. The Multi-family Residential Subareas identify housing development opportunity areas, such as near central Hollywood and major commercial corridors served by transit systems. The tailored affordable housing incentive system offers density and floor area increases with the provision of affordable housing. Development standards guide new infill residential development to be compatible with the context of the existing neighborhood. Hotels are prohibited in these areas to prioritize housing needs. The Multi-family Subareas consist of MF1, MF2, and MF3.

Character Residential Subarea. The Character Residential Subarea focuses on preserving designated and eligible historic districts by encouraging well-designed projects that are compatible with the surrounding neighborhood scale and character with tailored development standards. Development standards include additions standards, pedestrian access, parking and design features. The Character Residential Subarea consists of three designated historic districts: Afton Square, Selma Labaig, and Vista Del Mar/Carlos and three eligible residential historic districts: McCadden-De Longpre-Leland and De Longpre Park (formerly known as Colegrove District in a previous historical survey accepted by the City) and Fountain Avenue (formerly known as Fountain Bungalows in a previous historical survey accepted by the City).

Other Amendments

Framework Element. The Proposed Plan includes amendments to the Long Range Land Use Diagram of the Citywide General Plan Framework Element to reflect modifications to the geography of Neighborhood Districts, Mixed Use Boulevards, Community Centers, and the Regional Center in the Hollywood Community Plan Area, as well as amendments to Chapter I to clarify that the density bonus program in the proposed CPIO District, similar to other density bonus programs which provide needed affordable housing, is consistent with the General Plan (Exhibit C).

Circulation Element (Mobility Plan 2035) – Street and Network Reclassifications. The City's streets are organized by official standard street designations or classifications, established in the General Plan Circulation Element, called Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard

street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standards. In these cases, classifications of streets and street segments can be modified to meet the specific needs of the community.

The Proposed Project's amendments include two street re-designations for specified streets in Hollywood in order to better reflect street standards and dimensions, as well as refinements to the enhanced network for a portion of two streets in the CPA. The recommended street reclassifications can be found in Exhibit E, Proposed Street and Network Reclassification Matrix.

Vermont/Western Transit Oriented Specific Plan, Station Neighborhood Area Plan (The SNAP). The Proposed Project includes zone changes to portions of the Vermont/Western Transit Oriented Specific Plan to modify height limits in the SNAP on properties in proximity to Barnsdall Park, in order to preserve the public view available observed from the Hollyhock House, a UNESCO World Heritage site, located in Barnsdall Park (Exhibit F).

The Proposed Project also includes amendments to SNAP Subareas. Proposed Project subareas 10:1, 10:1E, and 12, currently in SNAP Subarea C, would have a new height limit of 45 feet; see Map 1 of Exhibit F. Subarea 10:1D, currently in SNAP Subarea C (Community Center) is amended to be in SNAP Subarea E (Community Facilities); see Map 2 of Exhibit F. It is part of Barnsdall Park. The proposed zoning is OS-1XL, which has a height limit of 30 feet. SNAP Subarea E identifies school sites, City owned land and Caltrans right-of-way.

In addition, Subarea 34, a public school, and Subarea 87, a park, are currently in SNAP Subarea A (Neighborhood Conservation) and are amended to be in SNAP Subarea E (Community Facilities); see Map 3 of Exhibit F. SNAP Subarea E identifies school sites, City owned land and Caltrans right-of-way.

The Proposed Plan envisions a more comprehensive work program in the future to review the present-day effectiveness of the SNAP in meeting the Community Plan's goals, and to set forth recommendations to further advance the goals of the Proposed Community Plan within that area. This is indicated in the Implementation chapter of the Policy Document.

Environmental Analysis/CEQA

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on April 29, 2016 by the City for a 30-day public review period, which was then extended for 15 days, for a total of 45 days. The public scoping meeting was held on May 17, 2016. The purpose of the scoping meetings was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. A total of approximately 70 pieces of written correspondence were received, some in the form of emails, emails with articles attached, or comment cards received during the public scoping meeting, from public agencies, groups, and individuals. A few persons or groups sent multiple written comments. Information, data, and observations from these written comments are addressed throughout the Draft EIR, where relevant. The Draft EIR analyzed the following environmental impact areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population, Housing, and Employment

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

The Draft EIR was circulated for a 75-day review period (30 days more than required by law). The review period began on November 15, 2018, with a closing date of January 31, 2019. As the lead agency, the City of Los Angeles received 61 written comments on the Draft EIR from public agencies, groups and individuals.

In 2019, the partially recirculated Draft EIR was released on October 31, and circulated for a 45-day review period. The partially recirculated Draft EIR addressed changes in the assessment of transportation impacts using a metric other than level of service in response to Senate Bill 743, and the new CEQA guidelines regarding transportation. In addition to recirculating Section 4.15 Transportation and Traffic, the City also updated Chapter 5.0 Alternatives for recirculation and released a new appendix, Air Quality and Health Effects. The closing date for comments was December 16, 2019. As the lead agency, the City of Los Angeles received 48 written comments on the partially recirculated Draft EIR from public agencies, groups and individuals.

Responses to all comments from both the Draft EIR and the partially recirculated Draft EIR received during the comment periods are included in the Final EIR. The Final EIR will be made available prior to City Council consideration and adoption of the recommended Community Plan Update and certification of the EIR pursuant to CEQA Section 15090.

Land Use and Zone Changes Proposed in 2018 (Published with the EIR)

The proposed land use and zone changes that were published with the EIR in 2018 can be generally characterized as allowing for a variety of housing and commercial opportunities near the Metro B Line Stations and along major corridors and preserving and promoting light industrial land uses for employment opportunities, including entertainment and media-related jobs. The CPA has numerous historical resources, and the land use and zoning changes proposed in 2018 excluded properties abutting Hollywood Boulevard between La Brea Avenue and Ivar Avenue from proposed changes. Proposed changes to the land use and zoning would allow for additional development potential, such as housing units or square footage for jobs, in selected areas of the CPA that are near transit systems. The land use and zoning changes that were released in 2018 are described below by land use designations and general geography. As a reference, the parcels in the CPA that are proposed for changes are assigned to numbered subareas in order to identify parcels in the CPA to be rezoned and re-designated. (Exhibit E).

Regional Center: A majority of the Regional Center subareas currently have a Regional Center land use designation. The proposed change included in the 2018 draft was to allow for an increase in allowable FAR on parcels near the Metro B Line Hollywood/Highland and Hollywood/Vine stations mostly through zone changes, and the increases in allowable FAR were generally tied to certain development requirements, such as building mixed-use projects or development incorporating a minimum or maximum amount of residential use or commercial use. The FAR was generally increased from 2:1 FAR and 3:1 FAR to 3:1 FAR and 4.5:1 FAR. Properties subject to historic review were proposed to continue to be subject to discretionary approval from the Office of Historic Resources when seeking an increase in allowable FAR. Under existing regulations, Regional Center-designated parcels can apply for additional FAR with discretionary review. The 2018 drafts proposed that Regional Center subareas would also require discretionary review to request additional FAR.

Most of the increases in allowable FAR were proposed to occur through zone changes but a few subareas would also include land use designation changes. Changes to these subareas extended

the Regional Center land use designation east along both sides of Hollywood Boulevard and the north side of Sunset Boulevard from Gower Avenue to US-101.

Community Commercial, General Commercial and Neighborhood Commercial: Proposed changes to the Community Commercial, General Commercial, and Neighborhood Commercial subareas included primarily zone changes that would permit an increase in allowable FAR. It also included FAR increases generally through replacement of existing “D” Limitations or for implementing certain development conditions along commercial corridors served by transit. mixed-use projects with pedestrian-friendly design along identified commercial corridors with transit, including portions of Santa Monica Boulevard, Vine Street, and La Brea Avenue, would yield additional allowable FAR of 2.5:1 or 3:1. The Community Commercial changes in the SNAP Specific Plan were to reflect existing development regulations, except that a proposed change near Barnsdall Art Park would reduce the existing maximum height limit to 45 feet. Neighborhood Commercial uses are envisioned to be less intense than General Commercial uses and additional regulations were proposed, including height limits and prohibition of certain automotive commercial uses, such as auto repair. A few subareas had proposed increases in allowable FAR subject to additional discretionary review and are located near the western edge of the Regional Center primarily along La Brea Avenue.

Limited Commercial: Proposed changes to the Limited Commercial subareas removed “D” Limitations to restore 1.5:1 FAR but set a height limit of 30 feet such as along Melrose Avenue and in the eastern edge of the Project Area along Hyperion Avenue. In addition, certain automotive commercial uses were proposed to be prohibited in identified subareas.

Residential: The current Hollywood Community Plan has nine residential land use designations: Minimum Residential, Very Low II Residential, Low I Residential, Low II Residential, Low Medium I Residential, Low Medium II Residential, Medium Residential, High Medium Residential, and High Residential. The land use designations cover a range of housing densities, from single-family homes on large lots to multi-family high rises. Proposed changes to residential subareas were distributed in the Low Medium I Residential, Low Medium II Residential, Medium Residential, High Medium Residential, and High Residential land use designations. Subareas in the Low Medium I Residential, Low Medium II Residential, Medium Residential, and High Residential land use designations generally included changes that would reduce the allowable height permitted to better ensure compatibility of scale with the adjacent neighborhoods, such as parcels south of Yucca Street, between Wilcox Avenue and Cherokee Avenue. The 2018 draft proposed zone changes in some High Medium Residential subareas through an increase in allowable density from either one dwelling unit per 800 square feet of lot area or one dwelling unit per 600 square feet of lot area to one dwelling unit per 400 square feet of lot area. The land use designation of a multi-family residential area located generally south of Santa Monica Boulevard between Vine Street and Gower Street, was proposed to change from Medium Residential to High Medium to allow for greater density in an area that is near employers and transit, thereby helping to improve the jobs-housing balance.

Industrial: The existing Hollywood Community Plan has two industrial land use designations: Commercial Manufacturing and Limited Manufacturing. Proposed changes to land use designations included a nomenclature change from Limited Manufacturing to Limited Industrial and the introduction of a new Hybrid Industrial land use designation. The existing Commercial manufacturing designation would be maintained. Most of the subareas were identified for the purpose of preserving light industrial uses to maintain and promote jobs associated with the entertainment industry. Such uses include studios and media production, as well as entertainment support uses such as storage. A zone change from MR1 to M1 was proposed for selected Limited Industrial parcels south of Santa Monica Boulevard, which would allow more flexibility for

additional employment generating uses. A “Q” (Qualified Condition) was proposed to be added to emphasize that residential development is still prohibited except for caretaker or watchman accessory dwelling units. A few of the industrial subareas, however, would allow more FAR than what is currently permitted. These incentive areas would allow additional FAR (up to 3:1) if targeted media-related industrial uses are incorporated on the site.

Open Space: The open space consistency changes proposed in 2018 included corrections to reflect the existing use and/or for consistency between the land use designation and zoning. The CPA has two types of open space land use designations that primarily cover parks. Open Space is the main land use designation but there are a few parcels that have the Public/Quasi-Public Open Space land use designation. The changes included portions of Griffith Park as well as other existing parks and community gardens.

In November 2018, a conceptual draft of the Hollywood CPIO District was shared for public review. The draft included design standards to promote walkability, high quality building design, and the preservation and rehabilitation of identified historical resources in central Hollywood. A more comprehensive draft CPIO District was released in August 2020. This updated draft included development standards and a streamlined review process for projects that rehabilitate designated historic resources, and many eligible historic resources. A Transfer of Development Rights (TDR) process was also proposed as a historic preservation tool. A significant component of this updated draft CPIO District was the affordable housing incentive system, which proposed incentives for additional development rights, such as density, FAR and height, for projects that provide a minimum percentage of on-site affordable housing. The FAR, density, and height increases in the Regional Center, Community Commercial, General Commercial, and High Medium Residential land use designations described in the 2018 drafts were now proposed to be attained through the provision of on-site affordable housing through the CPIO District’s affordable housing incentive system.

Recommended Revisions to Land Use and Zone Changes Released in 2018

Review of written comments and verbal testimony, received throughout the duration of the Draft Plan, the Draft EIR comment period, and the Public Hearing identified a number of subarea revisions requested by the community. In response to the public testimony and additional staff analysis, revisions are included in this report involving areas of proposed change. The revisions involve amendments to the Proposed Project’s land use designation amendments and zone changes as originally presented and studied in the Draft EIR released in November 2018. Based on the Planning Department’s review, the revisions primarily clarify, amplify or make minor modifications to the Proposed Project and under CEQA do not constitute significant new information as they do not result in new impact or otherwise affect the impact analysis or conclusions in the Draft EIR.

The Proposed Project presented to CPC at this time includes a majority of the original Proposed Project land use designation amendments and zone changes from November 2018, and the following recommended revisions, in summary. The summarized amendments to land use designation amendments and zone changes are organized by thematic and/or geographic areas, consistent with how the proposed subarea changes have been presented to the public for several years through the online [interactive map](#)¹ that displays draft regulations.

The change in the acreage of proposed land use designations between the time of the release of the Draft EIR in November 2018 and early 2021 (see Table 1 below) is minimal. A majority of the changes are adjustments between land use designations. It is also possible that a small amount

¹ <https://ladcp.maps.arcgis.com/apps/MapSeries/index.html?appid=f9d1d0ccda5f40d09b93e213cf1bccf1>

of land use designations were the result of approved entitlements that have occurred since the DEIR was published. The Hollywood CPA has had noticeable development activity over the past several years. Table 1 shows some changes between the Minimum Residential and Open Space land use designations. Over the last few years, additional parcels in the hillsides were identified for re-designation to Open Space from Minimum Residential, a designation used for single-family residential on large lots, and other low-density single-family residential land use designations.

Table 1: Comparison of Proposed Land Use Designation Acres			
Proposed Land Use Designation	2018 DEIR	January 2021	Percent (%) Change
Minimum Residential ¹	770	617	-20%
Very Low II Residential	1,463	1,457	< -1%
Low I Residential	353	353	0
Low II Residential	1,942	1,940	< -1%
Low Medium I Residential	367	370	< +1%
Low Medium II Residential	801	798	< -1%
Medium Residential	784	786	< +1%
High Medium Residential	158	154	-2.5%
High Residential	79	77	-2.5%
Limited Commercial	44	44	0
Neighborhood Commercial	234	232	< -1%
General Commercial	59	62	+5%
Community Commercial	251	250	< -1%
Regional Center Commercial	264	264	0
Commercial Manufacturing	38	37	< -1%
Hybrid Industrial ³	7	11	+57%
Limited Industrial	224	225	< +1%
Public Facilities	489	489	0
Public Facilities – Freeway	211	211	0
Open Space ² , including Public/Quasi Public	5,424	5,586	+3%

Table 1 Notes

1,2 This change occurred due to re-designating land primarily from Minimum Residential to Open Space.

3 This is primarily an update to the recommendation for Subarea 17:3. It was previously considered General Commercial but the Hybrid Industrial land use designation is a more appropriate category. Because the number of acres is small for this category, a small change of four acres produced a large percentage change.

The various changes since the publication of the Draft EIR are primarily to proposed zoning, including height limits, floor area ratio, and density, as a result of requests from stakeholders, and further administrative/consistency changes, which are described below. Requests were considered and reviewed on an ongoing basis for consistency with the Proposed Project's primary and secondary objectives through the comment period of the Public Hearing.

Regional Center

The Regional Center is a focal point of regional commerce, activity, and identity. Its historic buildings, tourist attractions, and newer restaurants and retail mixed with apartments, hotels, and office buildings near two Metro B Line stations draw visitors, employees, and residents. The Plan calls for enhancing mobility connections and options to access these regional assets and mix of uses. Anticipated growth is directed to the Regional Center, which has been experiencing a development increase in recent years with more media-related office space, residential-commercial mixed-use projects, and hotels.

The Regional Center consists of only parcels with a Regional Center Commercial designation, and there are no changes to incorporate additional parcels into the Regional Center since 2018. There have been some zoning changes regarding floor area and height increases or decreases. A comprehensive change is to use, to change the zoning from C4 to C2 in the Regional Center. Much of the Regional Center has C4 zoning that was established in the 1970s and/or 1980s at a time when many entertainment uses, such as billiard halls, boxing arenas, bowling alleys, circus or similar amusement enterprises, pony riding rings, ferris wheels and merry-go-rounds, skating rinks, and penny arcades were not acceptable by right and required additional permits/approval. For decades, these types of uses and others such as fitness gyms and studios, and vintage or second hand shops have not been allowed by right and required zone changes or zone variances. These common types of uses, however, provide amenities and services for residents, employees, and visitors and a zone change to C2 will allow them by right. Above ground outdoor dining for restaurants and bars will continue to be prohibited through regulations in the CPIO District and require discretionary approval (such uses were previously prohibited under the C4 zone).

In response to stakeholder interest in bolstering the affordable housing incentives provided under the draft CPIO District that was released in August 2020, the Proposed Project calibrates the previously recommended 4.5:1 base FAR of some parcels to 3:1 FAR, thus lowering the threshold by which a future project would engage with the CPIO's affordable housing incentives. The Proposed Project also incorporates revisions to the amount of affordable housing that is to be set aside, such that larger projects in CPIO Subarea RC1B would provide more affordable housing units. These areas are generally around the Hollywood/Vine Metro B station. Additional floor area can be attained through the CPIO's affordable housing incentive system when affordable housing is provided on a project site. The CPIO District also includes an FAR and height incentive for non-residential projects in the Regional Center subareas if they provide the required amount of on-site publicly accessible open space.

Other changes are to add a parcel on Sunset Boulevard between El Centro Avenue and Gower Street to Subarea 4:5C for transit-oriented development; increase the height limit to 75 feet from 36 feet for a few parcels along or near Cahuenga Boulevard south of Hollywood Boulevard (new portion of Subarea 4:5 and 4:2C); remove the proposed height limit for parcels along Selma

Avenue, Las Palmas Avenue, and Wilcox Avenue south of Hollywood Boulevard (Subareas 4:1A, 4:1B, 4:1C, 4:1D, 4:1H, and 4:2) (formerly 75-foot base/97-foot bonus); and increase the FAR of a few parcels on the south side of Sunset Boulevard between Wilcox Avenue and Cole Place (Subarea 4:5L). These changes are to generally address the development changes in these areas that have evolved in the past few years.

Transit Corridors

Transit Corridors are a mix of commercial corridors, including major ones served by Metro Rapid bus lines and local lines, and neighborhood-scaled corridors to be maintained for scale. The land use designations are Neighborhood Commercial, General Commercial, and Community Commercial. The major commercial corridors also accommodate anticipated growth in Hollywood like the Regional Center, encourage mixed-use and transit-oriented development, and improve pedestrian-friendly design to promote walking as a mobility option.

Changes to various portions of the commercial corridors vary but generally are for height and floor area, depending on the corridor.

For the major commercial corridors, the changes around the Santa Monica Boulevard and Vine Street intersection, and along Vine Street south of Santa Monica Boulevard are to increase the base floor area ratio to a citywide standard 1.5:1 FAR, and to add parcels along Vine Street (Subareas 19:5 and 19:6). A few parcels along Western Avenue north of Virginia Avenue were included into Subarea 41:6, and the height limit was changed from 45 feet to 50 feet for height consistency with the height limit on Western Avenue south of Santa Monica Boulevard. Along portions of the La Brea corridor, generally between Hollywood Boulevard and Fountain Avenue, the base floor area ratio was updated to 1.5:1 and an unspecified height limit for a more consistent treatment of the corridor; the FAR of some parcels was reduced. Additional FAR can be attained through the affordable housing incentive system under the CPIO District, which can promote mixed-use and additional affordable housing along corridors served by transit systems.

For the neighborhood-scaled corridors, refinements were made to Sunset Boulevard west of La Brea Avenue for additional height and scale consistency. A few additional parcels on Sunset Boulevard now have height limits that did not previously have height restrictions. There were also a few other updates to other commercial areas. New 30-foot height limits were added to a few commercial lots along Gower Street near the Selma-LaBaig historic district to ensure scale compatibility. A previous subarea, Subarea 10:1F, on Edgemont Street was deleted because it is part of the Kaiser medical campus and is a support facility. Along Hyperion Avenue, a few nearby additional lots were originally left out but were added to Subarea 13:2 for compatibility.

Multi-family Residential

The Multi-family Residential subareas identify opportunity areas in places where new housing can be built, such as near the Regional Center and major commercial and transit corridors. Residents can take advantage of living close to Hollywood's attractions and job centers, as well as have mobility access to regional services and jobs using Metro B Line stations and bus lines. Additionally, other areas focus on maintaining neighborhood stability and compatibility, and guide infill residential development to be compatible with the character of the neighborhood.

Changes in the Multi-family Residential subareas are largely reductions to the intensity of land use designations and/or zoning for historic preservation intended to minimize the loss of rent stabilized housing in neighborhoods built at a lower scale. Most changes are height and floor area decreases. The affected multi-family residential areas are located: near the Whitley Heights HPOZ (SA 2:2), generally between Highland Avenue and Wilcox Avenue south of Franklin Avenue and north of Hollywood Boulevard (SA 3:2B, 3:2G, 3:3), Selma-LaBaig historic district

and vicinity (SA 6 and 6:1A, 5:1, 5:1A), a low-scale neighborhood in south Hollywood (SA 17), and along Serrano Avenue in East Hollywood, which has some historic resources (SA 9:2 and 25:3). The density originally proposed for SA 22 and SA 41, housing opportunity areas, is now attained through the provision of affordable housing on site through the CPIO District affordable housing incentive system. In addition, hotels are no longer permitted in SA 3:3 or any of the Multi-family Residential Subareas in the CPIO District. There are also a few administrative/consistency updates (SA 95, 99, and 100).

Media/Entertainment

The Media/Entertainment subareas emphasize both the preservation and expansion of media and entertainment-related jobs in Hollywood. The Plan update recognizes the historical presence of the media and entertainment industry in Hollywood and its significance to the local and global economy. In addition, new media uses have been emerging in recent years. Studios, media production facilities, new media, studio-equipment manufacturing and storage are vital to Hollywood's economic vitality but also its identity as the entertainment capital of the world. The Media District area is along Santa Monica Boulevard generally between La Brea Avenue and Lillian Way; most of the parcels are on the south side of Santa Monica Boulevard.

Changes to the Media/Entertainment subareas are largely to add additional areas in or near the Media District area, the zoning for which provides an incentive that would allow up to 3:1 FAR for projects that provide at least 0.7:1 FAR of targeted media-related uses, such as media production, sound recording, broadcast studios, and facilities for the development of computer and media-related products and services. The base FAR remains the same as today, at 1.5 FAR. This incentive area was proposed in 2018 but is now being expanded to include more areas, including Subareas 40:1B and 40:2 on the south side of Santa Monica Boulevard. Additional parcels are being added to this incentive area on the north side of Santa Monica Boulevard, generally between Mansfield Avenue and Highland Avenue south of Lexington Avenue. Within the incentive area, there is also a change to allow ground floor restaurant and retail uses, limiting individual premises to 20,000 square feet or smaller. Amenities to support employees in the Media District area have been requested so that employees can walk to nearby restaurants and coffee shops for example. This larger incentive area would produce more employment opportunities for the expanding media, entertainment and technology hub in Hollywood. Such uses are not currently allowed under the MR1 zone that is proposed.

In addition, there are a few other updates, such as the deletion of the Paramount Pictures campus as a subarea because it has an adopted Specific Plan that became effective in December 2016; the integration of a previous Subarea 17:1 to Subarea 17:3 nearby because that is a more appropriate fit as the Hybrid Industrial encourages a mix of targeted media-related uses and residential uses; the allowance of the ground floor restaurant and retail use in SA 40:2C along Seward Street; and the deletion of a few parcels along Cole Avenue from SA 40:4A due to changes in the area. Along Cole Avenue between Waring Avenue and Melrose Avenue, the west side of the street is generally multi-family housing and a new large apartment building occupying about one-half of the block was built within the past few years. The east side of Cole Avenue currently allows housing in the existing Commercial Manufacturing land use and zone, and has a public facilities maintenance yard, and low-scale commercial and multi-family uses. It is recommended that the east side of Cole Avenue maintain its existing land use and zoning, instead of being included in a nearby subarea along Cahuenga Avenue, which has light industrial media-related uses, and where new housing development is prohibited.

CPIO District

The Community Plan Implementation Overlay, or CPIO District, is a zoning tool that is used to implement many of the goals and policies of a Community Plan, a policy roadmap that lays out

the shared future vision of community areas in the City. The proposed Hollywood CPIO District strives to address three of the major goals of the Community Plan: facilitating the production of affordable housing near transit, improving urban design, especially as it relates to the pedestrian environment, and safeguarding historic resources.

The initial Hollywood CPIO District proposed in 2018 focused on the Central Hollywood area, which is transit accessible and the goals were to protect historic resources and improve pedestrian-friendly design, especially in areas near transit. After receiving numerous comments in the past two years about the need for more affordable housing and possibly including additional areas into the CPIO District, revisions were made to the proposed boundaries to include some additional areas and boundaries around originally proposed areas were reduced or refined. The new areas added to the CPIO District are generally proposed subareas where zoning increases had previously been proposed, but where some CPIO's development standards and affordable housing incentives had not yet been proposed, this includes. a large portion of the commercial corridors and four multi-family residential areas. The commercial corridors are generally located, from east to west in the CPA, along La Cienega Boulevard, a portion of Sunset Boulevard from the boundary with the City of West Hollywood to La Brea Avenue, along La Brea Avenue between Hollywood Boulevard and Fountain Avenue, a portion of Melrose Avenue between Fairfax Avenue and Highland Avenue, portions of Santa Monica Boulevard primarily between Vine Street and Kenmore Avenue, portions of Vine Street between Fountain Avenue and Melrose Avenue, and portions of Western Avenue between the 101 Freeway and Melrose Avenue. The four multi-family residential areas are located: 1) generally between La Brea Avenue and Wilcox Avenue, south of Franklin Avenue and north of Hollywood Boulevard 2) generally east of Gower Street, west of Bronson Avenue, along Carlton Way and Gordon Street, north of Sunset Boulevard (Subarea 5:1), 3) south of Sunset Boulevard between Gordon Street and Bronson Avenue, north of Fountain Avenue (Subarea 22), and 4) generally east of Vine Street, south of Santa Monica Boulevard, west of Gower Street, and north of Melrose Avenue (Subarea 41).

An affordable housing incentive system established by the CPIO District would replace the City's Transit Oriented Communities (TOC) affordable housing incentive system for properties within the CPIO District, and would create a permanent affordable housing incentive system in Hollywood.

The updated CPIO District draft proposal was released in August 2020 for additional public review and comment. Soon after, the project team hosted virtual office hours to explain and discuss the CPIO with anyone who attended the office hours; the updated CPIO information was also shared on the project website, which has a CPIO District interactive map and explainer video. See the changes to the Draft CPIO District Ordinance discussed in more detail below.

HCR District

The Hillside Construction Regulation "HCR" Supplemental Use District (SUD) provides additional protections from residential construction-related impacts in the hillside areas, such as requiring more restrictive grading limits, limiting construction operation hours, and establishing hauling truck operation standards. In Hollywood, there are two recently established HCR districts (Bird Streets and Laurel Canyon communities). The Proposed Project would establish another HCR District east of Laurel Canyon Boulevard stretching to portions of Los Feliz. The hillside parcels included are residential-zoned properties, and are primarily single-family residential zoned properties. Parcels with Open Space, Public Facilities or Commercial land use designations are excluded. The parcels in the proposed HCR District are not changing their existing zoning, such as density, use, or floor area ratio.

Administrative/Consistency

The Proposed Project contains a number of Administrative/Consistency land use designation and/or zone changes to selected properties to generally reflect the existing or proposed use of the parcel(s). The subareas in this category primarily represent open space/parks, schools, libraries, and a few residential lots. As described earlier, changes in this category are to primarily re-designate vacant land in the hillsides designated as Minimum Residential or other single-family residential land uses to Open Space. Some of the parcels are owned by the Santa Monica Mountains Conservancy and the Laurel Canyon Land Trust for the purpose of conservation. Several other parcels used as parks, libraries, or fire stations, or portions of such uses, were re-designated to Open Space or Public Facilities based on updated information.

Recommended Revisions to Policy Documents and CPIO District Ordinance

Revisions from the 2018 draft Plan Update were also made to both the Policy Document and the CPIO District Ordinance in response to comment letters received. Copies of the 2017, 2018, and 2020 draft Policy Documents, as well as copies of the 2018 and 2020 draft CPIO District Ordinances can be found in the project case file (CPC-2016-1450-CPU).

Policy Documents. Revisions to the Hollywood Policy Document include:

- Updated the Hollywood Redevelopment Project section under the Relationship to Other Agency Plans in Chapter 1.
- Added a description of the Hillside Construction Regulation Supplemental Use District in Chapter 1.
- Added additional economic development information in Chapter 2.
- Updated the Community Themes section in Chapter 3.
- Minor edits to reword policies LU 1.5 and LU 2.3 in Chapter 3.
- Added policies and programs to preserve single-family residential areas in the hillsides in Chapter 3.
- Added policies for Low-Scale Multi-Family Residential in Chapter 3.
- Added policies and programs to encourage affordable housing development and minimize displacement in Chapter 3.
- Added policies and programs to support small local serving businesses and local employment in Chapter 3.
- Added policies for industrial, media-related uses that promote jobs in Chapter 3.
- Added policies and programs to encourage the planting of shade trees and to preserve mature trees in Chapter 3 and Chapter 4.
- Added policies and programs to protect existing natural areas and wildlife habitat in Chapter 4.
- Added policies and programs to support better trail connections in Chapter 4.
- Added policies and programs to support conversion of City owned vacant land in the hillsides into open space for conservation in Chapter 4.
- Added a Preservation chapter that discusses historic preservation (Chapter 5).
- Added programs to improve multiple modes of mobility and circulation access in Chapter 6.
- Updated Figures 3-1 and 6-1 and Table 3-1 as needed to reflect minor revisions.

CPIO District Document. An updated draft was released in August 2020 to address three of the Proposed Plan's goals: encourage mixed-income and 100 percent affordable housing, historic preservation, and pedestrian-oriented design. The 2018 draft was conceptual.

Revisions to the CPIO District include:

- A review process for projects involving designated and eligible historic resources.
- A variety of pedestrian-oriented standards throughout the CPIO District, including building location in relation to the street, ground floor height, pedestrian entrances, building transparency, and active uses on the ground floor along the primary lot line.
- A transitional height requirement for parcels in the Regional Center that abut RD zones or more restrictive zones for scale compatibility.
- A transfer of development rights program for historic preservation in the Regional Center, where floor area can be transferred from donor sites to receiver sites.
- Specific design development standards for the historic Hollywood Boulevard Commercial and Entertainment District.
- Prohibition of new hotels in the Multi-family Residential subareas.
- No additional off-site parking spaces for commercial change of use in the Regional Center and along a portion of Melrose Avenue between Fairfax Avenue and Highland Avenue.
- A 5,000 square foot size limit for individual retail and restaurant tenant space on the ground floor on Melrose Avenue between Fairfax Avenue and Highland Avenue to preserve the scale of many existing businesses.
- Infill compatibility development standards for designated and eligible historic districts in the Character Residential Subarea.
- Advisory Design Best Practices appendix for the Regional Center and Multi-family Residential subareas.

A number of comments from stakeholders were received during the Public Hearing testimony on December 9, 2020 and in writing during the one week comment period that ended on December 16, 2020, which led to further revisions of the CPIO District Ordinance that was released in August 2020.

Updates to the review process

- Added a Conditional Use Permit process for new hotel projects that remove residential units in the Regional Center subareas.
- Added a Conditional Use Permit process for projects that exceed the maximum 5,000-square-foot tenant size limitation in the Corridor 5 subarea along Melrose Avenue.
- Created a new Site Plan Review threshold for projects that use the CPIO's affordable housing incentive system in the Regional Center subareas and Multi-family subarea. The threshold would increase from 50 residential units to 200 residential units in the RC subareas, and to 100 residential units in the Multi-Family Residential subareas.
- Added a Director's Determination process for projects utilizing the Transfer of Development Rights in the Regional Center subareas.

Changes to specific regulations

- Added a new incentive for non-residential projects in the Regional Center subareas. Non-residential projects could receive an FAR and height bonus in exchange for providing the minimum specified amount of publicly accessible outdoor amenity space (PAOAS).
- Expanded the provision that exempts commercial change of use permits from triggering off-site parking requirements throughout the Hollywood CPIO District.
- Added a use restriction in the Regional Center subareas to prohibit new outdoor dining above the ground floor, including rooftop restaurants, bars, and nightclubs.

- Changed the base FAR in a portion of the original RC1 subarea where a base of 4.5:1 FAR was originally proposed to 3:1 FAR and offer two levels of bonus, with the first level of bonus up to 4.5:1 FAR; created new RC1A and RC1B subareas from the original RC1 subarea. Established an RC1B subarea where projects can achieve a bonus up to 6.5:1 FAR, and an RC1A subarea where projects can achieve a bonus up to 4.65:1 FAR. A graduated proportion of set-aside affordable housing units is available in RC1B, to bonus from 4.5:1 FAR to 6.5:1 FAR. The set-aside percentages for on-site restricted affordable units include an option for Moderate Income or Above Moderate Income, in addition to Extremely Low Income, or Very Low Income, or Lower Income.
- Removed the pedestrian amenity space requirement for major development sites that are two acres or larger in size in the Regional Center subareas.
- Removed an affordable housing incentive that allowed the reduction of private open space in projects; added a new incentive that allows exemption from the 14-foot ground floor height requirement.
- Removed the balcony limitation in the Regional Center subareas along Hollywood Boulevard within the Hollywood Boulevard Commercial and Entertainment District.
- Removed the Advisory Design Guidelines for the Regional Center and Multi-family Residential Subareas (Appendix A).

Measure JJJ Assessment

In November 2016 Measure JJJ passed and was certified by the County Clerk on December 13, 2016. Measure JJJ requires (codified at LAMC Section 11.5.8), in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a community plan to ensure that proposed changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or
2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

The following discussion summarizes the Planning Department's assessment obligations under Section 11.5.8 for the Proposed Plan.

The Proposed Plan with implementing Zoning Actions does not reduce the capacity for creation and preservation of affordable housing.

The Proposed Plan includes land use policies that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

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.

Policy 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.

Policy 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.

Policy 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.

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

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy LU5.14 **Minimize displacement.** Decrease displacement of current residents and strive for a no net loss of covenanted affordable units, including those protected by the Rent Stabilization Ordinance.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

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

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

Policy LU9.2 **Affordable housing near transit.** Encourage new affordable housing near transit in the Regional Center.

Policy 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.

Capacity to Create Affordable Housing Units

The Zoning Actions proposed to implement the Proposed Plan as part of the Proposed Project support the creation of new housing in selected multi-family residential neighborhoods and in transit-accessible commercial areas. The Zoning Actions incentivizes opportunities for housing and affordable housing in areas with transit stations and bus lines through the CPIO's mixed-income and 100 percent affordable housing incentive system. The CPIO District has a tiered incentive structure that prioritizes housing for lower-income households near transit by providing bonus FAR, height, and density for mixed-income and 100 percent affordable housing projects. The incentives are tailored and are based on the surrounding scale and characteristics of the neighborhoods, and in many cases provide housing density, height, and FAR incentives greater than what is available under the currently effective Community Plan.

About 95 percent of the land designated or zoned for residential uses is not proposed to change between 2018 and early 2021; the difference is largely due to the conversion of more than 300 acres of hillside single-family residential use for open space preservation. There is also a minimal amount of residential land that is converted to commercial but residential and mixed-use projects are allowed in commercial land use designations. The Proposed Project encourages an overall increase in the housing supply for households of all incomes, including new affordable housing units, through zone changes in areas served by transit stations and selected commercial corridors served by bus lines.

Residential densities in several High Medium Residential land use areas are increased through the provision of on-site affordable housing. Projects in some commercial areas that do not have existing residential uses are also incentivized to build more housing, and increase the overall supply of housing, in particular affordable housing, above what is existing today.

As stated in the Hollywood Community Plan Update Environmental Impact Report, the Proposed Project can accommodate a range of approximately 121,000 to 132,000 housing units by 2040, an increase of approximately 17,000 to 28,000 over the 104,000 housing units that are estimated to exist as of 2016 (the year the Community Plan EIR commenced).

Capacity to Preserve Affordable Housing Units

The Community Plan Area (CPA) has various residential neighborhoods where housing units are subject to the Rent Stabilization Ordinance (RSO) due to the age of the housing stock in

Hollywood. The Proposed Project generally maintains the base zoning of these areas and does not increase the base density. Large swaths of parcels with High Residential, Medium Residential, Low Medium II Residential, and Low Medium I Residential land use designations are being maintained throughout the CPA. In a few selected High or High Medium residential areas, the Proposed Plan is incentivizing housing by requiring projects to set aside a certain percentage of affordable housing on site; these areas are generally located near the Hollywood/Highland Metro B Line station, the Hollywood/Vine Metro B Line station, and Paramount Pictures. Projects with existing affordable units must replace them in the new development. In order to prioritize housing development, new hotels are prohibited within the CPIO's Multi-family Residential subareas, and hotels that remove any existing residential units in the Regional Center would require a conditional use approval that is discretionary.

The Proposed Plan and its implementing Zoning Actions do not reduce access to local jobs.

The Proposed Plan includes land use policies that support the preservation and creation of local jobs, including the following:

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.

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

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

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.

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

The Proposed Plan and its implementing Zoning Actions do not reduce access to local jobs because the recommended changes maintain the overall quantity of land designated or zoned for commercial and light industrial uses, and specific zone changes within the Regional Center and Media District (i.e. Hybrid Industrial and Light Industrial) areas increase the overall amount of floor area that can be dedicated to job-productive uses.

The Proposed Plan and its implementing Zoning Actions has a mix of commercial intensities, from neighborhood-scale to regional, to serve the CPA's residents, employees, and visitors, which increases the opportunity for local jobs.

The media and entertainment industry in Hollywood is a major generator of opportunities for local jobs. The floor area incentive in the Media District areas support the creation of and access to local jobs, and policies support creative offices in this part of Hollywood. The Proposed Project is preserving light industrial lands for media-related industrial uses, and prohibits residential uses that compromise job-producing uses in much of the Media District areas. Only one Hybrid Industrial subarea (Subarea 17:3) would consider the addition of housing to an area north of Santa Monica Boulevard that has otherwise added housing in recent years. The Proposed Plan also allows retail and restaurants on the ground floor in a large part of the Media District areas to increase services and amenities in this part of Hollywood, and this change would create additional local jobs and investment.

By preserving land for commercial and industrial development, the Proposed Plan does not result in a net loss in the number of jobs, nor reduce access to local jobs. By increasing floor area or incentivizing additional floor area in a number of commercial and light industrial areas, the Proposed Plan increases opportunities for employment and local employment. As stated in the Hollywood Community Plan Update Environmental Impact Report, the Proposed Plan can accommodate a range of approximately 124,000 to 127,000 jobs by 2040, an increase of approximately 23,000 to 26,000 over the 101,000 jobs that are estimated to exist as of 2016 (the year the Community Plan EIR commenced).

The Proposed Project does not undermine California Government Code Section 65915 or any other affordable housing program.

The Proposed Project does not undermine California Government Code Section 65915 (State Density Bonus Law) or any other affordable housing incentives. Under the Proposed Plan and its implementing Zoning Actions, development projects would still be able to qualify for additional density and incentives, including additional height and reduced parking requirements, if they provide the required set aside number of affordable units consistent with the State Density Bonus Law.

Subareas in the proposed CPIO District establish affordable housing incentives that meet or exceed the affordable housing incentives provided in California Government Code Section 65915, the City's Density Bonus Ordinance and the affordable housing incentives of Measure JJJ. The Regional Center, Corridors, Multi-family Residential, and Character Residential subareas provide at least 35 percent density bonus or higher for mixed-income affordable housing projects, consistent with the provisions of LAMC Section 11.5 and Measure JJJ. The density, FAR, and height incentives are greatest in the Regional Center Subarea. Projects that are 100 percent affordable minus a manager's unit have higher incentives than mixed-income affordable housing projects.

FINDINGS

Project Location

The Hollywood Community Plan Area is located within the incorporated City of Los Angeles and contains approximately 13,962 acres or 21.8 square miles. The CPA extends roughly south of the Cities of Burbank and Glendale and the Ventura Freeway (State Route 134), west of the Golden State Freeway (Interstate 5), north of Melrose Avenue and south of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including land south of the City of West Hollywood, and north of Rosewood Avenue between La Cienega and June Street.

I. Finding Requirements for General Plan Amendments and Zoning Ordinances

A. City Charter Findings

Charter Section 555 – Charter Section 555 provides that the Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity. No legislative findings are required to amend the General Plan. The Proposed Project proposes amendments to the Hollywood Community Plan, part of the land use element of the City's General Plan, the Mobility Element 2035, and the Framework Element, all related to amendments within the Hollywood Community Plan boundaries, an area which has significant social, economic and physical identity as reflected in this report and the Attachments and the whole of the record on the proposed Plan Update.

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

- (1) The zoning ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan.
- (2) The zoning ordinance is in conformity with public necessity, convenience, general welfare and good zoning practice.

Based upon this, the above findings are required for all of the Zoning Actions of the Proposed Project, that is the amendments to the City's Zoning Map for the zone and height district changes, the adoption of the CPIO District, the adoption of a Hillside Construction Regulation District, amendments to the Vermont/Western Transit Oriented District Specific Plan, and amendments to the Hollywood Redevelopment Plan.

B. Los Angeles Municipal Code (LAMC) Section 12.32 C Findings

All of the Zoning Actions must also comply with the procedures in LAMC Section 12.32 C, which incorporates the Charter findings. It requires the CPC to adopt a finding (consistent with Charter Sections 558) that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

C. State General Plan Consistency Requirement

In addition to the requirement for zoning ordinances to be consistent with the General Law, state law also requires that the General Plan to have internal consistency among its elements. The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plan and amended Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety and Health Element. In addition to the eight mandated elements, the City's General Plan includes, a Framework Element, a Cultural Element, a Public Facilities and Services Element, and an Air Quality Element.

State law does not require the City to adopt consistency findings or any other findings to amend a land use element. The findings below for Section 556 and 558 and LAMC Section 12.32, also discuss internal consistency of the Proposed Plan and the amendments to the Mobility Plan and Framework Element with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commissions consideration in approving and recommending the Proposed Plan and its implementing Zoning Actions and its determination that the Proposed Plan is consistent with the City's General Plan.

II. Findings for the Zoning Actions Under Charter Section 556 and 558 and LAMC Section 12.32

For all of the reasons provided below and based on the whole of the record of proceedings, the amendments to the City's Zoning Map for the zone and height district changes, the adoption of the proposed CPIO District, the adoption of a proposed Hillside Construction Regulation District, the amendments to the Vermont/Western Transit Oriented District Specific Plan, and the amendments to the Hollywood Redevelopment Plan (collectively Zoning Actions) are:

- (1) in substantial conformance with the purposes, intent and provisions of the General Plan.
- (2) in conformity with public necessity, convenience, general welfare and good zoning practice

The findings for the amendments to the City's Zoning Map for the zone and height district changes and the findings for the adoption of the CPIO District are discussed together in one section. The findings for each of the other remaining three parts mentioned above are discussed in individual sections.

A. Findings for Zone and Height District Changes, and the Adoption of the CPIO District

Charter and Code Findings

For clarification, the Zone and Height District changes include the SNAP Consistency changes, which will update the underlying zone of selected parcels in East Hollywood to reflect the already approved Vermont/Western Transit Oriented District Specific Plan, in effect since 2001. Findings for amendments to the SNAP Specific Plan are discussed separately on F-20.

The following "findings" are listed under categories similar to the categories found in the Framework Element:

Distribution of Land Use

With respect to the distribution of land use, the General Plan Framework Element states the following:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing future residents, businesses, and visitors.

Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

The Proposed Plan provides for a variety of different land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and media- and entertainment-related industry businesses that contribute to the economy of the community as well as the Los Angeles region and beyond. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Hollywood through the year 2040. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of the Hollywood CPA where new development can be supported by transportation infrastructure and different types of land uses can be mixed to reduce the length and number of vehicle trips, such as in the Regional Center located in central Hollywood where there are two Metro Rail stations. Mixed-use development around commercial corridors served by Metro Rapid and local bus lines would also give residents and visitors mobility choices that would enable reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation in accordance with recent legislation (Senate Bill 375, Complete Streets Act, and Senate Bill 743). The CPIO District includes the Regional Center and a few commercial corridors with Metro Rapid and local bus lines to promote transit accessible development and an affordable housing incentive system to support the provision of mixed-income and 100 percent affordable housing near transit infrastructure.

Population and Employment Growth

With respect to population and employment growth, the General Plan Framework Element states the following:

Objective 3.3: Accommodate projected population and employment growth within the City and each Community Plan Area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the region. Local governments use the SCAG RTP/SCS data for purposes of planning.

Consistent with the above objective contained in the Framework Element, the Proposed Project accommodates projected population and employment growth within the Community Plan Area and includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The Proposed Project is estimated to reasonably accommodate a housing unit range between 121,000 units and 132,000 units, which is about seven percent to 17 percent above the SCAG projection of approximately 113,000 occupied housing units. The Proposed Plan is estimated to reasonably accommodate a population range between 243,000 persons and 264,000 persons by 2040, providing enough capacity to accommodate the SCAG 2040 forecast of approximately 226,000 persons for the CPA. The Proposed Plan's estimated population could also exceed SCAG's projection by seven percent to 17% percent, consistent with housing. The Proposed Project accommodates a range of 124,000 to 127,000 jobs in Hollywood which exceeds the SCAG forecast of 119,000 jobs by four percent to seven percent.

In addition, the Proposed Project meets the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Significant transit investments have occurred in Hollywood, which makes the CPA a desirable place that could provide more housing and jobs given its central location in the City. Increasing density and development potential near transit stations is consistent with the Framework Element and SCAG's RTP/SCS. The Proposed Project accommodates population and employment growth in the Regional Center and along major commercial transit corridors, consistent with the Framework Element's policies.

Residential Neighborhoods

With respect to residential neighborhoods, the General Plan Framework Element states the following:

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.5: Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhoods districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Consistent with the above-referenced policy, goal and objective of the Framework Element, the Proposed Project retains existing land use designations and zoning for stable residential neighborhoods in the hillsides and the flatlands to protect the scale and character of these areas and limit incompatible uses. Proposed policies and zoning reflect this priority. The Proposed Project focuses new residential, commercial, and mixed-use development away from the single-family and lower density multi-family residential neighborhoods and primarily into transit-oriented development areas and along identified commercial corridors and districts with access to

transportation systems. Proposed zoning regulations set height limits and the Proposed Project includes a Community Plan Implementation Overlay (CPIO) District that requires a transitional height regulation for areas in the Regional Center that directly abut properties with RD zoning or a more restrictive zone. The CPIO District also establishes design standards for selected commercial and residential areas to promote the retention and enhancement of the unique character of these residential and commercial neighborhoods in the Community Plan Area, including the Hollywood Boulevard Commercial and Entertainment District and several designated and eligible residential historic districts.

Pedestrian-Oriented Districts

With respect to pedestrian-oriented districts, the General Plan Framework states the following:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles' communities.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

Pedestrian-oriented districts promote attractive, walkable, pedestrian environments that encourage the maintenance and establishment of commercial and mixed-use districts. Vibrant pedestrian districts contribute to placemaking and can enhance the economic vitality of their uses. The Proposed Plan includes policies aimed at making streets more walkable, encouraging appropriate design and orientation of adjacent ground floor uses and provisions of street trees and amenities. The Proposed Project includes the CPIO District that addresses the important element of creating walkable environments by including development standards for the design and orientation of buildings adjacent to sidewalks and activation of ground floor uses in the Regional Center, along major commercial and transit corridors, and multi-family residential areas to encourage pedestrian activity.

Commercial Areas

Consistent with the General Plan Framework Element, the Proposed Plan evaluates the Framework's existing centers and districts and amends the Long Range Land Use Diagram to make adjustments to the general boundaries of four commercial areas: Neighborhood Districts, Community Centers, Mixed-Use Boulevards, and Regional Centers to further support a diverse set of uses. In accordance with the Framework Element, the Long Range Land Use Diagram is flexible and suggests a range of uses within its land use definitions. Precise determinations are made in the community plans. The Framework Map was adopted in 2003, and the portion for Hollywood has not been updated since then but will be through the Community Plan update. Findings for each commercial area are provided below.

With respect to Neighborhood Districts, the Framework Element states the following:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

In accordance with the Framework Element, the clustering of neighborhood-serving uses minimizes automobile trips while encouraging pedestrian-oriented districts in proximity to adjacent residential neighborhoods. Neighborhood Districts are located at several key areas throughout the Community Plan Area. The Framework identifies Neighborhood Districts at several intersections along Melrose Avenue and Hillhurst Avenue. The Proposed Plan extends an existing portion of Melrose Avenue in the Neighborhood District east to Highland Avenue and designates a portion of Sunset Boulevard generally between Fairfax Avenue and Vista Street as Neighborhood District; see Exhibit C for more information. The Proposed Plan includes policies that call for encouraging appropriate housing opportunities, limiting incompatible uses, and ensuring that there are a variety of uses that serve the daily needs of adjacent residential areas. The CPIO District implements the policies of the Proposed Plan by establishing pedestrian-oriented design standards that contribute to neighborhood district identity and maintain their function as providing important neighborhood serving uses. The CPIO District also tailors regulations to meet neighborhood-specific needs. In conformance with the Framework Element, the development standards for the CPIO's Neighborhood-Serving Subareas strive to enhance the pedestrian and aesthetic appeal of neighborhood district areas.

With respect to Community Centers and Mixed-Use Boulevards, the Framework Element states the following:

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles' communities.

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Community Centers and Mixed-Use Boulevards are intended to accommodate greater densities and scales while promoting pedestrian-oriented developments that serve the surrounding community. The Framework Element identifies Community Centers at key locations in East Hollywood surrounding Sunset Boulevard and Western Avenue, Sunset Boulevard and Vermont Avenue, and Hollywood Boulevard and Western Avenue. These areas focus around the Metro stations at Hollywood/Western, Vermont/Sunset, and Vermont/Santa Monica and the medical buildings near the Sunset/Vermont Metro station and Los Angeles City College near the

Vermont/Santa Monica Metro station. These areas are also in the SNAP Specific Plan. In addition, Mixed-Use Boulevards are identified along several major corridors throughout the CPA, including La Cienega Boulevard, and portions of Vine Street, Santa Monica Boulevard, and Western Avenue. The Proposed Plan maintains these areas, but also refines them to include new adjacent portions based on updates to development patterns; the Framework Map was adopted in 2003, and the portion for Hollywood has not been updated since then.

Consistent with the above-referenced goals and objectives, the Proposed Project reinforces existing and encourages expansion of existing Community Centers and Mixed-Use Boulevards by accommodating a broad range of uses that serve residents, enhance housing choice, and provide additional job opportunities. The goals and policies of the Proposed Plan seeks to revitalize the commercial corridors of the CPA and balance the needs for additional housing and jobs along the corridors. The Proposed Plan also emphasizes the integration of housing with commercial uses in proximity to Metro stations and along Metro bus lines. The CPIO District does not require additional off-street parking spaces for change of commercial uses therefore allowing businesses more flexibility to open within existing tenant spaces, spend less on parking needs and facilitate project approval.

With respect to a Regional Center, the Framework Element states the following:

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

A Regional Center is a hub of regional commerce and activity that serves a large area and contains a diversity of uses such as retail, commercial, government buildings, major entertainment and cultural facilities, and professional offices. The Framework Element identifies one Regional Center generally in the area around Franklin Avenue to the north, La Brea Avenue to the west, Gower Street to the east, and portions of Sunset Boulevard and Fountain Avenue to the south. The Proposed Plan extends the existing Regional Center along Hollywood Boulevard and Sunset Boulevard to the east to the 101 Freeway.

Consistent with the above-referenced goal and objective, the Proposed Plan includes goals and policies for the Regional Center that seek to create pedestrian-friendly streets and a vibrant and livable district by: promoting mixed-use, transit-oriented development; encouraging high quality and well-designed buildings; providing housing at all levels of affordability; supporting entertainment and tourism uses; and preserving historic buildings. The CPIO District implements the goals and policies of the Proposed Plan by establishing pedestrian-oriented design standards, publicly accessible open space at the ground floor for larger projects, and active uses along the primary street frontages. The CPIO District also establishes tailored development standards for the Hollywood Boulevard Commercial and Entertainment District to preserve historic design features and maintain design compatibility. The CPIO District increases housing and affordable housing opportunities through an incentive program that permits a lower by-right building envelope and density which may be increased as projects provide mixed-income and 100 percent affordable housing. The CPIO District also proposes an open space incentive for non-residential projects in the Regional Center subareas that permits greater FAR and height if the specified amount of publicly accessible open space is provided.

Industrial Lands

With respect to Industrial Lands, the General Plan Framework Element states the following:

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

Policy 3.14.4: Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.

The Proposed Project implements the above goal, objective and policies of the Framework Element. Existing viable industrial lands in the Hollywood Community Plan Area are proposed to be retained and protected under the Proposed Project. The largest industrial area in Hollywood consists of a cluster of pre- and post- production media-related facilities south of Santa Monica Boulevard. Maintaining existing industrial lands for media and technology uses is integral to Hollywood's local economy and workforce as well as the City's long-term economic development strategy. The Proposed Project incentivizes floor area for projects that provide a specified amount of floor area for targeted media-related industrial uses, such as media production, sound recording, broadcast studios, and facilities for the development of computer and media-related products and services. Although the Proposed Project supports the preservation and expansion of media- and entertainment-related uses for jobs in the Media District areas, and supports additional commercial amenities on the ground floors of future projects for employees in the area, it prohibits the introduction of any residential uses along the southern portion of Santa Monica Boulevard and the light industrial areas south of it. One area on the north side of Santa Monica Boulevard, generally between McCadden Place and Seward, however, has changed in recent years, and housing could be allowed here if zoning regulations under the proposed Hybrid Industrial land use designation are met, specifically residential uses would be permitted if a minimum 0.7 FAR of targeted media related uses are provided. This provision would ensure that there is a balance between jobs-producing uses and new residential uses in the area. The Proposed Plan also preserves a stretch of Santa Monica Boulevard between McCadden Place and El Centro Avenue for Theatre Row, which features live performances in small theaters usually with 99 seats or fewer.

Transit Stations

With respect to transit stations, the General Plan Framework Element states the following:

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

The significant transit infrastructure investment in the CPA, with Metro's B Line (formerly the Red Line) in conjunction with the extensive network of bus lines, provides ample opportunities for transit-oriented development that can support increased housing, employment and amenities as well as increased transit use. In conformance with the Framework Element and SB 375, the Proposed Project concentrates future growth along transit corridors and around station areas. Consistent with the Framework Element, the Proposed Project looks to locate jobs and housing near transit to help reduce commutes and vehicles miles traveled, increase walking and biking rates and improve access to transit. Residents and employees living near the Metro B Line and along Metro bus routes could use transit to access employment and various services including retail, entertainment, and medical, within the CPA and the region; the B Line has connections to the San Fernando Valley and Downtown Los Angeles. Visitors can use available transit systems to visit central Hollywood where there are tourism attractions in a pedestrian-oriented environment. Increasing development opportunities near transit systems and integrated land use planning with mobility options creates a public health benefit, while helping to achieve the mandated clean air and greenhouse gas emission targets.

The goals and policies of the Proposed Plan promote mixed-use transit centers that support: safe, pedestrian-friendly environments with convenient access to transit; high-quality, attractive buildings with ground floor uses that activate the street; and development that prioritizes housing and affordable housing. Because not all transit areas are the same, the Proposed Project does not propose a "one-size-fits-all" plan, rather it provides a context sensitive plan that is tailored to the existing intensity and scale of the surrounding neighborhoods. Regarding transit orientation, many of the policies in the Proposed Plan are implemented through the CPIO District. The CPIO District includes Regional Center and Corridors Subareas served by the Metro B Line and Metro bus lines; incentives here support mixed-income and 100 percent affordable housing opportunities. All affordable housing units through the incentive system must be provided on-site. Households living in affordable units are typically more dependent on transit and their use supports the transit infrastructure through higher ridership. The CPIO District facilitates policies that encourage the creation of inclusive mixed-income transit centers where all enjoy the benefits of transit-oriented development. Development standards establish regulations for a pedestrian-friendly environment by requiring buildings to be located close to primary street frontages with ground floor active uses and pedestrian amenities, building transparency, and prohibiting stand-alone surface parking lots.

Cultural and Historic Resources

With respect to historic districts, the General Plan Framework Element states the following:

Goal 3M: A City where significant historic and architectural districts are valued.

Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.

With respect to cultural and historic resources, the Conservation Element states the following:

Conservation Element - Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy: continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

Consistent with the above goals, policy and objectives, the Proposed Plan seeks to maintain and protect important cultural and historic resources while allowing for the development or redevelopment of economically viable uses. The Proposed Plan reflects a diverse housing stock, ranging from new residential buildings to buildings that are over 100 years of age. Overall, most residential buildings were built before 1990. The Framework Element's conservation objectives focus on the conservation of significant resources to enhance community and neighborhood character.

The Proposed Plan seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies and programs to further promote neighborhood conservation and historic preservation; see Chapter 5 of the Draft Community Plan. In conformance with the Framework and Conservation Elements, historic resource preservation and neighborhood conservation standards are implemented through the CPIO District. In concert with the findings of the Historic Resources Survey for the Hollywood Redevelopment Plan Area (2020), and other historic resources surveys, the Proposed Project provides protections for identified resources located within the areas of the CPA in the CPIO District. This is achieved through development standards that are implemented through the CPIO District and the implementation of a clear development review process for designated and many eligible historic resources. Eligible Historic Resources in the CPIO are properties identified as eligible for listing as individual historic resources on the National Register of Historic Places, or on the California Register of Historic Resources, or as contributors within a historic district that is eligible for listing at the Local, State, or National level. Project sites identified through the Historic Resources Survey for the Hollywood Redevelopment Plan as eligible resources must be reviewed and cleared by the Planning Director and Office of Historic Resources who will ensure they adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings if deemed historic. Furthermore, the CPIO District includes a Character Residential Subarea that is applied to residential neighborhoods in Hollywood identified as designated and eligible historic districts by the Historic Resources Survey for the Hollywood Redevelopment Plan Area (2020). Inclusion of the Character Residential Subarea provides tailored development standards to ensure that new infill development is designed to be compatible with the established scale and building features of the historic neighborhood.

Housing

With respect to housing, the Framework Element states the following:

Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.3: Conserve scale and character of residential neighborhoods.

Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

With respect to housing, the Housing Element states the following:

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.2 Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.

Policy 1.2.8 Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.

Objective 1.3 Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Policy 2.2.3 Promote and facilitate a jobs/housing balance at a citywide level.

Objective 2.4 Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1 Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.2 Develop and implement design standards that promote quality residential development.

Objective 2.5 Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.1 Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.

The Proposed Project is consistent with and helps implement the above-stated housing objectives, policies, and programs of the City in that it encourages the development of additional

housing for current and future residents in designated centers in the CPA, including the Regional Center in central Hollywood and in community centers and along mixed-use boulevards. The Proposed Project provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit systems with the preservation of existing, single-family and lower-density residential neighborhoods in other parts of the Community Plan Area, such as the hillsides and the HPOZs. The Proposed Plan promotes livable neighborhoods, consistent with the adopted Housing Element, by accommodating residential growth to be located near transit systems and existing services, thereby encouraging housing opportunities, mobility options and improving accessibility to local and regional employment and activity centers.

The Proposed Project generally retains the existing land use designations and zoning of residential neighborhoods to protect the scale of these areas, lessen demolition of existing housing stock, and limit incompatible uses. The policies of the Proposed Plan include: maintain neighborhood character and scale; limit hillside development; improve height transitions and compatibility with adjacent development; provide a range of housing that accommodates households of all sizes and incomes; encourage affordable housing near transit; and preserve and maintain rent stabilized units and existing affordable housing stock. Several policies of the Proposed Plan are implemented through the CPIO District, which includes a mixed income and 100% affordable housing incentive system, which encourages the integration of housing with other compatible land uses in commercial areas as called for in the Framework Element. These affordable housing incentive areas are generally transit-accessible, located near Metro stations and bus lines. In addition, the CPIO District requires that projects utilizing the incentive replace previously existing affordable units on the project site. The CPIO District also includes some height limits and development standards such as pedestrian access to encourage a pedestrian-oriented environment and infill regulations to ensure design and scale compatibility within the Character Residential subarea.

The Citywide Housing Element (2013 – 2021) sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above-referenced policies of the Housing Element, design standards, guidelines and policies are established to improve the function and design of neighborhoods and focus on improving the pedestrian experience, such as pedestrian access, ground floor location, street wall, and active floor area. Other policies also address access routes, such as bike paths and mobility. In accordance with the Housing Element, the Proposed Plan includes the use of the CPIO District as an implementation mechanism consistent with the policies and objectives of the Housing Element to ensure that housing is adequately incorporated within mixed-use developments in commercial areas and that the scale of character of selected residential neighborhoods including Multi-Family and Character Residential areas are preserved.

Urban Form and Neighborhood Design

With respect to urban form and neighborhood design, the Framework Element states the following:

GOAL 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.1: Use the Community Plan Update process and related efforts to define the

character of communities and neighborhoods at a finer grain than the Framework Element permits.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.

Policy 5.2.1: Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.

Objective 5.7: Provide a transition between conservation neighborhoods and their centers.

Objective 5.8: 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 of investment in the community.

The Proposed Project is consistent with the City's goals, policies, and objectives for urban form and neighborhood design in that it concentrates new growth in designated centers and in locations with access to public transportation. The policies of the Proposed Plan regarding urban form and neighborhood design are implemented in part through the CPIO District, which includes subareas that tailor regulations to meet neighborhood-specific needs. The CPIO District establishes development standards for future projects that improve the function and urban design of neighborhoods and focus on a pedestrian-friendly environment, especially in commercial areas with existing transit systems. The CPIO provisions facilitate lively, attractive, and pedestrian-oriented environments by establishing standards for features such as ground floor height, building transparency, locations for pedestrian and vehicular access, and publicly accessible open space among others. The CPIO District also promotes design and scale compatibility through infill development regulations such as height limitations and transitions, regulations for setbacks, building articulation, location of active uses on the ground floor, location of additions, building design features and materials, and parking regulations in various CPIO subareas. Projects within the CPIO subareas must conform to these development standards. A Project within the CPIO District is any activity that requires the issuance of a building, grading, demolition or change of use permit, unless the activity consists solely of interior rehabilitation/repair work.

Economic Development

With respect to economic development, the Framework Element states the following:

Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.

Policy 7.2.11: Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.5: Identify emerging and pro-actively clean industries to specifically attract to the City of Los Angeles.

Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.

Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

Policy 7.10.1: Focus available implementation resources in centers, districts, and mixed-use boulevards or "communities of need."

Policy 7.10.2: Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.

Consistent with the above policies, the Proposed Plan supports sustainable development principles to promote economic development throughout the Community Plan Area. The goals and policies of the Proposed Plan preserve and support strong commercial and media- and entertainment-related sectors for economic development, investment and employment, including local hiring. Within these sectors, the Proposed Plan supports a diversity of uses that serve the needs of the community, employees, and visitors by promoting pedestrian orientation as applicable and appropriate uses and amenities. The Proposed Plan focuses on a vital and vibrant Regional Center with residential and commercial density, affordable housing, and employment opportunities near transit infrastructure but also enhances neighborhood commercial districts by encouraging small businesses, local establishments, and design features, and promoting pedestrian-oriented design. Within the Media District areas in Hollywood, the Proposed Plan primarily supports the promotion of media, entertainment, and creative office uses for jobs,

The Proposed Plan is consistent with the Framework Element in that it accommodates and directs future growth in and around commercial centers and corridors supported by transit infrastructure while limiting development in the hillsides and low-density neighborhoods. There are established commercial centers and mixed-use boulevards under the Framework Map for the Hollywood CPA, and the Proposed Plan updates and/or extends these areas in conformance with the General Plan by creating a balance of jobs and housing near multi-modal transportation options to encourage economic and environmental sustainability.

The CPIO District promotes the vitality of the Regional Center and commercial corridors and encourages a vibrant mix of uses that increase access to a variety of services, whether at the regional or local scale. The Regional Center and Corridors Subareas of the CPIO District are served by Metro B Line stations, Metro Rapid Lines, and Metro Local Lines and are encouraged to develop as multi-modal neighborhoods that include a mix of uses that provide jobs, housing,

open space, goods and services. In addition, the CPIO District establishes development standards that bolster a pedestrian-oriented environment to improve the health, welfare and economic vitality of the commercial areas near transit infrastructure. The development standards and the Advisory Design Best Practices also seek to improve and enhance the quality and aesthetic appeal of urban design in certain areas.

Community Facilities and Public Services

With respect to community facilities and services, the General Plan Framework Element states the following:

Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Consistent with the above-referenced objectives, the Proposed Plan encourages the development of community facilities and improvements, and the proper design and effective use of community facilities to help increase personal safety. Zoning regulations and development standards implement pedestrian-oriented developments in the CPIO Subareas and other commercial neighborhoods in the CPA to provide for more active ground floor spaces. In addition, the Proposed Plan promotes open space and incentivizes publicly-accessible open space in the CPIO Regional Center Subarea to allow for more pedestrian activity and access to communal gathering spaces. To enhance the livability of all neighborhoods in the CPA, the Proposed Plan supports the creation of additional community and recreational facilities and neighborhood parks.

Livable Neighborhoods

With respect to livable neighborhoods, the Framework Element states the following:

Objective 5.5: Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.

Objective 5.8: 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.

With respect to livable neighborhoods, the Plan for a Healthy Los Angeles (Health Element) states the following:

Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

Policy 1.6 Poverty and Health: Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.

Policy 2.1 Access to Goods and Services: Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.

Policy 2.7 Access to Health Services: Encourage the equitable distribution of health service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.

Policy 4.4 Equitable Access to Healthy Food Outlets: Pursue funding, public, private, and nonprofit partnerships, and develop financial, land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences.

Policy 5.1 Air Pollution and Respiratory Health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

Policy 5.4 Noxious Activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

Consistent with the above-referenced Framework objectives, the Proposed Plan conserves the character of neighborhoods in the CPA that are not identified as areas of growth or change, such as the hillside single-family residential neighborhoods, and has zoning regulations to enhance or create pedestrian-oriented designated areas in the neighborhood districts, mixed-use boulevards, community centers, and the regional center. Other design standards for residential and commercial neighborhoods are also included in the Regional Center, Corridors, Multi-family Residential, and Character Residential CPIO subareas and address topics such as transitional height, historic features, and the public realm.

In conformance with the policies of the Plan for a Healthy Los Angeles, the Proposed Plan includes the following:

- Policies and zoning that accommodate future growth near transit systems to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve air quality.
- Tailored incentives that facilitate the production of mixed income and 100 percent affordable housing and requirements to maintain the existing number of affordable units in addition to providing new affordable housing units on site through the CPIO District. Land use and mobility strategies that encourage transit-oriented development and a transportation system that provides safe, accessible and convenient mobility options for users of all ages and abilities.

- Incentives for parking reduction by providing on-site affordable housing units through the CPIO District; no additional off-street parking spaces would be required for change of commercial uses.
- Regulations that prevent further overconcentration of auto-related uses including repair shops, automotive painting, and automotive storage areas, along portions of Santa Monica Boulevard, Hyperion Avenue, and Rowena Avenue.
- Policies that improve air quality and reduce urban heat island effects by planting, preserving, and protecting trees for optimum canopy cover.
- Policies that support food sustainability, community gardens, and joint use of public facilities.
- Incentives for projects that incorporate publicly-accessible open space in the CPIO Regional Center Subarea.

The Proposed Project is in substantial conformance with the purpose, intent, and provisions of the General Plan in that it helps to implement policies contained in a number of other General Plan Elements in addition to the Framework Element and the Housing Element discussed above, including the Air Quality Element, Circulation (Mobility) Element, and the Open Space Element. The Proposed Plan promotes a compact development pattern concentrated in the Regional and Community Commercial designated areas near transit stations and along transit corridors served by bus lines to help the City to achieve regional air quality benefits over traditional, single-use sprawl development. This is consistent with the Air Quality Element which encourages the City to develop in a more compact, efficient urban form.

Mobility Plan 2035. The City's Mobility Plan 2035 (Circulation Element) contains a number of important policies related to the Proposed Plan, including:

Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels and bridges using complete streets principles to ensure the safety and mobility of all users.

Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.14 Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.

Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

The Proposed Plan is consistent with the Mobility Plan of the General Plan in that it primarily concentrates future employment and housing in accessible locations in central Hollywood and commercial corridors near transit stations and bus lines, which helps minimize vehicle miles

traveled (VMT), reduce reliance on automobiles for transportation, and improves air quality. The Proposed Plan emphasizes maximizing development opportunities around existing transit systems that integrate land use planning with transportation planning to promote improved accessibility to housing and employment. Growth is then directed away from stable low-density neighborhoods. These strategies promoted improved livability and multi-modal transportation options within the CPA and the City at large.

The Proposed Project recommends a few street dimension changes and refinements to the networks in the CPA under the Mobility Element. The Proposed Project proposes to redesignate a portion of Curson Avenue between Fountain Avenue and Curson Pl. from a Collector Street to a Local Standard Street, and to redesignate a portion of Beachwood Drive between Ledgewood Drive and Linforth Drive from a Collector Street to a Local Street. These two street re-designations are proposed for specified streets in Hollywood in order to better reflect street standards and dimensions. Melrose Avenue between Vermont Avenue and Hoover Street was converted from a Bicycle Enhanced Network (BEN) to a Neighborhood Enhanced Network (NEN) due to the roadway width and available right-of-way along this portion of the corridor. Vermont Avenue between Los Feliz Boulevard and Hollywood Boulevard was re-categorized from a Comprehensive Transit Enhanced Network (TEN) to a Moderate TEN due to the character of the roadway along this portion of the corridor. The Moderate TEN treatment would provide mixed-flow bus and vehicular lanes instead of a bus only lane to preserve on-street parking for the adjacent commercial uses. The Proposed Plan includes goals and policies that support safe, accessible, and convenient mobility options for users of all ages and abilities through each mode of transportation, including walking, bicycling, using transit systems, and operating motor vehicles. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance circulation within the Community Plan Area. To promote sustainability principles in the Community Plan Area, and to be in compliance with SB 375, the Complete Streets Act and SB 743, the Proposed Plan supports a complete street system that allows for multi-modal transportation options to enhance mobility through various land uses and neighborhoods efficiently and effectively.

Open Space. In support of the Open Space Element, the Proposed Plan includes policies to improve and support the preservation and expansion of open space areas, parks, and other spaces within the public realm, such as plazas and publicly accessible open spaces as part of new development. About 40 percent of the land areas in the CPA is Open Space, primarily because of Griffith Park but additional smaller open space areas are needed throughout the CPA. The Proposed Plan also encourages the maintenance of alley networks, and public rights of way to enhance access to private development and buffering for adjacent uses. The CPIO District also creates floor area and height incentives for non-residential projects in the Regional Center Subarea that provide publicly accessible open amenity space at the ground level. Goals and policies under the Proposed Plan also promote access to trails, parks, and open space areas that serve the community. The Proposed Plan is consistent with the Public Recreation Plan of the Service Systems Element in that it supports the acquisition and expansion of parkland and recreational facilities, including parkland at the neighborhood level. The Proposed Plan also has policies to protect and conserve existing natural areas, ridgelines, and wildlife habitat and supports the City's Wildlife Pilot Study to conserve areas important for supporting habitat and movement for wildlife. Proposed land use designation and zone changes for the Community Plan Area re-designates more than 300 acres of hillside residential land use to open space for preservation.

In summary, the zone and height district changes and the establishment of the CPIO District are in substantial conformance with the purpose, intent, and provisions of the General Plan in that they would implement a number of significant goals and policies to distribute growth near transit systems in the Regional Center, community centers, and mixed-use boulevards, conserve stable low-density neighborhoods and neighborhood districts, and bolster pedestrian-oriented design

and urban design in commercial and residential neighborhoods. The zone and height district changes and the CPIO District focus on increasing development opportunities for housing, mixed-income housing, and 100 percent affordable housing and employment, especially in the Regional Center, along transit corridors, and the Media District light industrial area. The zone and height district changes and CPIO District also reduce height limits in selected areas and establish review procedures and infill compatibility design standards for the purpose of historic preservation. In addition, zone changes and height district changes preserve a number of open space parcels, primarily for conservation in the hillsides, and to reflect existing recreational uses, such as parks; the changes also correct a number of existing public facilities, such as schools, as well as parcels in the Vermont/Western Transit Oriented District Specific Plan (SNAP), as previously noted. The zone and height district changes and the adoption of the CPIO District in the Hollywood Community Plan Area implement the purpose, intent, and provisions of the General Plan.

The zone and height district ordinances and the CPIO District ordinance are in conformity with public necessity, convenience, general welfare and good zoning practice. The changes will facilitate more housing and affordable housing development during a housing crisis, increase floor area for additional employment capacity, and will increase transportation access and mobility options as alternatives to driving vehicles. Residents, employees, and visitors will benefit from transit-accessible development when housing, employment, and services are located close to Metro stations and bus lines. People will be able to get to work or other needed services and entertainment not only in Hollywood but to other areas in the City or County served by Metro transit infrastructure. Bolstering pedestrian-oriented design will help make walking a more attractive option but it would also increase safety and improve travel convenience; pedestrians may also get health and wellness benefits from more active mobility choices. Combining land use and transportation when planning for development is one of the key strategies of reducing vehicle miles traveled and improving air quality, which is a regional and state mandate.

B. Findings for the Adoption of a Hillside Construction Regulation (HCR) District

The new Hillside Construction Regulation Supplemental Use District covers a portion of the hillsides with single-family zoning on both sides of the 101 freeway. HCR districts protect from construction related-impacts by requiring operational limits, set maximum grading quantity limits for single-family residential projects, and require Site Plan Review (SPR), a discretionary approval, for single-family developments with a cumulative floor area of 17,500 square feet or larger. Specifically, the operational limits include limiting the number of hauling truck trips allowed per hour per project site and to limit construction activity hours on the weekdays and Saturdays based on whether the construction work is exterior or interior.

Charter and Code Findings

Framework Element: Single-Family Residential

With respect to Single-Family Residential, the General Plan Framework Element states the following:

Goal 3B: Preservation of the City's stable single-family residential neighborhoods.

Objective 3.5: Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development that it is compatible with and maintains the scale and character of existing development.

Conservation Element: Land Form and Scenic Vistas

Section 15 of the Conservation Element encourages the retention of existing land forms and natural terrain and the protection of scenic features.

In summary, the Hillside Construction Regulation District is in substantial conformance with the purpose, intent, and provisions of the General Plan because the HCR District's Site Plan Review requirement would help preserve the character and scale of single-family residential neighborhoods in the hillsides. The Site Plan Review application requires applicants to make three findings, including that the project consists of buildings and structures, including height, bulk, and setbacks, and improvements that are compatible with existing and future development on adjacent properties and neighboring properties. The new SPR requirement would help ensure that larger infill projects in the hillsides are compatible and similar to existing single-family residential dwellings nearby. In addition, grading limits for single-family family lots within the HCR District are restricted to 6,000 cubic yards for cut and fill and substandard streets have reduced quantity limits, which would encourage the preservation of existing land forms and may also reduce erosion.

The Hillside Construction Regulation District is in conformity with public necessity, convenience, general welfare and good zoning practice because the SPR requirement and the construction-related limits of the HCR District zoning ordinance address the preservation of stable single-family residential neighborhoods and conservation of land forms. The zoning ordinance helps address general welfare issues by reducing or limiting hauling truck trips and construction activity and expands the protections of the HCR to a greater portion of the hillsides in Hollywood. It is good zoning practice to establish grading limits and reduce hauling truck trips in the hillsides to protect from construction-related impacts.

C. Findings for Amendments to the Vermont/Western Transit Oriented District Specific Plan

The proposed changes are to reduce height limits of selected properties in proximity to Barnsdall Arts Park on the west side of Vermont Avenue between Hollywood Avenue and Barnsdall Avenue, in order to preserve the public views observed from the Hollyhock House, a UNESCO World Heritage site, located in Barnsdall Park, and to correct three community facilities that should be in SNAP Subarea E: Community Facilities as previously described on Page A-18.

Charter and Code Findings

Framework Element: Open Space

With respect to Open Space, the General Plan Framework Element states the following:

GOAL 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.

Objective 6.1: 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.

Policy 6.1.2: Consider City operations and development policies for the protection and conservation of open space resources, by:

c. Preserving natural viewsheds, whenever possible, in hillside and coastal areas.

Objective 6.4: 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 they pass.

Conservation Element: Cultural and Historical

Section five of the Conservation Element calls for the identification, protection, and preservation of historic sites and structures for future generations and states that five types of historic protection designations apply in the City. One of them is the Historic-Cultural Monument (HCM) designation by the City's Cultural Heritage Commission and approved by the City Council. The Hollyhock House was designated as a HCM in 1963 and Barnsdall Art Park was designated as a HCM in 1965. Furthermore, the Hollyhock House was named a World Heritage UNESCO site in 2019.

The amendments to the Vermont/Western Transit Oriented District Specific Plan are in substantial conformance with the purpose, intent, and provisions of the General Plan because they would protect existing public views and designated historic resources. Current public views seen from Barnsdall Park include panoramic views of the Santa Monica Mountains, the Hollywood Sign, and the Griffith Observatory. Barnsdall Park sits atop a hill. Establishing restrictions on height limits along portions of Vermont Avenue and Edgemont Street would help protect from the encroachment of future redevelopment and preserve a natural viewshed. The proposed maximum height on the west side of Vermont Avenue is 45 feet as part of the zone change to Subarea 12; Subarea 12 is located to the east of the park at a lower elevation and also faces the mountains. Subarea 12 is currently developed as a one-story strip mall with ample surface parking. Selected subareas along Edgemont Street, Subarea 10:1 and 10:1E, are also proposed to have a height limit of 45 feet. Under the SNAP Specific Plan, the current maximum height allowed is 75 feet for Subareas 10:1, 10:1E, and 12 (SNAP Subarea C: Community Center). A height limit of 45 feet would preserve public views from Barnsdall Park. The Hollyhock House, designed by Frank Lloyd Wright, and seven other of his buildings were evaluated by UNESCO on the principles of "organic architecture," which takes into consideration function, scale, and setting; the relationship between the sites and their settings was found to be generally acceptable in a UNESCO report. The same report noted that maintenance of the scale over time needs protection and consideration. A reduced 45-foot height limit would help preservation of the setting around the Hollyhock House. The amendments to the Vermont/Western Transit Oriented District Specific Plan are in conformity with public necessity, convenience, general welfare and good zoning practice because they preserve a natural viewshed from Barnsdall Art Park for public views and also maintain a setting that is considered vital to the preservation of a significant historic site. In addition, the correction of three public facility sites to SNAP Subarea E: Community Facilities for administrative consistency purposes as discussed on Page A-18 will help update information and maps for the public.

D. Findings for Amendments to the Hollywood Redevelopment Plan (Draft Ordinance)

The proposed Zoning Actions include an ordinance to amend the Hollywood Redevelopment Plan. The following discussion explains how the current Hollywood Redevelopment Plan, as first amended in 2003, is in conflict with the Proposed Plan and its implementing Zoning Actions.

Section 502 of the Hollywood Redevelopment Plan states the following:

The Redevelopment Plan Map, "Exhibit A.1," attached hereto and incorporated herein shows the location of the Project Area boundaries, the immediately adjacent streets, the

public rights-of-way, the proposed land uses to be permitted in the Project Area for all public, semi-public and private land and designated districts of special import.

Notwithstanding anything to the contrary in this Plan, the land uses permitted in the Project Area shall be those permitted by the General Plan, the applicable Community Plan, and any applicable City zoning ordinance, all as they now exist or are hereafter amended and/or supplemented from time to time. The initiation of any proposed amendment and/or supplement to the General Plan, applicable Community Plan, and/or any applicable City zoning ordinance shall be coordinated between the Department of City Planning and the Agency. In the event the General Plan, the applicable Community Plan, and/or any applicable City zoning ordinance is amended and/or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including, without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process. At such time, the Agency shall be authorized to replace any Exhibits hereto with modified Exhibits in order to conform to such amended or supplemented General Plan, applicable Community Plan, or applicable City zoning ordinance.

Large portions of the Redevelopment Plan are intended to regulate, control, or shape the use and development of land in the Hollywood Redevelopment Plan Area, including without limitation Sections IV and V. The purpose of these regulations as described in the Redevelopment Plan 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. The Proposed Plan 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 Proposed Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses and development in the Program Area. As such, the Hollywood Redevelopment Plan regulations are in conflict as the Proposed Plan is intended to cover the entire field of regulation for land uses and zoning standards in the CPA and because the Hollywood Redevelopment Plan regulations, (1) prohibit what is allowed under the Hollywood Community Plan and its implementing Zoning Actions; or (2) allow what is prohibited under the Hollywood Community Plan or its implementing Zoning Actions; 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.

Charter and Code Findings

Framework Element: Housing

With respect to Housing, the General Plan Framework Element states the following:

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

Housing Element, 2013-2021

The Housing Element includes the following:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.4: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Framework Element: Urban Form and Neighborhood Design

With respect to Urban Form and Neighborhood Design, the General Plan Framework Element states the following:

Objective 5.2: Encourage future development in center and in nodes along corridors that are served by transit and already functioning as centers for the surrounding neighborhoods, the community or the region.

Objective 5.8: 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.

Policy 5.8.1: Buildings in pedestrian-oriented districts and centers should have the following general characteristics:

- a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;*
- b. A building wall more-or-less continuous along the street frontage;*
- c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases;*
- d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals;*
- e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate;*
- f. Ground floor building walls devoted to display windows or display cases;*
- g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible;*
- h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and*
- i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.*

Framework Element: Economic Development

With respect to Economic Development, the General Plan Framework Element states the following:

Objective 7.4: Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.

In summary, the proposed ordinance to amend the Redevelopment Plan is in substantial conformance with the purpose, intent, and provisions of the General Plan because the Proposed Plan and its implementing zoning ordinances are intended to provide a complete vision for land uses and development in the Hollywood CPA, including the Redevelopment Plan area. As stated in the Draft Ordinance (Exhibit I), the City desires to amend the Hollywood Redevelopment Plan to delete all provisions that either regulate the use and development of land in the Hollywood Community Plan Area or mandate the City to unnecessarily expend resources for land use or development related studies, reports, surveys, or other planning efforts. As a whole, this deletion would reduce regulatory and procedural barriers to development by reducing the amount of development applications, and staff resources to review and process application requests, which conforms with several General Plan objectives under housing and economic development.

The proposed ordinance to amend the Redevelopment Plan in conformity with public necessity, convenience, general welfare and good zoning practice because the Hollywood Redevelopment Plan has regulations that would limit housing density that are in conflict with the Proposed Project, which has policies and zoning that support additional housing development opportunities, including bonus residential densities for the provision of affordable housing through the CPIO District. The CPIO District supports mixed-income and 100 percent affordable housing developments near transit stations and transit corridors. Deleting the regulations in the Hollywood Redevelopment Plan would allow for additional housing and affordable housing development in central Hollywood, where it is transit accessible. The Hollywood Redevelopment Plan also has design limitations in conflict with the Proposed Project, which has policies and zoning that bolster pedestrian-oriented design that are in conformance with the General Plan. The Proposed Project establishes pedestrian-friendly design regulations in neighborhood districts, the Regional Center, and along mixed-use boulevards and other centers through the CPIO District's development standards and specific subarea zoning regulations. Hollywood has many transit-accessible neighborhoods and aims to elevate building orientation and design so that walking becomes a convenient mobility option for residents, employees, and visitors.

Deleting the Hollywood Redevelopment Plan's various limitations on the use and development of land in central Hollywood facilitates additional housing and affordable housing opportunities, which serve public necessity especially during a housing crisis. The development of infill housing near transit systems also helps improve air quality, reduce vehicle miles traveled, and provides access to transportation for people of all incomes, all of which is good zoning practice. Bolstering pedestrian-oriented design in the CPA is for public convenience and safety, allowing the public more mobility options to access employment sites, services, and goods. The intent of the Draft Ordinance is to meet the purposes of the General Plan and reduce barriers to public necessity and convenience.

III. Other Findings

A. LAMC 13.14 C.5 – In addition to the findings in 12.32 C, the adoption of a CPIO District also requires a finding that the supplemental development regulations of the CPIO District are

consistent with, and necessary to implement, the programs, policies, or urban design guidelines of the Community Plan for that area.

The supplemental development regulations of the proposed Hollywood CPIO District are consistent with and necessary to implement the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income affordable housing and 100 percent affordable housing projects, pedestrian-friendly design and historic compatibility design standards, and historic review procedures to protect historic resources. The CPIO development standards ensure that new projects enhance the unique architectural and/or cultural qualities of the Community Plan Area and maintain compatible land uses, scale, intensity, and density.

The CPIO District subareas focus growth in the transit-oriented development areas, which are the Regional Center, Corridors, and Multi-family Residential subareas, and maintain compatible scale, intensity, and density in the historic neighborhoods of the Character Residential subarea. Within the Regional Center, Corridors, and Multi-family Residential subareas, there are tailored development standards based on the context of the neighborhood. Certain areas are to maintain compatible land uses, scale, intensity, and density. Height limits in the Character Residential subarea and along neighborhood-scaled commercial corridors preserve the scale.

The CPIO District includes use limitations to prohibit outdoor dining above the ground floor, which includes rooftop restaurants, bars, and nightclubs that are not within an enclosed building. This use restriction will address noise concerns on neighboring residential uses. The CPIO District also tailors development standards to meet the needs and context of the subareas. In addition, the CPIO District preserves and supports housing by prohibiting hotel development in the Multi-family Residential subarea and requires conditional use approval for hotel projects that demolish existing residential buildings. In an effort to protect parcels that are zoned for low-scale residential uses abutting the Regional Center, a transitional height standard is required of new projects located on such parcels in the Regional Center. To further the goals of pedestrian walkability, especially in commercial areas that are transit accessible, the CPIO District includes standards for building frontage location, ground floor heights, active ground floor uses, and parking regulations, such as not allowing any stand-alone surface parking lots.

B. State Law Restrictions on Zoning Actions under Housing Crisis Act SB 330 – On October 9, 2019, Governor Newsom signed into law SB 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The bill has been in effect since January 1, 2020 and sunsets on January 1, 2025. The goal of SB 330 is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. The Proposed CPIO District includes only objective design standards that comply with the SB 330 requirement, and are implemented through a ministerial process. SB 330 also prevents zoning actions that reduce the capacity of housing. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot not be imposed by local jurisdictions. This does not apply to zoning efforts that reduce intensity for certain parcels as long as density is increased on other parcels and therefore results in no net loss in zoned housing capacity or intensity. The Zoning Actions allows for the net increase of 17,000 to 28,000 housing units and therefore the Plan complies with this requirement.

IV. Summary of CEQA Findings

The Proposed Plan is designed to provide guidance regarding the ultimate development of the Hollywood Community Plan Area over an approximately 20-year period and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered the indirect impacts from the reasonably anticipated development of the CPA from the Proposed Plan and its implementing Zoning Actions. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the conservative analysis contained in the Draft EIR which considered reasonable worst-case impacts without specific development proposals, the EIR concluded the Proposed Plan could result in unavoidable significant environmental impacts with regard to: Air Quality, Biological Resources, Cultural Resources, Noise, and Public Services.

Recommended Plan

The Proposed Project was analyzed in the Draft EIR. As discussed above, some changes have been made to the Proposed Project since the Draft EIR was published. However, these changes do not result in new significant impacts. In some cases the changes reduce those impacts discussed in the Draft EIR, such as the addition of the proposed HCR District and the changes in the proposed CPIO District. As such, the changes do not result in significant new information requiring new impact analysis or recirculation.

Final EIR

Section 15088 of the CEQA Guidelines requires the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and provide written responses. The lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period are included in the Final EIR.

Pursuant to Section 15025(c) of the CEQA Guidelines, the City Planning Commission as a recommending body on the Proposed Plan and Zoning Actions, is required to consider the Draft EIR and make a recommending to the City Council.

The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be considered by the City Council prior to adoption of the Proposed Plan and certification of the EIR.

PUBLIC HEARING AND COMMUNICATIONS

Outreach Leading up to the Public Hearing

As previously described, the Proposed Plan includes many components and potential changes. Because of the large amount of information, Planning staff provided multiple opportunities for the public to review and learn more about the Proposed Plan, and provide input, prior to the official Open House/Public Hearing on December 9, 2020. After draft policy and zoning recommendations were released in August 2020, planning staff shared topical information sheets and interactive maps on the project website and hosted Office Hours and webinars. Information about the events were sent to the interested parties email list, which has diverse stakeholders. A notice of public hearing was mailed on November 13, 2020 to affected parties and other occupants and owners of properties located within 500 feet of a proposed change area. An email notification was then sent on November 15, 2020 to the interested parties email list.

Virtual Office Hours, Webinars, and Stakeholder Meetings

Prior to the open house/public hearing, the Hollywood Community Plan update staff held 18 virtual office hour sessions in September 2020 and October 2020, and hosted three webinars in October 2020 and November 2020 to provide community members an opportunity to hear about the latest updates and ask questions. Due to public health concerns over the spread of COVID-19, all public outreach was conducted online as it was not possible to hold in person meetings due to physical distancing measures during unprecedented times.

Updated drafts of the proposed Community Plan, Community Plan Implementation Overlay (CPIO) District, and zoning were released on the project website on August 7, 2020 to provide community members with an opportunity to review all of the information ahead of the virtual meetings. People who signed up to receive email notifications about the Plan update received eblasts about the release and availability of the updated drafts and the virtual meetings, and it was publicized on the department's social media platforms. Stakeholders were able to engage with staff in small groups during the CPIO office hours and more broadly during the general webinars, which covered an overview of the Plan update. Eighteen small group discussions were held. Registration filled up but ultimately approximately 50 participants attended the office hours. Two webinars were offered in English and one webinar was offered in Spanish. About 80 participants attended the webinars; recordings of the webinars were then shared on the project website under Resources. A variety of time slots between lunchtime and early evening hours was chosen to maximize participation.

The project team also gave presentations on the Hollywood Community update, including the updated CPIO District, at the planning and land use committee meetings of the nine Neighborhood Councils in the Community Plan Area, in September 2020 and October 2020.

The virtual office hours were as follows:

- Thursday, September 24, 12 p.m - 12:45 p.m. (2 sessions)
- Thursday, September 24, 1 p.m. - 1:45 p.m. (2 sessions)
- Thursday, September 24, 2 p.m. - 2:45 p.m. (2 sessions)
- Wednesday, September 30, 4 p.m. - 4:45 p.m. (2 sessions)
- Wednesday, September 30, 5 p.m. - 5:45 p.m. (2 sessions)
- Wednesday, September 30, 6 p.m. - 6:45 p.m. (2 sessions)
- Thursday, October 8, 12 p.m. - 12:45 p.m. (1 session)
- Thursday, October 8, 1 p.m. - 1:45 p.m. (1 session)

- Thursday, October 8, 2 p.m - 2:45 p.m. (1 session)
- Tuesday, October 27, 3 p.m. - 3:45 p.m. (1 session)
- Tuesday, October 27, 5 p.m. - 5:45 p.m. (1 session)
- Wednesday, October 28, 6 p.m. - 6:45 p.m. (1 session)

The webinars were as follows:

- Thursday, October 22, 12 p.m. - 1 p.m. (English)
- Wednesday, November 18, 12 p.m. - 1 p.m. (English)
- Wednesday, November 18, 12 p.m. - 1 p.m. (Spanish)

Website/Interactive Storymap

In addition to providing updated drafts of the Community Plan, CPIO, and zoning for public information and review on the project website, the Department of City Planning staff released an explainer video and an Interactive Storymap online in August 2020 and refreshed in October 2020 to provide more information on the Community Plan Implementation Overlay subareas. The interactive map website allows users to search a specific address and locate it on the map. If the location is within a CPIO Subarea, a brief description follows explaining the subarea along with proposed zoning incentives with the provision of on-site affordable housing and proposed development standards for urban design. The existing Storymap for the proposed zoning throughout the Community Plan Area has been available since 2017 with regular maintenance as updates became available. Both interactive maps are accessible on the project website under the Maps tab.

Open House and Public Hearing

In conformity with the Governor's Executive Order N-20-20 (March 17, 2020) and due to concerns over COVID-19, Los Angeles City Planning held an Open House and Public Hearing using Zoom [<https://zoom.us/>] and telephonically on Wednesday, December 9, 2020. The Open House was from 4:00 p.m. to 4:45 p.m. and included an overview presentation to help explain the Plan Update for Hollywood, including the proposed land use designations and zoning. The Public Hearing was held from 5:00 p.m. to about 7:00 p.m. and offered participants a formal opportunity to provide public comment on the Plan Update. Approximately 379 unique visitors logged into the event.

Approximately 130,000 public hearing notices were mailed on November 13, 2020 to all property owners and occupants within a proposed subarea and 500-foot radius surrounding each subarea. A public notice was also included on the Los Angeles City Planning Hollywood Community Plan project website, planning.lacity.org/hcpu2, and a newspaper advertisement was published in the Daily Journal on November 12, 2020. The public notice was also translated into Spanish and posted on the website, and was emailed to the project's interested parties list. The Public Hearing Officer kept the public comment period open for one week following the public hearing. Additional comments were received through Wednesday, December 16, 2020. During the comment period following the Public Hearing, approximately 35 additional comments were received via email and/or mail to staff.

Below is a summary of the public testimony received and the total written correspondence received by City Planning Staff by the end of the public comment period.

Summary of Public Hearing Testimony and Written Communications

Comments were received on a range of topics addressed by the Proposed Plan. The primary topics raised during the public hearing were related to the housing crisis, the need for more affordable housing and anti-displacement measures, the need to protect open space and limit development in the hillsides, the need to protect historic resources, the need to expand zoning

for media-related industry jobs, improved sustainability standards and protections, and various changes to the proposed Community Plan Implementation Overlay (CPIO) District's affordable housing incentive program, historic preservation review, and development standards. A total of 49 persons provided testimony during the public hearing on December 9, 2020 and 35 written comments were received by the December 16, 2020 deadline. A summary of the comments received is provided below, first the testimony then the written comments.

Testimony (Verbal Comments) on the Proposed Plan

The majority of the comments received during the public hearing are consistent with the comments received through the outreach phases of the plan update process. About one-half of the testimony was from stakeholders with concerns about affordable housing and potential displacement, and they sought a bolstering of housing protections for existing renting households, and an elevation of the Community Plan's CPIO affordable housing incentives. Other speakers addressed topics of hillsides, historic preservation, and Media District area expansion. Other speakers spoke about the need to further address climate change, and the proposed Community Plan Implementation Overlay (CPIO) District's proposed standards. There were also a few miscellaneous or general comments.

The comments on the Proposed Plan include:

Housing/Affordable Housing

- Need to building more affordable housing
- Increase the required percentage of on-site affordable housing units proposed in the proposed Community Plan Implementation Overlay (CPIO) District's Regional Center affordable housing incentive program.
- Anti-displacement measures are needed; the unhoused population is growing.
- Protect rent-stabilized RSO units; strengthen tenant protections.
- Prohibit the conversion of existing housing into hotels.
- Hotel development should have a new Conditional Use Permit review process.
- No upzoning of areas near transit systems without providing affordable housing.
- No luxury development.
- Revise the Vermont/Western Station Neighborhood Area Plan (SNAP).

Hillsides

- More implementation programs are needed to protect open space areas in the hillsides; the City should re-zone City-owned vacant parcels in the hillsides as open space.
- City should have a proactive/official approach to acquire open space.
- Hillside development should be deprioritized, especially because of wildfire concerns; the hills are in a very high fire severity zone.
- The Ridgeline Protection pilot study area, underway elsewhere in the Santa Monica Mountains, should be expanded.
- The Wildlife Pilot Study area, currently underway in a portion of the Hollywood Hills, should be expanded.

Historic Preservation

- Need a better map that shows areas of proposed changes and historic districts/resources. Areas being upzoned would lead to demolition of historic resources.
- Include Survey LA planning districts in the proposed CPIO.
- Clarify/explain what happens when there are conflicts between historic preservation and development.

Media District Expansion

- The Plan Update is preserving and incentivizing areas for media-related industry uses but one two-block area generally bounded by Mansfield Avenue, Lexington Avenue, Highland Avenue, and Santa Monica Boulevard was not (initially) included. This area is Limited Manufacturing and has media-related jobs and uses and should be included in the Media incentive/expansion area like other areas around it.

Sustainability/Climate Change

- Add information about street trees for shade and air quality in the CPIO.
- Discuss more about what the Plan is doing for climate change and urban forestry goals.

CPIO District

- Should address former CRA inconsistencies.
- Clarify Transfer of Development Rights program.
- Add incentives for middle income workforce housing.
- Offer additional development incentives.

General/Other

- Discuss how racist, exclusionary housing policies have led to a housing crisis.
- Do more outreach with people who are unhoused and more outreach in general.
- One person asked for a time extension on the Public Hearing comment due date.
- One person requested that the hotel use of a property to be granted legal non-conforming rights due to a proposed change that would no longer allow future hotels in that area. The property is located at 6666 Yucca St.
- Two people mentioned concerns about infrastructure and population.
- One person said high-density projects have negatively affected Hollywood and to re-think density in light of Covid-19.
- One person stated a need for more fully protected bicycle lanes and phasing out cars as part of improving mobility.
- Adding a seasonal Metro station at the Hollywood Bowl that operates during the months that the Bowl has performances.

Written Comments on the Proposed Plan

A total of 35 people sent in written comments via email by the December 16, 2020 deadline. No written comments were received by U.S. mail or other methods.

The written comments were similar to the verbal comments provided during the public hearing, and raised concern about affordable housing, historic preservation, the CPIO District's regulations and incentives, media district development, and specific potential development sites. There were also a few miscellaneous or general comments; see below.

The comments on the Proposed Project include:

Housing/Affordable Housing

A dozen email statements urged that the Plan Update not increase the base zoning of selected areas in central Hollywood unless affordable housing is provided, that the on-site affordable housing percentages proposed in the CPIO affordable housing incentive system should be increased, a conditional use permit for hotels appealable to the City Council to allow for more public oversight. Several other comment letters also expressed support for more affordable housing, the prohibition of converting housing into hotels, possibly converting hotels into affordable housing, and preserving existing housing stock. One comment said there is a high-end housing vacancy issue in Hollywood and that should be addressed when people are sleeping on

the streets. Several comment letters stated that replacement units should not be counted when calculating affordable housing requirements because the net gain of affordable housing units would be small.

CPIO

- Explain/clarify the relationship between the CPIO and the Hollywood Redevelopment Plan, especially when there is a land use conflict or historic preservation implementation.
- Clarifications to the Transfer of Development Rights procedure.
- Clarifications to how the historic preservation review procedure would be implemented.
- Use the expertise of the Office of Historic Resources and the Cultural Heritage Commission to determine if a resource is historic, not the Director of Planning under the proposed procedures.
- Promote adaptive re-use over demolition.
- Need to identify and map individual historic resources and districts, then protect the resources through zoning and regulations, such as downzoning. Clarify various definitions and procedures regarding the treatment of historic buildings.
- Consider providing incentives for workforce housing.
- Less restrictions on height limits.
- More flexibility with parking regulations.
- Consider changing a multi-family area generally bounded by Franklin Avenue, Cahuenga Boulevard, Yucca Street, and Highland Avenue to Character Residential to preserve existing housing.
- Consider adding more design standards to Corridor 2 and 5 along Sunset Boulevard that address issues such as sidewalk width, podium parking, rooftop parking, bus shelters, lighting, signage, tree preservation, outdoor dining, balconies, and trash enclosures. Consider prohibiting commercial use of rooftops, rooftop parking, and entertainment or live entertainment uses.

Historic Preservation (outside of the CPIO)

- Hollywood is a unique place with historic treasures that need to be preserved and more can be done to preserve the historic character of Hollywood, despite a boom in real-estate development. It is concerning that some of the areas being proposed for more development contain historic resources. Many other areas can be added to the CPIO Character Residential subarea for historic preservation.
- A request to reduce the zoning of 10 properties in Whitley Heights on Whitley Avenue and Franklin Avenue from primarily [Q]R4-1VL and RD1.5-1XL to RD3-1XL to limit hillside development and historic preservation purposes.

Media District Expansion

- Property owners within the industrial area two-block area generally bounded by Mansfield Avenue, Lexington Avenue, Highland Avenue, and Santa Monica Boulevard request to be included in the Media incentive Subarea 17:3 nearby.
- One property owner with properties identified in SA 40:2 in the Media District area supports the proposed floor area incentive for properties that develop targeted media-related uses in the future.
- Property owner(s) requested that the properties located between Cahuenga Boulevard, Romaine Street, Lillian Way, and Eleanor Avenue in subarea 40:1B to allow for increased floor area ratio than other properties and to remove the proposed 20,000-square-foot individual premise limitation on the ground floor for restaurants and retail because of future redevelopment.

Other Specific Properties

- One person requested that the hotel use of a property to be granted legal non-conforming rights. The property is located at 6666 Yucca St.

- Property owner(s) requested that the properties located at 6110-6134 Sunset Boulevard in the Regional Center to have greater FAR like surrounding areas because this area is near the Hollywood/Vine Metro station and could be redeveloped.
- Property owner(s) requested that the property at 1534-1540 N. McCadden Place in the Regional Center to be included in a subarea with a higher floor area.
- Property owner(s) request a General Plan amendment and zone change for Commercial Manufacturing properties located near Western Avenue and Fernwood Avenue, and part of Serrano Avenue, to Community Commercial land use designation because this area is near commercial uses and multi-family residential uses.
- Property owner(s) of properties located along Tamarind Avenue between Sunset Boulevard and Fountain Avenue find the zoning residential density prescribed to their property (i.e. Q-Condition), as well as the CPIO affordable housing incentives proposed for this area to be too low and request higher base density, floor area, and density incentives.

Other

- Consider preserving and improving the existing low-scale character and walkability of La Cienega Boulevard as the La Cienega Design Quarters and not allow increased zoning there.
- Re-consider the proposed parking change for Melrose Avenue between Fairfax Avenue and Highland Avenue, which would not require any additional off-site parking spaces for commercial change of uses. This proposed parking change could cause conflicts with nearby residents who already have limited street parking spaces on residential streets intersecting Melrose Avenue, which has some late night uses.
- Consider changing the zoning of residential properties adjacent to Hillhurst Avenue from Los Feliz Boulevard to Prospect Avenue from RD1.5 to R2 zoning.
- One comment letter expressed concerns about seismic issues in areas that are proposed for additional development potential.
- Several comments state that homelessness in the Community Plan Area must be addressed.
- A couple of comment letters mentioned concerns about the expansion of infrastructure; declines in transit ridership; the relevance of specific demographic data, a potential decline in population, vacancy rates of existing buildings, and the adequacy of the Draft EIR's analysis.
- Noise nuisance from entertainment uses and rooftops need to be addressed.
- One comment letter requests implementation programs for Policy PR3.1 Preserve Open Space, and recommends that vacant land owned by the City to be Open Space. These lands could be preserved for wildlife habitat. The City should also designate parcels on the land use map to identify areas as Desirable Open Space.
- Need regulations and protections that will actually preserve tree canopies.
- One comment suggested that vacant lots and lots with condemned buildings should be converted into community gardens.
- One comment supported the preservation and improvement of existing community-serving parks and opposes the creation of the Hollywood Central Park.